

Soaring **AUSTRALIA**



November 2002



**Flying the
Darling Downs**



**ACT Club
Landing Clinic**



**2nd World Club Class
Championships**

"Slips thru the air like a sharp blade.... turns on a dime..."



▶ **Dennis Pagen:**

I had the handling to hook and core when I needed to and the sink rate to rise above the efficiency robbing traffic. At least three times I survived sink cycles by working up from 300 feet over the landing field. I also went on a mini X-C with Kenny Brown flying a Litespeed 4 and found I could stay with him at best glide speeds. All this apparent bragging is not to impress with my flying skills (I'd be winning meets if they were that good), but to show how the glider has a bountiful performance package.

▶ **Jeff Blunt, Newcastle pilot:**

What can I say? I was very impressed by the demo LiteSport but my new LiteSport is even better. Light responsive handling and if it glides as quoted it's icing on the cake! The new batten fittings are superb. Many thanks for a great glider. Please thank Steve for the perfect settings as requested. Kind Regards, Jeff Blunt.

▶ **Toru Goda, Japanese Dealer:**

I flew LiteSport 4 Ogasawara the day before yesterday. It was a perfect glider, I like the Powerib LiteSport!

▶ **Steve Moyes after his first flight on a LiteSport:** "We're gonna sell a million of these!"

▶ **Peter Kestel, Canberra pilot:**

I am the proud new owner (father) of a LiteSport!! & man does it fly!! Sooooo quiet & sleek. Slips thru the air like a sharp blade....turns on a dime....lands fast! (It lands very fast....but stops in a step!) Yahooooooooo!!! Thanx Vick! PK

▶ **Gerolf Heinrichs at certification testing in Germany:**

Just finished the pitch testing. Both gliders passed in the setup from the factory. The Mylar was spot on and very similar in tight and loose - Impressive! Schmittler (Bernd Schmidtler - Head of German DHV) was really impressed and said from the pitch curves, these gliders were the best he ever tested, Wow!

▶ **Mike Barber, US team pilot:**

The LiteSport tows very nice(ly) even in rough air. With the VG off it is a true intermediate-type glider. When you tell it to turn it turns with no adverse yaw. A big plus is that it lands great!

▶ **Jose Galan, Spanish Dealer:**

I have been flying the LiteSport, it is marvellous! It has the handling of the Xtralite and almost the performance of the Litespeed! Unbeatable thermaling behaviour! All the pilots were astonished and I think that it will be a big success! My sincere congratulations and thankfulness to the Moyes team for this magnificent glider!!

▶ **Dennis Pagen:**

In summation, the reason you need a LiteSport is to get that increment of performance you have been pining for while keeping your flying in the comfort zone.

LITESPORT
Performance you can handle

November 2002

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Above launch at Beechmont (SE Queensland) on tandem with Phil Hystek of The Paragliding Centre Of South East Queensland
Photo: Courtesy Jason Grover



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ACT CLUB LANDING CLINIC

Peter Kestel

LOOKING OUT FROM THE CAMPER WINDOW EARLY SUNDAY MORNING REVEALED HEAVY FROST COVERING THE COUNTRYSIDE. IT WAS HARD TO BELIEVE THAT ONLY A FEW HOURS LATER MOST OF US WOULD BE STRIPPED DOWN TO T-SHIRTS ENJOYING A BBQ BREAKFAST IN THE HOT SUN AND STILL AIR. IT WAS GOING TO BE A GREAT SECOND DAY FOR THE LANDING CLINIC.



Tove gives advice to a pilot while Joe Fussel tows overhead

The clinic was a great success with 12 pilots receiving personalised attention from Tove. Topics covered by our number one instructor included:

- *Left and right hand aircraft approaches and the figure-8 approach. Tips and tricks about when and how to use each one.*
- *The final approach. The ideal minimum entry height as well as the correct grip and posture.*
- *Flare timing. The ideal height and speed to commence the flare.*
- *Small field landing considerations.*

Now, as it turned out, the two days ended up being much more than a landing clinic, with several pilots taking the opportunity to brush off the cobwebs. And believe you me, when one pilot took his glider out of the bag spiders went running off in all directions!

It was indeed encouraging to see the progress of each pilot over the course of the weekend.

Andrew Robinson (son of wily eagle Phil Robinson) had not flown for three years. After a shaky start to the weekend, his last flight comprised two 60° wingovers followed

by a stand up flare with two feet on the spot! *"Like riding a bike, really."*

Debbie Maher had complained of poor technique in the landing department. Often a great flight would be followed by an ungracious landing. By the end of the weekend, confident stand up landings with full flare authority were witnessed. Deb said, *"Something really clicked today!"*

Peter Garone learnt about the value of getting (and keeping) the wings level early on during the approach. A good landing stems from a good approach. Sometimes subtly is gained not from what we do, but from what we don't do. Pete finished the weekend performing some very good landings in his new LS5.

Over the two days we also had several pilots come along and aerotow at the other end of the paddock. Joe Fussel and Grant took to the trikes, so it was all happening as they demonstrated their great skill at low level flight returning from tows.

Several pilots, including Kat (who took time out from being a snow bunny), even got away working light bubbles to appear but specks in the sky.

Matt from Stanwell showed his skills in



Tove and Sander supervise the launch queue



Lots of room for landing!

Photos: Peter Kestel

looping several times in a row, directly overhead. There were many 'oohs' and 'ahhs' as he exited the last loop tantalisingly close to the camera. Yes, we got the whole deal on VHS camera, with Phil Southgate and Fiona doing most of the filming. Phil is going to make

copies on demand at a small cost and they will be available by the time this goes to print.

With all these 'events' it wouldn't have worked if not for the selfless input by many individuals in the club. Once again Michael Porter put in the time and organised the long

queue of pilots and did a spot of driving. My best half, Leonie, drove for two days solid – however this girl is smart... I had to pay her! Buckets (Mick Ryan) was always there and cooked a mean breakfast for all. He was quite happy being in charge of the bacon!

So if you think winter is for hibernating, think again! The success of this weekend will surely see it become a regular event. If you see one of these clinics come up, advanced or novice, turn up (or even better, give Tove a call). There is always something to learn or practice with landings.

Once you begin to master the landing, you can forget about the ground... for a while!



Sub-ed note: By attending Tove's landing clinics you may avoid the dubious honour of having a 'landing manoeuvre' named after you...

"The Thompson"

This article is dedicated to the hang gliding manoeuvre where the nose of the glider touches the ground upon landing. This has become known locally (WA) as a 'Standard Thompson.'

There are many Thompson variations, and new ones are invented every season. Every one of these variations has been performed at least once by a local West Australian hang glider pilot. Please do not try these at home!

Bonsai Thompson:

Landing on top of a small tree, but claiming it was just a bush (nose impact must have occurred).

Charcoal Thompson:

Performing a 'Standard Thompson' in a paddock that has recently been burnt, resulting in covering your harness from head to toe in charcoal.

Concrete Thompson:

Sploshy belly landing in a rice paddy, waking up to find your nose wiped out by a concrete post that was placed in the middle of the paddy for some really good reason we can't think of.

Floral Thompson:

Gliding through bougainvillea bushes (in flower) only to nose in on landing. A floral tribute to a bad landing technique.

Full Horror Thompson:

Damage to pilot, glider and some other poor bastard's glider.

Gritty Thompson:

Generally occurs on the beach. Nose of glider and mouth of pilot impact the sand.

Kebab Thompson:

Last ditch effort to avoid the embarrassment of a 'Standard Thompson' by inserting your head between the nose of the glider and the ground.

Unfortunately since it completes the circuit it's still a Thompson!

Private Thompson:

Bad landing with nose-to-ground contact, but nobody saw it happen.

Sergeant-Major Thompson:

Nosing-in with damage to both pilot and glider.

Shish Kebab/Turtle Thompson:

The unwary pilot performs a wingover upon take-off, only to land upside-down (turtle) and impale the glider on a post. Please note that nose contact must be made at some stage of the procedure to qualify as a Thompson.

Soggy Thompson:

Nosing into a rice paddy.

Stress Free Thompson:

This one was invented by the man himself in front of a large crowd at the 2002 Australian Nationals. It requires extra skill and impeccable timing.

1. Wait for a windy day and tie your glider to a screw-in dog arrester with the nose into the wind (sometimes referred to as a "stress free" set up).
2. In the midst of telling everyone how clever you are, a strong gust must hit the glider and pull the dog arrester out of the ground.
3. To complete the manoeuvre you must be left standing there dumbstruck, still clutching the detachable section of your keel as the rest of the glider goes sailing over your

BY DAY MR THOMPSON IS A MILD MANNERED

EXECUTIVE FOR A LARGE COMPANY ON AN

OBSCENE WAGE. BY WEEKEND HE IS A LEGENDARY

PILOT WHO'S ONLY SHAME WAS TO HAVE A

BAD LANDING MANOEUVRE NAMED AFTER

HIM (ONE THAT HE NO LONGER PERFORMS).

head, landing nose-first and flipping upside down.

4. For full points your so-called mates must be left rolling on the ground in complete hysterics, unable to come to your aid.

Submariner Thompson:

Nosing into the water (sometimes fatal).

Teflon Thompson:

Ability to stubbornly deflect all blame from your peers for an out-landing in tiger country, despite the fact that only you could have made the decision to land there! (You don't even need to nose-in for this one.)

Turtle Thompson:

Like a 'Standard Thompson' only with a final forward roll leaving the glider upside down, and the pilot dangling unceremoniously in the control frame.

Valley Thompson with Banana topping:

Not for the fainthearted, this involves flying down an Indonesian valley when ridge lift has all but disappeared, looking frantically for a soft landing spot in the dense jungle. The 'spot' is negotiated using the impact absorbing qualities of a young banana tree to assist in turning the glider to a more photogenic attitude.



Sub-ed note: This article comes from one of his 'mates' (see Stress Free Thompson, Point 4).



THE TOP END FLY FISHING TRIP

Story by Angus Horwood, photos by Roger Bunny, Triker News, courtesy of South West Microlight Club

ANGUS AND ROGER WERE TWO OF THE FOUR WA TRIKERS WHO MADE THE TRIP TO DARWIN FOR THE INAUGURAL NORTHERN TERRITORY TRIKE TRIP...

I departed Dress Circle Farm (approximately 35km north of Perth) at 6am on Monday, 6 May for what I refer to as my fly fishing trip of the Top End.

The seed was sewn when I read in one of the many flying magazines that a group of trikers were organising a 10 day flying safari around the territory.

I had an obligation to be in Darwin for the third World Recreation Fishing Conference, and the possibility of combining both events looked very appealing. As it turned out, I could only spend six days with the Safari and then had to return to Darwin for the conference.

Back to the journey north...

I had allowed five days to get to Noonamah where the Emkaytee airstrip is. The run was good all the way; good roads and not much traffic. The kangaroos were fairly thick in places, however, and there was the odd cow that had to be treated with respect. Driving through the day and into the evening with the appropriate meal and fuel stops saw the kilometres slip by. I slept in the back of the troop-carrier and was usually on the road at first light.

Truck bays were my preferred sleeping place, particularly ones that had other vehicles parked up. I'm not frightened of the day or being by myself, but there are some weird buggers about. It was not unusual to hear the howl of dingoes when settling down for the night.

I arrived at Emkaytee (MKT) just after lunch on Thursday 9th and met some of the trikers who had already arrived. It was good to see familiar faces from the West – Keith and Jose Mell, Bill Carey and Val were there already and Roger Bunny and his party were yet to arrive.

Emkaytee Airfield is 30km south of Darwin on the Stuart Highway and is privately owned by Kath Megerind, a generous lady who some years back ran a private charter business from the strip. She now lets the Top End Ultralight Club use the facilities for their headquarters.

On the Saturday and Sunday the Top End Ultralight Club had an open weekend to promote the sport of microlight and ultralight flying. About 5,000 people went through the gate and funds raised by way of an entry donation went to Camp Quality, which is an organisation who raise funds for children with cancer.

There was a parachute drop each day and continual trike, ultralight and gyro activity. Those with the necessary endorsement were flat out with TIFs. Talking to Chris Ogle since the event, he said that there has been a lot of interest in flying and some new students have signed up since the promotional weekend. The great thing about

flying in the Top End is that it is done in shorts and a T-shirt with not the slightest feeling of being cold.

The flying conditions morning and evening are as smooth as silk, or should I say they were for the entire

time I was there. There was a little thermal activity during the latter part of the day.

About 15 minutes east from Emkaytee was the Adelaide River with its vast flood plain which harboured wild horses by the hundreds, pigs and water buffalo, as well as the odd croc on the muddy banks of the river itself. This was a popular place to fly while we were waiting for the Wednesday Safari departure.

The only downside to flying around the Adelaide River flood plain was the lack of an open area if you were unlucky enough to have an engine out. This situation applies generally flying in the Northern Territory. If you weren't road-following, the only alternative would be to attempt to perch (stall) in a tree top.

The 17 trikes were divided into small groups of two to four, and the twin ultralights flew together. The fastest were off first with the slowest last, this was an attempt to prevent a lot of aircraft arriving at a strip together. (Some locals will remember the arrival at Dress Circle Farm in September 2000.)

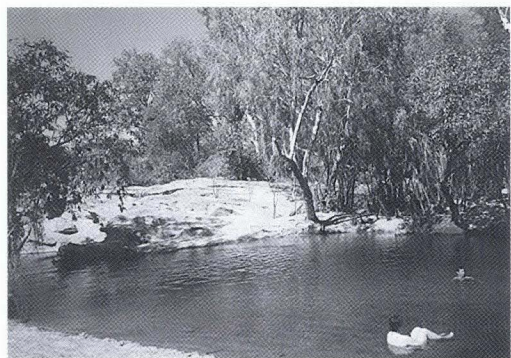
On Day One we flew down to the Douglas/Daly Caravan Park, which has a small strip next to the main amenities building. It was tight, but, with the correct approach, not a problem even for low-hour flyers. It was really the bull and buffalo paddock, but these two animals had been moved to a yard for the two days we were there. On the way to the Douglas/Daly we landed at a pretty rough and grassy strip at Mt Bundy where some of us transferred fuel.

It was at the Douglas/Daly Caravan Park that Helmut had his unfortunate accident. He certainly made a mess of himself and his trike and spent four weeks to the day in intensive care at the Royal Darwin Hospital. His accident certainly shook me up and I dare say it shook others up as well. I'm probably sticking my neck out on this one, but I have trouble imagining one of Brendan's students having that sort of accident. Helmut is now back in Victoria.

From the Douglas/Daly there were interesting places to visit such as the hot springs (bloody hot springs), Butterfly Gorge and a crocodile-free river to swim. There was one spot on the river called "the spa" which was a small pool at the bottom of some rapids. Chris Ogle strung a rope across this pool where a few of us ventured. Without the rope you were off down the river which was rocky, narrow and fast flowing.

Tipperary Station was 18 nautical miles from the caravan park and we were permitted to fly over the compound that houses endangered African plains game. The compounds were about 50 acres each in size, with a very substantial subdividing fence which appeared to be about eight foot high.

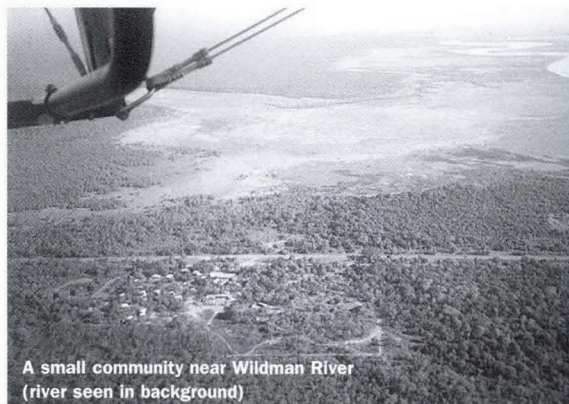
The next stop was Pine Creek, where we landed at the local strip before getting in the ground support bus to inspect where we could land at the racecourse/go kart track/golf course and rodeo arena. Having had a good recce we went back to the airfield and flew our trikes over to the racecourse where we were to camp for the next two days. I set my tent up in a horse stall as did many others. This was a great place to stay as it had a good ablution block, a kitchen where all meals were professionally served and a bar that I never saw closed (though I was always early to bed). The hospitality at both Douglas/Daly and Pine Creek were magnificent.



A popular swimming hole on the Douglas/Daly River



Above: The sad sight of Helmut's trike
Right: Katherine Gorge



A small community near Wildman River
(river seen in background)

There were touristy places to visit at Pine Creek, which we all did. It was good to have Jaquie and Roger Bunny with transport who were always happy to take on passengers (me) to some of the attractions.

The next day was Pine Creek to Cooinda via Old Goodparla. We were told by National Parks that a landing fee of \$15 was required at Old Goodparla, which was quite a disincentive to land there, particularly as the entire leg was within our flying range. The "Royal Stealth" (Angus' trike) and the two accompanying trikes flown by David Seager and Rob Lucas landed there, saw no one, did what we had to do and departed. It was a good strip and just recently mown.

Pine Creek to Cooinda was a road-following exercise, which made a change from some of the country we had flown over. While at Pine Creek I made mention of the tiger country we had flown over and was smartly informed that there were "no tigers".

Flying this leg held amazing sights with the massive Kakadu escarpment (which is the divide between the Mary and the South and West Alligator Rivers).

At Cooinda the South Alligator River and its numerous tributaries are full of wildlife: birds, pigs and no shortage of "flat dogs". It never ceases to amaze me how such a large river can run into a massive swamp for 10 to 20km and emerge as a large river at the other side before winding its way to the coast.

I arrived at Cooinda just in time for breakfast, followed by a boat tour on Yellow Waters a few kilometres from the main camping area (so named because at a certain time of year the paperbark blossom sheds and forms a yellow carpet on the water surface).

At 4:15pm, Graham Pike and I departed Cooinda for Annabarroo, where we arrived at 5:25pm. We had a good tailwind on this leg, which was over a lot of swampy country for the first part, then over rough, scrubby terrain for the next one-third until we came to the Arnhem Highway which we followed. It was the burning season and there were fires nearly all the way on this leg.

Our information told us that if one buzzed the Bark Hut Inn a few times "they" would send a vehicle out to the strip to pick us up.

It didn't happen, and Graham and I had a brisk half-hour walk.

I hadn't been to the Bark Hut Inn for about 18 years, and it still had the same outback feeling with the same 60lb-plus Barra on the wall. The large steaks were as tasty as ever and the friendly staff organised a ride to the strip at daybreak.

We had parked the trike at the end of the strip which was unfenced. This caused me a little concern as we passed a small group of donkeys which were walking to the Bark Hut. I know these animals are capable of chewing things to bits just for the hell of it. Fortunately the trike was untouched, and after chasing some wallabies off the strip we were soon in the air and heading for Emkaytee.

This was another smooth flight with a helpful tailwind which reduced flying time to 1.2 hours.

Once again the Arnhem Highway was the only place to land for the first part of the journey, but as we approached Darwin there were quite a few options, particularly from Humpty Doo on.

The Safari was a great success and credit should be paid to the Ogle family and the Top End Microlight Club for organising the event.

A positive feature of this trip was the fellowship of the trikers, who had from very little experience to thousands of hours, all helping one another and passing on information that can only help one become a better pilot.

Having other Western Australian trikers in Roger, Keith and Bill added to the comfort and experience.



Below: A group enjoying themselves on the last night



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BUNYAN WAVE CAMP – DON'S PARTY

Ed Kropkowski

FOR THOSE OF YOU WHO HAVE STILL NOT ATTENDED A WAVE CAMP YOU SHOULD SERIOUSLY CONSIDER ATTENDING IN FUTURE, AS WAVE FLYING IS AN INCREDIBLE EXPERIENCE. IT IS BOTH AN EXHILARATING AND CHALLENGING WAY TO FLY WITH PLENTY OF ADRENALINE PUMPING REQUIRED.

Pilots from Adelaide, Corowa/Albury, Bathurst and various other places attended the Bunyan wave camp. Some 15/20 gliders participated at any one time and approximately 80 bottles of red wine was consumed during the week. The host club, Canberra Gliding Club, together with all the visitors made this a most memorable and entertaining occasion. A great bunch of blokes!

Kevin Weston and I arrived at Bunyan towing an Astir midway through the camp, (Wednesday night) with conditions up until then conducive to thermal activity only. Phil Endicott and Graeme Leonard had already outlanded earlier in the week. Obviously they did not heed the advice that strong wind conditions prevailed at this time of year requiring constant vigilance.

Anyway, on the Thursday conditions were very ordinary which allowed Kevin and myself to carry out area check flights with

Jon Millard (what a character, and recites good poetry after three bottles of red). This was virtually a no-fly day, with poor conditions prevailing.

The next day the first signs of wave appeared via high lenticular clouds early in the morning. We were told on previous occasions that early morning rises at five o'clock are mandatory when the wave is full on.

This day turned out to be the best of the week with the following excellent wave flights resulting:

<i>Dave Pietsch</i>	22,000ft asl
<i>Frank Johann</i>	24,300ft asl

Numerous other good flights in secondary wave conditions averaging 10/11,000ft were achieved with quite a few five and three-hour flights. The conditions were very interesting with strong thermal activity up to 8,000ft cloudbase. To make contact with the

wave one had to head upwind and/or zigzag along the upwind part of the cloud.

Cloudy conditions can, at first, be most disconcerting, with gaps quickly filling in as a result of the Föhn wind effect. A good GPS is required as ground features at times can be minimal with wind velocity reaching in excess of 40kt. I have never performed so much compass flying before. I remembered to always head upwind if unsure of my position, which was often. Udo Bougherman got caught out as a result of this and outlanded well downwind of Bunyan.

The following day the wave was on again with Udo gaining 14,800ft. Kevin Weston achieved 12,000ft in his first attempt, and Phil, well, you never know what he gets up to. Jim Kent enjoyed numerous wave flights.

This was a memorable day for me. After being towed to 10,000ft at 8:45am, 25km north of Bunyan, where Don promised to release me in wave, I was forced to head straight back to Bunyan as I had missed the wave. I arrived at Bunyan at 6,000ft. There I met Malcolm Ferguson in his wingletted Jantar, also struggling to stay up. Malcolm and I then jousting for an hour-and-a-half in developing cumulus and finally contacted wave up to 14,000ft.

One required a crowbar to prise Don Palmer out of the tug – he even slept in the tug overnight so no one else could have a turn towing. Seriously, Don did an excellent job releasing gliders in wave most of the time.

I am definitely going again next year – I am totally hooked – and will be much wiser for this year's experience and will be better prepared.

With the DG1000 we will have the performance required to make contact with the primary wave and climb to heights in excess of 20,000ft. It was most frustrating sitting at 14,000ft looking up at the very high lenticular cloud, too far upwind for my Astir.

As an aside, don't forget the Narromine Cup Week coming up from 23 to 30 November 2002. Last year I climbed to 14,000ft north of Dubbo in thermal wave. So did Don near Warren in strong 30kt westerly winds. Always be prepared for wave conditions wherever you fly.



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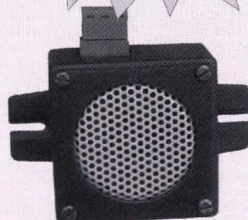
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The Quasimodo Caper

Allan Ash

"IT SEEMS TO ME THAT A LOT OF THE EXCITEMENT HAS GONE FROM THE SPORT OF SOARING. RARELY, THESE DAYS, DO WE READ OF THE UNUSUAL, THE ODD, DARE I SAY THE HAZARDOUS, ACTIVITIES THAT MARKED THE SPORT SOME 30, 40, 50 YEARS AGO. PERHAPS THIS IS ONE FACTOR IN THE GRADUAL REDUCTION OF THE MEMBERSHIP OF GLIDING CLUBS. IF THESE THINGS STILL HAPPEN, MODERN SAILPLANE PILOTS DON'T SEEM TO WRITE ABOUT THEM."

Some of the incidents in my flying life have been rather unusual. Have you noticed? Take this one, for instance.

It hadn't been a particularly good soaring day at Camden. Members of the Hinkler Soaring Club had made a few brief soaring flights in their two Grunau Babies on that day in the 1950s, but the day drew to a close and we began to pack up.

The silver Grunau had been landed near the hangar and a car load of members had driven over to put it away. I was asked to fly the blue Grunau and land it near the hangar.

As I prepared to mount the sailplane I asked "Where's the parachute?" We had been wearing a parachute even though the day had been rather still and smooth. The chute was a back-type and, when it was worn, it fitted into a space at the back of the seat, forming a backrest for the pilot. Without the parachute there was just an empty parachute box.

"Oh", I was told, "it must have been put into the car that went to the silver Grunau."

"Then where is the backrest?" I asked.

When the parachute was not used, a wooden board was clipped into place to cover the space behind the pilot, providing a backrest.

"It's not here," I was told. "It must be in the car at the hangar."

I pointed out that I wouldn't be comfortable flying without a backrest but was told "It will be only a short flight. No more than a few minutes. Surely you can sit up that long without a backrest."

I grudgingly agreed that I could manage for a few minutes, and climbed into the cockpit. The seating was bolt upright and without a backrest I felt uncomfortable

as I couldn't relax, having to concentrate on keeping my back straight and rigid.

But it will be only for a few minutes, I thought to myself in an effort to overcome my apprehension.

It didn't take long for problems to begin. The winch took up the slack with a jerk and the Grunau lurched forward. As a result, my body moved back slightly and I felt my back slip a short distance into the parachute box.

It wasn't easy to maintain an upright position as the sailplane climbed steeply on the launch. My shoulder blades rested on the top edge of the parachute box, but my spine had no support and I felt it slip a little further into the box.

In the light wind conditions I gained only 800ft on the launch, released and turned off to the right to make a circuit of the airfield. I was surprised to see the variometer register 'no sink'. Never one to throw away the opportunity to soar, I continued to turn and saw the variometer indicate one foot per minute up.

A couple of turns and we had gained 100ft of height. However, my back continued its slow but steady progress into the parachute box. I tried to move forward but the seat sloped upwards at the front and my seat-belt made it impossible to move in any direction.

I became aware also that as my spine slipped backwards, my shoulders, resting on the upper rim of the parachute box, did not move at all. This resulted in my adopting a forward lean which lowered my head so that my eyes gradually came down closer to the edges of the cockpit.

By the time we had reached 1,200ft I could barely see over the nose of the aircraft, though I had some side vision

because the side sills of the cockpit were about 12cm lower than the top of the instrument panel.

Despite the continuing weak lift, I turned out of the thermal and began to circuit the airfield. With every movement of my body, my back continued to slip slowly into the parachute box. By looking over the sides of the cockpit I completed the circuit and at about 200ft I lined up an approach towards the hangar.

With bated breath I waited until I could hear the swish of the grass on the landing skid and then made a quick roundout. The touchdown was smooth and we slid to a stop about 100m from the hangar.

I had to wait for a crew to arrive before I could extricate myself from my hunched-up position, firmly locked into the parachute box.

My predicament caused much laughter among the club members, especially as I wasn't immediately able to stand up straight when I got out of the cockpit. My back was aching and I felt rather like Quasimodo, the hunchback of Nôtre Dame.

But I got my own back on the crew for their derision by claiming I was in no condition to help them move the Grunau into the hangar.

Serves them right, the sods!



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GFA Annual General Meeting/ Annual Council Meeting

14 and 15 September 2002

THE GFA EXECUTIVE AND GFA COUNCILLORS REPRESENTING EACH STATE OF AUSTRALIA MET AT THE AIRPORT MOTEL CONVENTION CENTRE, MELBOURNE ON SATURDAY 14TH AND SUNDAY 15TH SEPTEMBER FOR THE ANNUAL GENERAL MEETING AND THE ANNUAL COUNCIL MEETING.

Attendees were: Bob Hall (GFA President), Maurice Little (GFA Vice-president), Beryl Hartley (GFA Treasurer), Henk Meertens (GFA Executive Officer), Owen Jones (WA Councillor), Bryan Blackburn (WA State Vice-president), John Kenny (WA Councillor), Vivienne Drew (GFA VIC State Vice-president), Colin Campbell (VIC Councillor), Phil Organ (VIC Councillor), Ron Geake (QLD State Vice-president), Stuart Lutton (QLD Councillor), Peter Robinson (SA State Vice-president/Awards Convenor), Rob Moore (SA Councillor), Stephen Kittel (SA Councillor), Eric Sweet (NSW State Vice-president), Aaron Stroop (NSW Councillor), Kerrie Claffey (NSW Councillor), Daryl Connell (GFA Chairman Operations), John Ashford (GFA Chairman Technical Committee), Marcia Cavanagh (GFA Office Co-Ordinator), Terry Cubley (GFA Development Officer/Acting Chairman Sports Committee), Fred Foord (Trophies' Officer), Alan Patching (Chairman, Australian Gliding Museum (Observer)), Jim Barton (Australian Gliding Museum (Observer)).

Among the items of note from the meeting and published in the Minutes of Meeting were:

- The agreement by Council, after long and protracted negotiations over more than a three-year period, to the new Articles of Association which will allow the GFA to migrate from an incorporated body to an incorporated association which is more advantageous to the administration of the sport.
- The agreement in principle, by Council, for the Victorian Soaring Association to cease as an incorporated association, upon agreement by Victorian members at a meeting in October, and to thus form the South Eastern Regional Committee reporting to the GFA.
- The adoption of the GFA Business Plan,

after much deliberation over a number of years. As the business plan is a working document the following process applies. The draft plan will be prepared by the GFA Executive for presentation to Council for discussion, amendments as required and finally approval by Council. This process requires that Councillors and regions spend time to go through the plan in detail and be prepared to make any changes before approving the document so that the document remains the Business Plan of Council and is representative of each State's views.

- The ratification of the appointment of Miles Gore-Brown to the position of Chairman of the Sports Committee.
- The awarding of GFA Life memberships to both Maurie Bradney and to Kevin Sedgman. Maurie's life membership was presented to him prior to his recent passing.

On the Saturday evening, a memorable dinner was held with Terry Cubley as Master of Ceremonies and Maurice Little presenting the trophies to their state representatives on behalf of the recipients. Thanks to Fred Foord for his excellent work in preparing the trophies and maintaining the meticulous records required in this area.

TROPHY RECIPIENTS:
Decentralised Competition Summer Session Results for the 01/02 Summer Competition:
'Australian Gliding' Trophy, Highest Overall Points – Ian de Ferranti. Bathurst Soaring Club; *Sportavia Trophy, Runner-up* – James Cooper, Gliding Club of WA; Bathurst S.C. Trophy, *League I winner* – Chris Stephens, Orana Soaring Club; *NSWGA Shield, League II winner* – Ian de Ferranti. Bathurst Soaring Club; *National Two-Seater Trophy, League III winner* – Orana Soaring Club, Narromine; *Corfu Accommodation Trophy, League IV winner* – Nick Gilbert, Southern Cross Gliding Club.



Left to right: Marcia Cavanagh, GFA Office Co-ordinator, Henk Meertens, Bob Hall, Maurice Little and Beryl Hartley



Left to right: Owen Jones, Bryan Blackburn and John Kenny (WA Councillors) with Colin Campbell and Phil Organ (VIC Councillors)



GFA AGM/ACM annual dinner with award presentations

Non-Nationals Flying Awards (for 16 months, from January 2001 to April 2002 inclusive)

The Wally Wood Trophy – Andrew Repton, 1,033.8km FAI Triangle from Cunderdin, WA, in DG200/17m.

The Bob Irvine Trophy – Michael O'Brien, 828.773pt = 753.43km x 1.10 handicap from Warwick, Qld, in LSIf.

The Martin Warner Trophy – Rick Agnew, 22,581ft gain, (29,741ft absolute) from Bunyan, NSW in a Standard Jantar.

J.R. Muller Award: Awarded in recognition of the most outstanding contribution in the promotion of gliding in Australia. Presented to Murray Knight of Darling Downs Soaring Club and accepted on his behalf by Ron Geake.

The Roger Woods World Club Class Trophy: This award is made to the highest-placed Australian team pilot in the World Club Class Gliding Championships. Present-

Kevin Sedgman awarded GFA Life Membership

Kevin Sedgman has been associated with several Australian Clubs during his years in the gliding movement. These have been the Gliding Club of Victoria, Adelaide Soaring Club, SA Scouts, Far North Queensland, and now Barossa Valley.

Kevin was introduced to gliding as a teenager before World War 2 in the Gliding Club of Victoria, and then spent the war years in the RAAF. By 1947 he active in the Adelaide Soaring Club and test flew the first two-seater that club members had built, the SA-5. Kevin collaborated with Keith Jarvis on the design of the J2 Jumbuck and built the first and only one of that design. About 1970 he was asked to teach gliding to the SA Scouts. The result for him was several years of work building an airfield out of virgin scrub near Blanchetown, erecting buildings and finally founding what became known as Armstrong Field. He restored an ES49 and used that for training, and he rebuilt an Olympia. Later Kevin decided to emigrate to Queensland, and the next thing was that he had set up base in Cairns.

In retirement, if you can call it that, Kevin has returned to Adelaide and made the Barossa Valley Club his home from home. It is believed he has erected some living quarters, and he flies his ultralight 'Skybird' there.

Kevin has been associated with several Australian clubs, and has played major parts in the development of most of those. He has done a tremendous job in establishing many, many members in clubs, teaching them to fly, indoctrinating them in the art, building and helping others to build gliders, repairing ones which they have broken, erecting club buildings, and encouraging and physically building up clubs and therefore GFA membership.



ed to Tobias Geiger of Geelong Gliding Club.

The Royal Aeronautical Society Shield: An award for the highest speed in a World Club Class Championship achieved by an Australian pilot. Presented to Tom Gilbert of Southern Cross Gliding Club and accepted on his behalf by Aaron Stroop. Tom's speed was 90.4km/h over 409km.

The Ryan Award: Awarded to a nominated GFA member who has rendered outstanding service

in the field of airworthiness. Presented to Kevin Lewis of Adelaide Soaring Club and accepted on his behalf by Rob Moore.

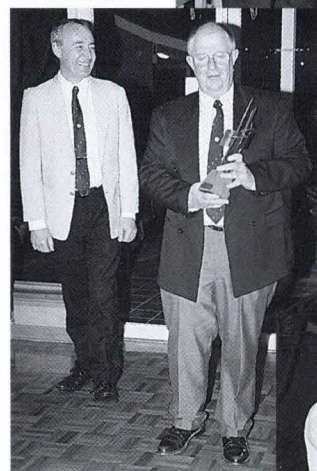
Wally Wallington Award: This award is made in recognition for sporting achievement. Presented to Bruce Tuncks of Adelaide Soaring Club and accepted on his behalf by Rob Moore.



Left: GFA Vice-President, Maurice Little, presenting the National Two-Seater Trophy, League III winner, Orana Soaring Club, to Beryl Hartley

Left: Maurice Little presents the Sportavia Trophy to Bryan Blackburn (WA State President) on behalf of James Cooper of the Gliding Club of WA

Below: Maurice presenting the Wally Wallington Award to Rob Moore (SA Councilor) on behalf of the winner, Bruce Tuncks



Letters to the Editor

Volunteers required

In a letter which was published in the June 2001 edition of Australian Gliding I said "that until Airshows Downunder gets its act together and gives us appropriate display areas and support I believe the airports side of Avalon will disappear into oblivion". At preliminary meetings with the organising committee, the airport participants, (GFA, SAAA, AUF, and AAAA) reiterated this stand and after rejecting the original site layout the organising committee have returned to us and dramatically altered the site plan. The Airports display is now located in a prime area, one that will ensure a natural pedestrian flow. We have also been given a 12-minute time slot in the air display over the length of the airshow.

I am calling for volunteers to help staff our display over Friday 14, Saturday,

15 and Sunday, 16 February 2003. I will also need some help in setting up on Thursday 13 February.

Please contact Ian Patching, ASAP on 03 9438 3510 or <irtkpatc@melbpc.org.au>.

Ian Patching

Thank you to the NSW Gliding Uncles

In 2001 the Uncle Foundation was successful in supporting two pilots from the Bathurst Gliding Club and the Australian Air League under the provision for assistance to young pilots who are active in club cross-country activities. Rodney Wellington and Robert Bull participated in the youth training week held at Narromine in December 2001 undertaking cross-country training from Bruce Campbell, Tom Claffey, John Buchanan and Bruce Taylor.

Both pilots made successful certificate flight during the week and attended all the training lectures provided by the experienced group of Australia's successful championship pilots who participated in the youth training week. The Bathurst Gliding Club and the Australian Air League supported the applications from both Rodney and Robert.

The Uncle Foundation continues to be an essential part of youth training in New South Wales and your continued support to the fund is necessary for the success of encouraging young pilots to strive for excellence in their chosen sport. On behalf of the young pilots who benefit from this scheme may I thank you for your generosity.

**Beryl Hartley,
Hon Secretary – Uncles Foundation**



FLYING THE DARLING DOWNS

Cameron McNeill

THE DARLING DOWNS (WEST OF THE GREAT DIVIDING RANGE AND LEVEL WITH BRISBANE, QUEENSLAND) HAS A REPUTATION AS AN AREA PROVIDING SOME OF THE BEST AND MOST CONSISTENT SOARING CONDITIONS IN AUSTRALIA. UNTIL NOW, THE ONLY GLIDER PILOTS REGULARLY USING THIS AREA HAVE BEEN FLYING SAILPLANES FROM KINGAROY, JONDARYN AND WARWICK GLIDING CLUBS. THE OCCASIONAL HANG GLIDING COMPETITION HAS TAKEN PLACE FROM DALBY AIRPORT, ALSO SOME KEEN PARAGLIDER AND HANG GLIDER PILOTS HAVE HAD REGULAR STATIC TOWING OPERATIONS FROM VARIOUS FARMS IN THE DOWNS, WITH SOME EPIC DAYS FOREVER ETCHED IN THE MINDS OF THESE LUCKY FEW.

Why form a hang gliding tow club at Dalby? Many of the hills to the north and south of Brisbane that have launch sites for hang gliders and paragliders are within 20km of the coast and therefore are affected by maritime airmasses that often reduce the window of opportunity for cross-country flights. Pilots who fly from these sites often find that they are looking west to incredible cumulus cloud formations, but are unable to connect with those conditions and regularly comment on how they would love to be out west towing.

Enter the Dalby Hang Gliding Club, formed to enable hang glider pilots regular access to this remarkable area, and to provide a safe and enjoyable introduction to flat land cross-country soaring. The club has been operating for just over one year and already many pilots have achieved their personal best cross-country flights from Dalby. The club has already helped approximately 20 pilots become proficient at aerotowing, has three senior safety officers and access to two tugs and operates with the blessing and full support of the local community.

The following article from club member Cameron McNeill recounts his personal best flight that took place on a very average Dalby day (13 April 2002) affected by rain showers in the area. The next day offered dream soaring conditions with many pilots easily completing large distance flights with a turnpoint or two... but that's another story...

100KM IN THE RAIN

The usual suspects were up early on Saturday morning for the Brisbane to Dalby haul of two and a half-hour's drive. Daron Hodder arrived at my place and, smelling my habitual pre-flight cooked breakfast, complained about missing out and so began the weekend's payouts. In consolation of missing out on fried eggs, bacon and steak,

I offered to let Daron stop at McDonalds at Toowoomba (this is exactly why I have a cooked breakfast!).

Next stop to pick up tugmaster extraordinaire, Flocky (Rod Flockhart), and then we were cruising leather armchair luxury style in Daron's 4WD Toyota, oops, Lexus. On the way out the weather was overcast with the threat of rain imminent. There was no blue sky, let alone any sunshine. Yep, a typical departure scene for an aerotowing weekend at Dalby and the conversation turned to the poor conditions east of the ranges. The brief stop at McDonalds saw us catching up with Damien "Tex" Gates and Jason "Yoda" Reid, then it was on to Dalby.

The Dragonfly was assembled in quick time by all at hand. In no time we were on the strip setting up our hang gliders. Peter Wisebar stepped up to the call of Duty Pilot and, with surprising efficiency (for a council worker), the checklist began ticking down to launch. Steve "Macca" McMahon and Dave "Rangi" Stevens arrived in time for Macca to assume the Duty Pilot position as rostered. Pilot briefing was in the Macca style ("don't overfly Oakey") and a task was called for Chinchilla or beyond, as the weather didn't look great with some mid level clouds screening the sun and very low development that looked like rain.

Tex gave a briefing to Daron and I about towing the Climax straight off the shoulders only – it was our first time – and also assisted Paul Allen who had just signed up for the love and madness that is Dalby aerotowing.

Conditions on the strip were ideal with a steady north-easter. Daron stepped up to the plate for the first tow. With a go, go, go, Daron trundled off down the strip on the dolly and executed one of the smoothest launches I've ever seen. Yoda quickly followed, then Tex. I was next and was a bit apprehensive at first, but, after seeing Daron launch in ideal conditions, I gained confidence.

Rolling along in the dolly felt fine as the Climax quickly took up our weight and a quick nudge out had me rising easily off in tune with the Dragonfly. This was very smooth and almost effortless, with noticeably less bar pressure than I was used to. I saw pilots climbing to the west so stationed myself left of the tug, and in time Flocky responded with a change of direction. I took the tow to almost 3,000ft amsl and released when I felt some good lift.

I settled into the harness, stowed the bridle, sucked some water and began to search out the core. The lift was strong so I set up for a slow ride, but I soon lost it and tracked upwind back towards the airport. More lift and I climbed up into it. Either the thermal was disorganised and broken or my flying was. I struggled for a while but eventually crawled up to 4,000ft where it began to surge and I recorded 400-500ft/min on the averager.

Daron and Tex had climbed high earlier and set off on task taking a course south of the Dalby-Chinchilla road. Jason "Yoda"



Getting ready for the day
Photo: Cameron McNeill



Reid in his trusty Super Stealth was north of me, heading for the only decent sunshine on the ground. I hung back a bit and decided to go to base (5,700ft). Not knowing where Daron and Tex were and not liking what I heard from them, I chose to follow Yoda. I pulled on about half VG and began my first real glide in the Climax. Speeding up to 70km/h indicated on the instruments, the glider tracked pretty straight (at least when not interrupted by scattered turbulence). I pointed head down and targeted Yoda, now climbing in the distance probably some 3,000ft below me.

I reached Yoda in a few minutes and began circling with him. The lift was averaging 300-400ft/min and seemed as big as a football field. We each searched out the best lift and soon we were above 5,000ft. Yoda took off, tracking the westerly path of sunshine on the ground and stayed on the northern edge of the clouds. I continued to base until the cloud edge dropped below my visible horizon. At this point I picked a point on the edge and headed straight for it. I pulled maybe 3/4 VG on and pulled the bar well in. Focusing on the edge – my exit point – I pulled more bar in to keep from whiting out and to keep the horizon just visible under the cloud.

Roaring along as fast as I have ever been – 80 to 90km/h – I began to discover what the next level of hang gliding is all about – high performance glider, getting high and going fast and, hopefully, going far. Scooting along the base of the cloud, the lift stayed strong all the way to the edge – I could still hear my vario indicating up above the din of the wind noise in my helmet.

I punched out from the darkness of base and into the surreal world of blue sky and wisps of white cloud. Below, the patchwork of paddocks and fields intersected by roads and coursed by creeks opened up.

Yoda was still some way ahead but a bit lower. We were now tracking parallel to the highway, past Macalister. We glided along, heading north-west to stay on the downwind/sunny side of the cloud line. I tracked to the right of Yoda to increase our search area for lift. From a base of around 6,000ft we glided down through 5000ft and then to 4,000ft. I began to feel movement in the air – slight surges up followed by a slight acceleration as the nose dropped a little lower. I slowed up, and searched around, the vario steady and waiting to tell me about the lift. The lift started slow but soon kicked into 200ft/min up. I turned wide in it, searching for better, but after one circle that seemed to be it for the time being. I hung in it to confirm its potential and called it to Yoda. Yoda said he would fly on to search for something better, and I agreed to hang onto it for the time being.

I extended my circle northward, found better lift and began tightening in a core now averaging 400ft/min. Yoda glided back low underneath me and began his search – the lift was weaker down below and meant a slower climb out for him. I concentrated on my own patch of lift and quickly climbed to base. Yoda was still low but climbing rapidly, so I set off on the next glide, continuing the same track as before which was looking good.

Behind us rain had started to fall in places and there was little sun on the ground. Daron had landed earlier on the road to Kogan (K-O-G-A-N, Macca) and Tex was getting low. Rangi and Macca had gotten up and were following, but the increasing rain made it slow going for them.

Another long glide, but this time I tried to be more sensitive to what I found along the way so I didn't get so low, aiming to try and fly the day between base and 4,500ft. I found lift at 4,200ft and slowly worked it up. Yoda was behind but catching up, and had been helping by calling the line that he intended flying and the reasons why. Tex had recovered and was trying to make his way towards us, but rain was blocking his path.

The glides now seemed shorter as I was stopping more frequently to top up. I was also leaving maybe 500ft or so before base, as the cloud suck was strong in parts. Given the size of the clouds I didn't want to risk any chance of white out. Yoda caught up at about Warra

and we were tracking the highway. Rangi and Macca had landed – probably as conditions had deteriorated due to rain – a look back saw

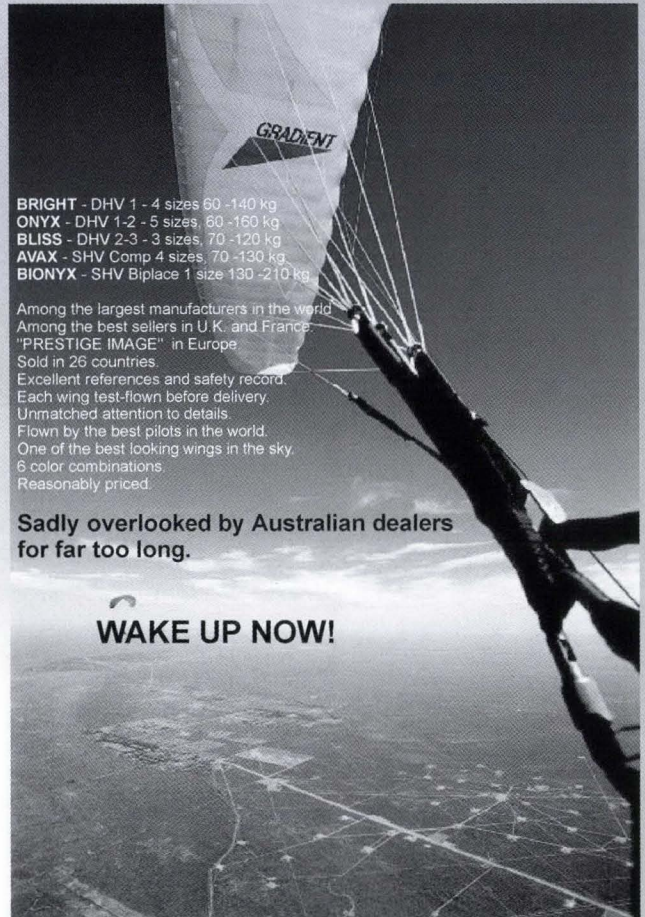
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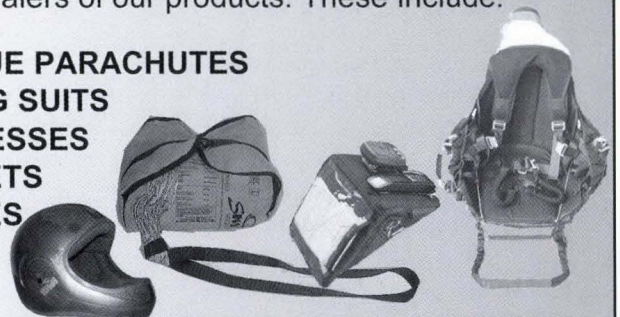
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A typical Dalby day

Photo: Jason Reid



Day's end – Rod Flockhart down to land Photo: Daron Hodder

a massive curtain of grey as the heavens descend en masse. A fantastic sight, but rather ominous for us as it triggered showers ahead which threaten to engulf Yoda and I. We were both high now and tracking towards the radio tower and Brigalow. I was on Yoda's right wing tip, and the sight of him and his glider back-dropped against a brilliant white cloud to the south with sheets of rain spilling out of its base was just awesome. Just behind us a cloud began to drop rain and I could feel it on my face. It was time to get out of there, so full VG, pull the bar back, and I was out of there. Tex was still coming but he was getting wet – he made it to Warra cause there's a pub there!

We glided out north of the highway, at the point where the HV transmission lines cross. Getting low we spread out looking for lift. Over some new earthworks beside a creek we found what we were looking for and worked our way back up to base and then glided out to Brigalow.

Looking ahead, there was nothing but heavy shadow on the ground and rain threatening. The mid level cloud that also covered the area had dissipated to the east and some sun was visible on the ground in a line north towards Jandowae – that was our new course as Yoda called an early turnpoint. With the faint sun on our left and the black squall line on our right we punched back to the north.

Lift was scarce and weak as the sun had been absent for a while. I scratched for ages just south of the highway and east of Brigalow over a large scrape in the ground and began to climb out slowly. Yoda pushed on, but eventually came back to me and then found better lift further south. Climbing to base we then glided fast on our course.

There seemed to be good lift lines developing as a result of the approaching line of rain clouds and we maintained good height. The lift increased substantially along the front of the rain clouds and we based out. As the cloud above domed up and the cloud edge descended below my horizon, I picked a point of exit and headed for it. Full VG and the bar pushed past my waist I was going at a fair clip – 90km/h+ – skipping along the base of the cloud. The vario was still indicating 300-400ft/min up and a couple of times I altered course slightly to come out at the point where the cloud's edge was highest. I was really impressed with the stability of the glider – at near full tilt it felt solid and sure. Even when I hit a hole in the air it just sliced straight through with minimal wing slap. It was quite controllable as to the direction I wanted it to go, not disturbed much by turbulence it encountered.

It was a big cloud – I reckon it was a solid couple of minutes before I emerged on the other side and the vario finally died off. Yoda had taken another line, keeping separation from the cloud, so it was a surprise to us both when, after we emerged, I was out in front.

We were now along the side of the rain clouds as they moved east to west. Some big sink started to set in, so we pushed closer to the edge of the rain clouds to find lift. The air became noticeably rougher in places, especially below 4,000ft. I stopped and turned in a bit of lift here and there, but there was nothing really solid to work with.

Things weren't too promising, with very little sun and the day getting later, so we pushed on to Jandowae, about 10km away. Yoda

was out front by 500m or so and we were both getting low (about 1,000ft agl) over the main road leading to town. Yoda called it in to Daron in the car, as this was probably our final glide.

And then it all changed.

I was watching Yoda in front when suddenly he began to climb very fast in front of me. It was like watching a surfer riding up a huge wave. I reckon his glider had climbed maybe 500ft in half a turn. The glider seemed to stand on its left tip in front of me as Yoda

cranked it round. I said "Oh f#\$k!" and Yoda radioed in, "Cam, hang on tight for this one."

It was like hitting a brick wall as I hit a huge surge of lift. It picked me up, turned me round and spat me back from whence I came. I went in for another go and again it was the same. I went in faster to try and break into the core, but I just couldn't hold in long enough before I got turned away. So I resolved to just to climb it half in half out – what the hell, my vario was averaging 700-800ft/min!

It was real heavy work – my heart was beating hard and my arms were pumped hard from trying to hang in there. Yoda topped out in no time and called out an average of 1,200ft/min +. He made some commentary I couldn't quite make out because of wind noise, but when I heard the words "water spout" I bugged out.

Yoda glided out higher for Jandowae and I followed in behind. Turning, we headed down the road to Jimbour, but planned a trip to Bell as the path to Dalby was obscured by rain squalls. About 10km out from Jandowae we hit some lift and started a climb up – I found it broken and ratty – but seeing Yoda now higher above me made me realise that it was probably more my flying. I fessed up to the fact that I was knackered – I probably wouldn't have the strength to deal with anything like what we had just been through. I called it in to Yoda and said I was bailing out. He advised me to land back towards Jandowae, as the weather was better and less chance I'd get rained on.

I turned away and glided back. I didn't think much of the landing options at Jandowae – I wanted a nice BIG paddock where I could do a long final approach to get set for a landing. I was tired and didn't need any more challenges. I picked out a good set of paddocks about six kilometres off the main road, spotted the SWER running up to the house in front of it, and circled back round lining up for a landing to the east. I set myself up, hands up, eyes up. I glided in nicely, but flared too late and pushed out instead of up and out, so dropped the nose. An anti-climax to the end of a great flight.

Looking at my GPS, Dalby to Brigalow was 59km, to Jandowae 33km, but I'm not exactly sure of how far I got from there – about halfway to Jimbour. Looking at my track log I estimated about 10 to 15km before I turned back. So I figure I did 100km as the crow flies. I know I at least made the HV transmission lines where they cross the Dalby-Jandowae road. For me this flight is a personal best. Yoda clocked up 130km and landed on the road to Chinchilla after doubling back from his track to Bell, due to increasing rain. I packed up and waited for the boys. And waited and waited and waited...

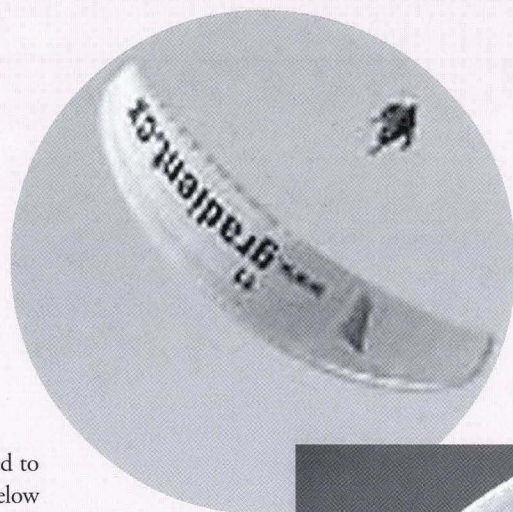
Big thanks to Yoda for the tips along the way – it was great to finally fly cross-country with an experienced pilot. So many times I had gotten high and found myself alone and not really sure what to do. Thanks to Tex for the towing tips and to Flocky for towing me to where they were going up. Thanks to the boys for finally picking me up – next time I'll try and land closer to a main road. I should mention that everyone pitched in and helped with all that had to be done – rigging and de-rigging the tug, setting up the strip and Ops – it's easy when we work as a team.





Review:

GRADIENT BLISS & ONYX



Hakim Mentes

ONYX – TECHNICAL SPECIFICATIONS

Manufacturer:	Gradient
Weight in flight range:	75-95kg
Classification:	DHV 1-2
Speed range:	18-50km/h
Glider weight:	6.8kg
Number of cells:	42

BLISS – TECHNICAL SPECIFICATIONS

Manufacturer:	Gradient
Weight in flight range:	95-120kg
Classification:	DHV 2-3
Speed range:	20-55km/h
Glider weight:	6.5 kg
Number of cells:	55

SET UP

Harness:	Edel ProLight
Riser's separation:	44cm
Weight in flight:	Onyx 95kg, Bliss 97kg

PACKAGE

Both gliders come with a repair kit which includes repair patches, spare O-rings and spare lines. I can't make any comment on the glider bag as the gliders were presented to me at the site ready to fly! How handy!

OVERVIEW

As you have seen from the technical details section, this report covers two gliders (Gradient Bliss and Onyx) at once because of limited time spent with each glider.

The Bliss was flown at Landscape, during late summer. It was a warm, thermic day and many other pilots managed doing reasonable XC flights while I was test flying the wing.

The Onyx was flown at Three Sisters, a nice autumn day. It was mostly a ridge soaring flight with occasional thermals.

CONSTRUCTION

Both gliders utilise diagonal V-rib technology and full internal stitching. Gradient uses diagonal V-rib technology with a difference: Diagonal ribs are not stitched to the upper

surface but stitched to vertical ribs 1/3 below the upper surface.

The trailing edge is reinforced with a nylon strip but the strip did not look to me as heavy duty as I have seen on some other gliders.

Lines are attached to the mallions using the typical O-ring arrangement, which is not my preferred method. Refer to my previous reviews regarding the pros-and-cons of this arrangement.

The lines are coloured differently, which is how I prefer.

BRAKE LINE FORCE

As expected from a DHV 2-3 glider, Bliss has light brakes which was in line with my expectation. On the other hand Onyx has heavy brakes which was also in line with my expectation. I prefer DHV 1-2 gliders to be a bit heavy on brakes for safety reasons. Neither glider is on the extreme.

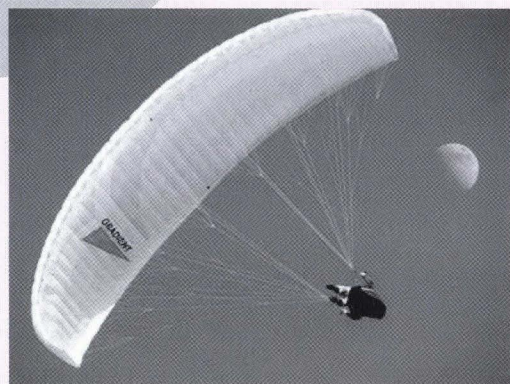
TAKE OFF AND LANDING

This is one of the areas where I was not able to fully exploit, therefore it is difficult to make a comment. I had only one flight with each glider. Launches were very easy and straight forward with both gliders. I got off the ground on the first attempt. But I can't make Jiri shut up when he starts talking about how easy launches with the Bliss are – there must be some truth!

ASYMMETRIC COLLAPSE

I was not brave/stupid enough to push the limits of a DHV 2-3 glider on my first flight. Therefore I did not push the Bliss beyond 40% asymmetric collapse. It behaved very well, but I require more testing for further comment.

I was more confident on Onyx and pushed the limits to the extreme. Up to 40% asymmetric collapse, the glider hardly changed direction. On my last attempt I pulled one set of A risers a bit too deep and induced 70% collapse. Even then the glider turned a bit more than 90° and



recovered quickly, but I could not help myself touching the opposite brake.

BIG EARS

Neither glider is equipped with split A-risers or Big Ear cord, but it is not difficult to reach the external A-line to pull Big Ears in. It would be easier if they were equipped with split A-risers or Big Ear cords.

With the Bliss, ears stay tucked in when they are released.

With the Onyx, ears gradually open on their own once released.

SPEED BAR

The Bliss has a decent speed bar system but it could be a touch softer.

The Onyx has a speed system which requires less effort than the Bliss; this I like, but it travels a long way.

B-LINES STALL

B-lines stall is kid's play with the Onyx, and it is efficient too. You don't need to be an arm wrestler to pull it in and hold it there. Descent rate quickly exceeds eight metres per second and goes further, but I have to admit that I was at the top of the weight range of the glider. At one stage I was approaching a lower glider really fast, therefore had to release B-lines quickly without paying much attention and the glider recovered from B-line stall without a hiccup. The Onyx is the ideal glider to practice B-line stall for pilots who have never practiced it before.



2nd World Gliding Championships

MUSBACH, GERMANY, AUGUST 2002

Colin Turner, Australian Team Manager

CLUB CLASS IS A GROWTH SEGMENT OF THE GLIDING MOVEMENT. IN GERMANY, WHERE THE CLUB CLASS ORIGINATED BACK IN THE 1960S, ONLY GLIDERS WITH AN "INDEX" (HANDICAP) OF LESS THAN 106 CAN BE FLOWN IN COMPETITIONS. THIS LIMITS PERFORMANCE TO THE LEVEL OF THE LS4 AND LS7 BUT INCLUDES TYPES SUCH AS THE DG300, ASW19 AND STANDARD LIBELLE.

In Australia we allow any glider to fly Club Class but we use a handicap system that copes well with the range of performance. At our last National competition in January 2001, the 47 aircraft competing ranged from the PW5 to an ASW22. It was from this competition and the previous Nationals at Benalla that the team for the "Worlds", Tom Gilbert, Tobi Geiger and Rolf Buelter, was chosen.

The organisers of this World Championships appointed a very competent Web Master, a delightful character named Thomas Docktor, who had set up a website which allocated a page to each of the 24 National teams and the 66 pilots entered. Using this facility we published a series of bulletins to track our team's progress during the competition. This report is a selection of those bulletins along with the impressions of two of our three pilots flying in the championships.

OUR ARRIVAL

All team members arrived safely at Musbach on Sunday, 4 August, one week before the first competition day.

Rolf and Nela Buelter and Tobi Geiger with his father Siegfried have caravans in the campground on the airfield. Tobi's wife Beate could not travel to Germany because she is approaching term with their first child. Tom and Jane Gilbert and Colin and Evelyn Turner are staying at a B&B in the village, a short drive from the airfield.

The championships organisers are the Fliegergruppe Freudenstadt (Freudenstadt Gliding Club). Freudenstadt is a "health spa" town in the northern Black Forest region of Germany. The club's airfield is just to the east of the small village of Musbach located about 10km north-east of Freudenstadt. It has an elevation of 691m (about 2,300ft) and is set among rolling hills and valleys.

This is a very beautiful region. Pine forests cover the hillcrests, cultivated fields and small villages the slopes and valleys – it is picture book stuff, particularly the houses with their colourful flowered window-boxes.

Sunday was spent driving into Musbach and setting up camp. Evelyn and I had flown into Paris that morning and had driven nearly 600km and we were ready for bed. Tom, Tobi and Rolf had arrived in Germany several days earlier in order to pick up their aircraft so they were over their jet lag.

Tom will fly a Standard Libelle registration Hotel Alpha India similar to his well-known Charlie Kilo but fitted with winglets and wing root fillets. Both the aircraft and trailer are in pristine condition. Tobi and Rolf both have LS1s, Tobi's has the competition letter Foxtrot and Rolf's is 8 Whiskey.

UNOFFICIAL AND OFFICIAL PRACTICE DAYS

Monday, 5 August was the first day that flying was permitted but as an unofficial practice day. Thursday through Saturday are the official practice days.

The weather on Monday morning was near perfect but by the time the aircraft were rigged and prepared, the initial briefing attended followed by a mandatory walk along the main strip to explain the hazards (the strip undulates about 10m and is crossed by three roads!) it was 2pm before the first launch.

A TDT/AA task (timed distance task with assigned areas) of three-hour duration had been set with a median distance of 287km. As you would understand most pilots were content to fly locally to get to know the immediate area – a wise move as overdevelopment cut off some areas later in the afternoon.

Tom and Tobi got away and had good flights however Tobi left his run home late and outlanded about 30km out. He got back to the airfield about 9pm and in good shape.

Rolf had a tough day. The undercarriage of his LS1 retracted early in the ground run of his very first launch – just how unlucky can you get! Anyway Rolf was quickly over his initial chagrin and got stuck into the relatively minor repairs – a couple of undercarriage door hinges and springs were found in a local hardware store and it was all back together again by the evening.

One of the South African pilots had an even worse day – he broke his aircraft out-landing and was out of the competition.

Tuesday dawned and – you guessed it – it was raining! The rain continued through the afternoon.

WEDNESDAY

There must be something about a gliding competition that makes the Rain Gods weep because that is what they have been doing over the past two unofficial practice days. There has not been any flying but at least this



Team aircraft on practice day one. The weather didn't last

Club Class

Photos: Colin Turner

gave the time to get on with scrutineering.

Scrutineering was interesting to observe. The German team were one of the first to be done. They brought their trailers to the large new hangar built to supplement the older hangar which has been set up for briefings. Because of the rain the aircraft were rigged in the hangar, weighed then de-rigged all in about 15 minutes. It is the features of the Cobra and Komet trailers that makes this possible.

What was more revealing was the scrutineering procedure – nothing more than a quick check of the cockpit to ensure the empty weight bits and pieces were in place (batteries, etc) then onto the scales. Not a bit of interest was shown in the winglets, wing fillets and other aerodynamic improvements. I had one of the American team comment that the scrutineering and handicap system adopted at Gawler was much fairer.

Another interesting angle is the comment made that this is a Club Class competition being run by an ordinary club using club gliders. Alongside the German and many other of the aircraft here the usual club glider would not be competitive.

The Australian team aircraft were scheduled for scrutineering at 5pm Wednesday. Fortunately the rain had stopped and we were able to rig outside the hangar. It took just a short while for our aircraft to be cleared.

There are a few organisation shortfalls being revealed during this first week but that is to be expected. The most mundane was

lack of laundry facilities for the campers but more important are additional airspace restrictions introduced because of the championships and which were not available as downloads. The competition organisers also produced a booklet listing 46 safe outlanding fields in the task area but which were also not available as downloads.

Yesterday Tom Gilbert introduced me to Tomas Suchanek who had arrived fresh from the European Championships held this year in Hungary. Tomas, who is well known in Australia, won Standard Class, so he is running hot for these Championships.

Thursday, 8 August dawned quite cool but with a clear blue sky.

This was to be the first official practice day so a "serious task" was set. It was a Timed Distance Task via Allocated Areas with a fixed task time of three hours. You fly as far as you can in three hours then you can take your time to return to Musbach. There is a 20% penalty if you do not return. The task, as written on the task sheet was:

TDT/AA (T < 3 hr) Musbach/Bretten (R=35km)/Villigen (R=25km)/Gammertingen (R=25km)/Musbach. Median distance was 293.0km.

The first turnpoint was 62km to the north, the second 110km south then 60km north east and home to Musbach. The start line was an arc between radials of five and 25° and a radius of 60km from Bretten. That placed the 20km long start line two kilometres north of Musbach.

Would you believe most competitors did not start and no aircraft could reach the first allocated area only 27km north. The problem was overdevelopment to the north which covered the airfield and about five kilometres south. Those who launched to the south stayed south and had a good

day. No starts were recorded so scoring the day was not possible.

Tom and Tobi went south and Tobi was able to point out the airfields every five to 10km, many of which have gliding clubs operating from them. They found a good energy line along the eastern side of the hills marking the Black Forest. The hills seem to produce a convergence zone, which in turn throws up the continuous thunderstorms we are getting.

Rolf had trouble getting out from under the overdevelopment but by taking two launches was able to become reasonably familiar with the airfield procedures and get comfortable with his LS1.

Another highlight was a flight of Tornado's of the German Air Force which flew through the launch drop zones below convection height to be followed a short while later by a Hercules which flew directly over the airfield. The locals say there has been a ten-fold increase in military traffic in recent weeks brought on by the threat of war in Iraq.

That evening at a meeting of all team captains pilot names were drawn from a hat for allocation into two groups. The IGC had limited the maximum number of aircraft on task to 50 and with 66 aircraft entered a system to cope with the limit had to be devised. Put simply, two groups of 33 will fly the first four competition days. The pilots will then be graded on points scored and the first 50 will form Group A and the remainder will form Group B. Separate tasks will be flown by each group.

For our pilots the draw put Rolf and Tobi in Group A and Tom in Group B.

Friday, 9 August dawned clear and cool but with a high Cirrus cover which hopefully would put a cap on the thunderstorm



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activity. Unfortunately this was not to be.

Assigned speed tasks were set for both groups.

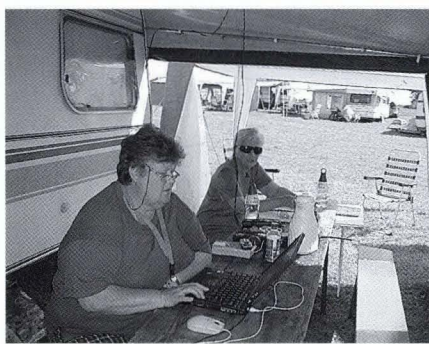
Group A: AST: Musbach/Neustadt/Farrenberg/Musbach. 197km triangle to S&E.

Group B: AST: Musbach/Langenbrand/Geisingen/Musbach. 200km flat triangle orientated N&S.

The weatherman predicted more over-development with a front due through late afternoon. Flying tomorrow could well be curtailed by heavy rain predicted as 60l/m². I believe this equates to 60mm in our terms. The weatherman got it right.

Group A launched first from 1130 and their gate opened at 1230, 20 minutes after the last launch. The Group B gate opened at 1310. Sixty plus aircraft launched in 80 minutes – a little slow by our standards, but it's sure to improve. The launch was again punctuated by two F16's flying through the drop zone. One of them seemed to take avoid-in action and climbed up through the clouds.

Rolf and Tobi were on track within five minutes of their gate opening and enjoyed a good run south. As they approached Neustadt storms halted progress. Rolf decided that nothing ventured nothing gained and went into the turnpoint in light rain. He cleared the rain soon after the turn but over-development on the second leg had cut off the thermal activity and he was forced to land near the village of Loffingen. His crew



Jane Gilbert and Evelyn Turner in the Buelter's caravan annex which served as the Oz office during the championships

is very happy with his Libelle. He can out-climb higher performance aircraft but gives away little in the glides.

The Group B first turnpoint was at Langenbrand 36km north of Musbach. Going in Tom had the ground rising and cloudbase lowering leaving only a shallow gap in which to fly – nailbiting stuff. However he turned safely then had a good run south with extended streeting and climbs up to seven knots. However rain threatened to cut off the second turnpoint so he too turned for home. Further rain very nearly cut off his return but he took extra height and flew through it – saved having to wash the bugs off he said.

Most of the predicted rain fell overnight and Saturday, 10 August dawned with a ground mist and high overcast. As the day warmed clouds formed with their bases on the hills. The weatherman had done his homework early and by the time we had reached the airfield the day had been scrubbed. A 12:00 briefing has been called but we believe this to be mainly to give details for the opening ceremony which is to be held in the Freudenstadt town square at 6pm today.

As the day progressed it became obvious there was still more rain to come.

OPENING CEREMONY

At 6pm all the teams assembled in the rather impressive Council Chambers in the Freudenstadt Town Hall for a reception given by the Mayor, his councillors and senior officials of the FAI and IGC. After a welcoming speech by the Mayor each team captain was asked to sign their visitors book and was given a book about the town of Freudenstadt. Drinks and nibbles followed then at 7pm we were all assembled downstairs, given our country flags and names on poles, then in due course marched out into the town square, Argentina first, then ourselves and alphabetically through all 24 countries.

If you haven't already guessed, yes it was pouring with rain. The ceremony, including speeches from the FAI and IGC Presidents took about 45 minutes, but as it progressed to the evening entertainment all we wanted to do was to escape the rain. It was such a

shame as many hundreds of the townspeople braved the elements and a great deal of trouble had been taken to put on a good show, but such is life.

THE CONTEST

Sunday, 11 August, Contest Day 1

– Take 1: Rain. Monday, 12 August, Contest Day 1 – Take 2: Rain

Tuesday, 13 August, Contest Day 1 – Take 3: As we arrived at the airfield the notices read: "Briefing at 10am. Mount your aircraft but do not grid". We English speakers had to explain to the organisers the difference between "mount" and "rig".

The weather report promised clearing skies as the day progressed, 0.5 to one metre per second climbs to 1,500m (airfield elevation is 700m) in winds of 10km/h on the ground to 35km/h at 2,000m and above. In short a marginal day particularly in this terrain.

The whole of the airfield is wet and boggy and where the cars are parked it is very muddy. Cars are banned from the rigging area, airstrip and camping area. We must push the aircraft (uphill) from the trailers to the grid. If we don't suffer a heart attack pushing gliders we will finish up pretty fit.

At briefing the following tasks were announced.

Group A: TDT/AA (T<3 hr) Musbach/Sinsheim (R=40km)/Villigen (R=40km)/Musbach. Group B: TDT/AA (T<3 hr) Musbach/Wallendorf (R=40km)/St Georgen (R=40km)/Musbach.

The median distance for both tasks was about 260km however with this type of task you fly as far as you can in the set time. You don't have to fly into all the areas. The aircraft flown the greatest distance gets 1,000 points provided it returns to Musbach – there is the 20% penalty if you don't. However this all was academic.

Rolf was on the front of the grid. He climbed in and out of his glider four times as the launch was postponed time after time. High cloud covered the Musbach area and any cu's that did form had very low bases. Finally Axel Reich, the Contest Director, took a tug up to test cloudbase and called back that the day was canned. The time was 3pm.

Wednesday, 14 August, Contest Day 1 – Take 4.

The day dawned clear and fine – at last the wet weather had moved on. The weatherman promised 1.5 to 2.5m/sec climbs under 3/8 to 5/8 cu's with a northerly wind at about 20km/h. Assigned speed tasks were set. *Group A: 374.63km AST: Musbach/Reiselfingen/Aalen/Hohenzollern/Musbach. Group B: 350.04km AST: Musbach/Langenbrand/Neustadt/Ehingen/Musbach.*

Group A gridded first. The shorter grid gave the tugs a longer ground run on the



The Australian team at the opening ceremony reception in Freudenstadt Town Hall

(brother-in-law Michael and wife Nela) were quickly on the road and were safely back at Musbach by 5:30pm.

Tobi, along with the Brits who share our team frequency, put discretion before valour and turned for home short of the turnpoint. There are no points won on practice days.

Tom, flying in Group B, set off immediately his gate opened. He teamed with Dirk Reich (brother of the Contest Director, Axel Reich) who lives and works in Switzerland, the country he is representing in this championship. Both Tom and Dirk have near identical Std Libelles each of which is fitted with winglets and wing fillets. Tom



very wet grass. The Group A gate opened at 12:30 and Group B's gate at 13:20.

Tobi got low after his first launch and had trouble getting back up. He elected for a relight – it was the quickest way back to a safe working height.

As the day progressed it became evident that the tasks had been overcalled and there would be many outlandings. By 17:30 all of Group A had called in outlandings as had most of Group B. Then between 18:30 and 19:15 we had five aircraft from Group B call finishes.

Arfandi Darlington of the UK flew 354km to be the Group A winner. Rolf finished seventh with 306km for 866 points. Tobi was 18th with 199.5km for 576 points.

Dirk Reich flying for Switzerland in a Libelle almost identical to Tom's completed the Group B task at a handicapped speed of 70.38km/h. Tomas Suchanek was one of the the Group B finishers so he did well too. Tom flew 273.6km to top the outlanders distance and finish sixth with 688 points.

Tom landed at the Hayingen Gliding Club airfield where there was a summer camp in progress. He was offered an aerotow to Musbach which he accepted and was home for dinner. Tobi was home from his trailer retrieve by 9:30pm and Rolf got home

about 11:30pm. A long and difficult day but at least Contest Day 1 was in the bag.

Contest Day 2: Thursday, 15 August, dawned with a clear blue sky but quite cool. As we drove to the airfield at 9am the first cu's were forming.

The weatherman explained that Musbach was under the influence of two high pressure areas which made any prediction difficult. However he went for a maximum temperature of 24°C, winds 30km/h from the east and thermal strengths of one to two metres per second. The early clouds were expected to dissipate during the day.

The weatherman, Uwe Neitz, who yesterday rigged his LAK 17 and flew part of the task, got the weather a bit wrong today but nobody was complaining. The day was much better than expected. Mid-afternoon we have 4/8 cu's at about 5,000ft above ground. The sort of day you get in Narromine in spring.

The organisers eased up on the competitors and set timed distance tasks. The details are:

Group A : TDT/AA (T <4 hr) Musbach/Bretten (R=40km)/Neustadt (R=40km)/Ulm- Erming-ton (R=40km)/Plettenberg (R=25km)/Musbach.

Group B: TDT/AA (T <4 hr) Musbach/St Blasien (R=40km) Sigmaringen (R=40km)/

Langenbrand (R=20km)/Winzeln-Schramberg (R=20km)/Musbach.

Median distance for Group A is 341.1km and Group B 344.9km. First launch was at 1145, with Group B Launching first. The Group B gate opened at 12:40 and Group A gate at 13:20.

Tom, who again flew with Dirk Reich delayed his start until 13:20. He had a good day, finding some three metres per second climbs, much better than predicted. However the conditions required some gear changes and the height band worked was quite narrow – about 500m. If you got low it was usually a slow climb back.

Tom and Dirk were tailed all day by one of the German pilots, Andreas Lange, flying an ASW 19 with giant winglets. Whenever they turned there he was, behind and slightly above. Tom and Dirk split up as they approached final glide and the German stayed on Tom's tail: maybe he meant to follow Dirk, because as Tom says, both he and Dirk look the same from behind.

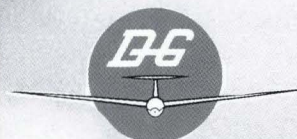
Tom had the better run on final glide. His time expired when he was within three kilometres of Musbach. Tom covered 340.2km to finish fifth on the day and 954 points. Pete Masson from England won the day with 363.8km.

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Tobi and Rolf also had good days. Tobi timed his final glide well to finish with 339.2km, 955 points and eighth place on the day. Rolf got low late in the day and was still climbing for final glide when his time expired. Rolf flew 318.4km for 16th place and 879 points. Richard Hood, another of the Poms, won Group A with 355km.

Friday, 16 August 2002, Contest Day 3, will be a good day. The weather is similar to yesterday, but with better climbs and higher cloudbases.

Assigned speed tasks have been set.

Group A: 362.3 AST: Musbach/St Blasien/Geislingen/Gamertingen/Dornstetten (control point)/Musbach.

Group B: 356.2 AST: Musbach/Dobel/St Blasien/Zwiefalten/Winzeln/Musbach.

The launch started at 11:15. Group A gate opened at 12:05 and Group B at 12:46. Rolf started at 13:04 and Tobi at 13:06. Tom, flying with Dirk Reich, left at 13:22. We reckon on four to four-and-a-half hours on task.

Tobi and Rolf had goods days if a little slow. Tobi took four hours 15 minutes for a speed of 85.5km/h and 829 points. Rolf took four hours 17 minutes for a speed of 84.6km/h and 775 points. Matthias Sturm of the German team in a highly modified Hornet achieved 95.4km/h to win the day in Group A.

Tom had a tough day but still came home in four hours two minutes for a speed of 88.35km/h and 876 points. He also had a near miss with an Italian pilot who went straight over the top of him within five metres. Other pilots, Peter Masson, Tomas Suchanek and Dirk Reich also reported incidents with the same chap. It was with some relief that we learned the Italian did not make the cut and would be in the other group tomorrow.

Anyway Tom was so uncomfortable with the gaggles that he made his own way home, a little slower but a lot safer. Dirk Reich stayed with the gaggle and achieved a speed of 91.5km/h. Tomas Suchanek won Group B at 94.6km/h.

It is a glorious summer Saturday, Contest Day 4, in the middle of European vacation time, a day guaranteed to bring out the crowds, and they arrive in droves. Gliding is very high profile in Germany. All the regional newspapers carry articles on these championships and the German Open Nationals being held concurrently at nearby Klippeneck. The local Freudenstadt newspaper today has a double page spread on gliding in its sports pages. The food and drink stalls at the airfield do a roaring trade during the whole day and even more so when the gliders return home. I wonder if we will ever see this level of activity at

competitions in Australia. Jane Gilbert tells me Gawler came close but there are many more spectators here.

This is the first day of the real competition. The first 50 pilots overall form Group A and the remaining 15 form Group B. All of our team are in Group A so I will only report on that group until there is a change.

The weather continues to improve. The maximum temperature today should reach 28°C, climbs of two to three metres per second under 2/8 to 4/8 cumulus with bases at 2,200m are predicted. Winds are 15 to 20km/h from the east.

It will be a long day in the office – a 504km assigned speed task has been set.

Group A: 504.02km AST: Musbach/Langenbrandt/St Blasien/Ulm-Ermingen/Neustadt/Musbach.

The task has two 'out and return' legs, one north/south and the other north-east/south-west.

First launch was at 11:00, the gate opened at 12:13 and Tom, Tobi and Rolf all started at 12:30. Dirk Reich elected to join and fly with us. This makes our team an even match for the Poms who team fly very well – they share our radio frequency and have four pilots at the comp.

As the day wore on we were hearing on the radio snatches of talk between the boys that conditions had deteriorated around the third turn. This slowed them down to the point where they were coming home in dying air.

Tom was the first of our team to call 20km out and in trouble, however by working anything that moved upwards, including an 0.5m/sec. thermal 10km out to pick up 150m for final glide, he finished at 18:50.

Tobi, who just goes quiet when the going gets tough, trickled over the line at 19:03.

We hadn't heard from Rolf and the suspense was killing us. I made a quick call and Rolf responded he was 20km out and marginal. A long period of quiet then the dreaded phone call – he had landed safely one kilometre from the finish. After nearly seven hours on task (over eight hours in the cockpit) you can understand his disappointment.

Day 5 of the Championship is a Sunday. I am short of an adjective to describe today's crowd but its at least three times yesterday's numbers. An oompah band has set up in the briefing hangar and its music and singing is overwhelming our radio calls. The lunch queue is 50m long and there are reports the bar has run out of beer!

To complete the entertainment the Skydance Acro Team flew into Musbach. The team consists of a Suchoy which tows a Swift S1 aerobatic glider. While the competition gliders were on task we were treated to an aerobatic display which started

with the Suchoy going inverted immediately after take off with the glider in tow. I hope this towing technique is not infectious. Both aircraft gave polished displays, first the Swift then the Suchoy.

The weather is improving but the heat haze is increasing. Today's maximum temperature is predicted for 29°C, the wind 20km from the south-east. Thermal strengths of two to three metres per second under scattered cu's are expected with thunderstorms developing as the day progresses. As the weatherman said "good thermals are expected, the best ones will be illuminated", leaving little doubt about what is likely to happen.

Another assigned speed task has been set, a little shorter than yesterday, because of the anticipated storms.

Group A: 409.22km AST: Musbach/St Blasien/Sigmaringen/Musbach/Neustadt/Plettenberg/Musbach.

This task forms two triangles, the second one inside the other with the third turnpoint at Musbach. The task was set with the intent of keeping the crowd involved. The gliding movement here work the crowds well.

First launch was scheduled for 11:00 but had to be delayed until 11:30. The gate opened at 12:35 and our chaps were away at 12:40 making sure they beat the storms home. Tom and Tobi had a good run through the whole task.

Tom completed the task in four hours 37 minutes at 88.57km/h for 849 points and 22nd place. Tobi took four hours 40 minutes at 87.58km/h for 829 points and 31st place.

Rolf got low and had a lot of trouble getting back to a safe working height. His time went out to five hours six minutes for 80.01km/h, and 637 points. This was only good for 49th place on the day which means he is relegated to Group B tomorrow.

The day was again won by Pavel Louzecky in the G304C at 95.79km/h. He has got himself into gear and now leads the overall point score.

Day 6 of the Championships is a Monday and things are nice and quiet again. A trough line moved through the task area during the morning. It appeared to be moving quickly early morning then it slowed. The satellite pictures showed clear air behind so a task was set.

Group A: TDT/AA (T<4 hr): Musbach/Bretton (R=30km)/Feldberg (R=30km)/Ehringen (R=30km)/Dornstetten (Control Point)/Musbach.
Group B: TDT/AA (T<4 hr): Musbach/Leibertingen (R=40km)/Dobel (R=20km)/Feldberg (R=35km)/Musbach.

Briefing was delayed until 10:30. At that time you would have taken an even money bet that the day would be canned as the



Official Entry Form

41st Australian FAI National Multi-Class Gliding Championships

Benalla Airport 2 to 15 February 2003

PLEASE USE BLOCK LETTERS

Pilot Name:

Crew Chief Name:

Address:

Aircraft Type: Reg No:

.....

Class:

.....

GNSS Logger: Make Model No

Phone: Fax:

Emergency Contact Person:

Email:

.....

Total Hours: 1st or 2nd Nationals? Yes/No

Phone: Fax:

Email:

When registering you must show a valid:
GFA Membership Card, Competition Licence,
Maintenance Release for aircraft, GFA currency
requirements for cross-country flying, evidence
of Public Liability Insurance cover – a minimum
of \$1,000,000 cover is recommended.

Indemnity Form (must be completed)
I certify that the information supplied above is true
and correct.

Aircraft must be fitted with 720 channel VHF radio.

I agree to abide by the competition rules (including
any amendments) and note in particular that if any
aircraft does not meet the airworthiness requirements
of those rules, entry application may be rejected.

Please complete the indemnity form and return the
entry form with payment of the entry fee to Benalla
Nationals, PO Box 46, Benalla Vic 3672, Australia no
later than 15th December 2002.

I agree to waive all claims against the Gliding Federation
of Australia, the Victorian Soaring Association, the
Gliding Club of Victoria and any person assisting in the
organisation and running of the competition (including
matters ancillary to the competition) for any property
or personal damage whatsoever.

NB: Entries made after 15th December 2002 but before
15th January will be charged at the normal entry fee
plus 25%. Entries made after that will be charged at
the normal entry fee plus 50%. Credit card facilities
not available.

I enclose a cheque/money order for the \$346.50 entry
fee (Competition fee: \$290, ITOC levy \$25, GST \$31.50).
Cheques to be made payable to: "GCV Nationals
Competition A/C".

Enquiries to: Bob Powell (03) 9439 9869
or email <rpowell@alphalink.com.au>

Site Information: [www.gliding-benalla.org]

Pilot Signature:

Date:/...../.....

FAI competition rules are provided on the GFA web
page [www.gfa.org.au] or available in hard copy
at a production cost of \$10.

Office use only

Date received/...../.....

Payment received \$.....

Rules posted/...../.....

By

Contest Day 6 – A Great Day For Me



Rolf Buelter

Monday, 19 August, the sixth competition day and the launch had been delayed a couple of times already. On Saturday I had outlanded one kilometre short of the finish line after a flight of more than 500km. It was not that I cut the final glide too fine, I had simply been too slow earlier in the flight and the day had died. On Sunday I made sure not to let that happen again and flew so conservatively that I landed on place 49 of the 50 A-group pilots, thus suffering the ignominy of relegation to group B together with the other nine pilots placing 41 to 50.

I spent much of Sunday evening and Monday morning trying to analyse why my flying was below par. The weather had been great; similar to a good Australian day, albeit with more moderate climb rates and lower cloudbase. Despite this I had not enjoyed my flights greatly. I was nervous before and tense during the flights. Chasing the British pilots, who we shared the team frequency with, as well as the fellow Aussie's Tom and Toby resulted in decisions I would not have taken on my own. They weren't all bad ones but some of them resulted in low saves and associated slowdowns.

For contest day six I had made a firm decision to fly my own flight, very literally. After the

Rolf Buelter in his LS1 with brother-in-law Mike, wife Nela and Tom Gilbert on grid

opening of the start gate I waited for 20 minutes – until 15:20 – only in order to have the air for myself. The task was an AAT, first to Leibertingen in the Neckar valley, with a circle of 40km, then Dobel (20km circle) in the northern Black Forest and down south to the highest Black Forest peak, the Feldberg with a 35km assigned area. After announcing my start time to Colin I turned the radio off.

The flat area between the Black Forest and the Schwäbische Alb was pretty average as usual. Leibertingen is smack in the middle of this quiet region. After only 20 minutes slight doubts about my strategy surfaced. I wasn't desperate but had to take a two-knot climb to stay comfortable. I didn't like it and turned just inside the assigned area to return to the beautiful cu's, which had formed 40km away above the northern Black Forest. My track brought me back above Musbach where a comfortable three-knotter assured my arrival under the cu's. Here my world brightened considerably – five knots to cloudbase at 2,400m indicated, about 1,900m or 5,700ft above the beautiful mountains of the Black Forest. The strong thermal activity created a continuous "chimney" of warm air from the western side of the mountain range to stream up the slopes, creating a line of stationary cumuli. The flight took me north towards Dobel now. For 15 or so kilometres no height was lost. I flew some 10km past this thermal plant and turned back, two kilometres short of the centre of the assigned area. The mountain range is unlandable for a large part; I wanted to make sure that I could make contact with the cu again. I still worried too much; the chimney was just as strong and reliable as before. I could relax, the core was big, the scenery spectacular. Below me countless peaks and valleys, densely forested with dark green firs, interrupted by scars torn into the landscape by a tornado, yes, they do exist in Germany, although rare. To the west

the Rhine valley, but I couldn't make out the Rhine in the haze. The western, leading edge of the cumulus line formed almost 600ft below the glider. I flew under the higher base a little east of the feed-in area in moderate climb or sink at 80kt. It was so good that it couldn't last and indeed, it didn't. The central part of the Black Forest was blue for about 50km, the southern area around the Feldberg beckoned with a similar convergence line along the rise from the Rhine valley. The blue worked; I used one three-knot thermal in the middle to make contact with the south. On previous competition days I had been as low as 600ft above ground in this area. We had been given the coordinates of outlanding fields, some safe, some of them marked as difficult. This day I never got any lower than 2,500ft above the general terrain. I was relaxed, enjoyed the ride entirely for the first time during the competition and I had seen no more than two gliders at a time. To enter the climbs under the now pretty big, partly overdeveloped clouds I moved to the lower "chimneys". They worked absolutely marvellous again and in less than 10 minutes I was running under the now-almost-continuous cloudbase, which still carried the glider at a good speed and 10km short of the Feldberg I emerged into a blue gap. A big, overdeveloped cu sat above the centre of the assigned area. There was 45 minutes left before my time ran out, a quarter-to-six pm and a return to home would avoid a 20% penalty for outlanding. I could glide toward the thunderstorm, gamble on a return through the blue in the dying day. After just five more minutes the LS1f banked into a 180° turn to retrace the track north. Even though it was a touch late in the day, the overdeveloped cumuli still worked close to cloudbase. I needed only a few more turns on my way home to get final glide. In the end I arrived at the finish line four minutes early but still received 900 points for my flight. I had a great flight, the best so far.



overcast had cut off all the sun. The first launch was scheduled for 11:30 but had to be delayed until 13:30. The task time was reduced to three hours. The sky had cleared and the first cu's were popping.

The Group A gate opened at 14:43. Tom and Toby left at 14:56 and from their radio talk they had a good run north but they both turned south two kilometres inside the first assigned area. Their run south sounded good too but there appears to be thunderstorms building in that area.

Rolf's gate in Group B opened at 15:01 and he left at 15:20. He is by himself today

– his radio is off – peace and quiet is what he needs.

Tom and Toby were still out on task when their task time expired. Toby had final glide but Tom had to stop for a long slow climb for a 50km final glide on zero ring setting. The day had died completely. Tom, along with several others including a couple of the Brits, drifted home at best L/D wondering whether they would make Musbach. One of the Brits was heard to say "this is just like a final glide from The Gums". Those who had flown the first Club Class Worlds at Gawler knew exactly what he meant.

Anyway Tom made it home to finish a creditable seventh with 260.6km to earn 934 points. Toby was 19th with 244.5km for 877 points.

When Rolf's time was about to expire I broke his radio silence to learn he was on final glide. He had flown 250.4km to finish sixth in Group B for 907 points. He will return to Group A tomorrow.

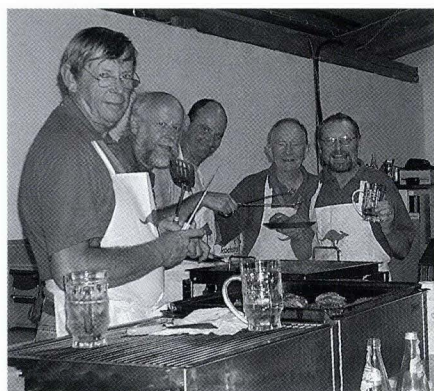
The Czechs creamed the field for the third day in a row. Pavel Louzecky flew 278.9km and Tomas Suchanek 277.5km to earn 1,000 and 995 points, respectively. The top German pilot Matthias Sturm failed



to return to Musbach and suffered the 20% points penalty to finish 44th. Afandi Darlington, the Brit who won day one landed out before the time expired and finished 49th. One day the rooster, next day a feather duster as the saying goes.

Tonight we hosted the Nations Evening together with the Finns (beer) Germans (beer), Brits. (sausages), South Africans (food), Swedes (food), Americans (salads) and last but not least the Dutch who supplied the starters and dessert cakes and coffee.

Our contribution came courtesy of Paul Thompson of the Colonial Meat Company in Mudjee who had sent all the way to Musbach about 70kg of prime Australian lamb rumps and cutlets. Our whole team, including Rolf's brother-in-law Mike, barbecued the lamb. It's a lot of work cooking for about 250 people. By the time we had fed the mob all we felt like was a beer and a couple of cutlets. We must have got it right because the next day we had no end of compliments about the lamb. Many people were surprised that lamb could taste so good. Thank you Paul Thompson.



Tom, Mike, Tobi, Colin and Rolf at the barbecues on the Nations' evening

There was no flying the next day, Tuesday, because of rain.

Wednesday, Contest day 7. A cold front moved through the task area overnight. We awoke to showers which seemed to be getting worse as we drove to the airfield. Briefing was delayed until 12:00. at which time we were told that tasking would be advised at a second briefing at 13:30. Tasking was further delayed then at 14:45 we were told to rig and grid. Task sheets were issued to pilots on the grid. Rolf is back in Group A again. *Group A: 162.5 AST: Musbach/Plettenberg/Reiselfingen/Musbach.*

First launch was at 15:40. The last Group A launch was at 16:37 and their gate opened at 16:57. For the record the Group B gate opened at 17:17.

In my opinion sending 65 gliders out on task at this time on a marginal day is a recipe for breaking gliders but it seems to be the European way. Nor was it necessary – we

had six competition days in the bag so we have a valid championship.

Tom was at the right place and right height when the gate opened so he left immediately. Tobi was struggling to gain height and did not leave until 10 minutes later. Rolf had to take a relight and he left straight off the launch at the same time as Tobi.

It was not a long wait for the outlanding reports to start coming in. Rolf was the first of our pilots to call. He had landed safely at about 18:30 having travelled 93.6km for 295 points. Tobi's call came five minutes later, he had made 89.4km for 288 points. Tom came to earth at 19:10 just around the second turnpoint having flown 113.5km to earn 13th place and 366 points.

The day was heavily devalued as all 65 starters landed out. Sufficient pilots passed the minimum distance in Group A so their scores are valid, not so Group B. The 15 pilots in that group score zero for the day thus feeding the controversy about the group system.

The roads between Musbach and Geisingen were thick with trailers over the next few hours. Jane, Evelyn and I went to get Tom. When we arrived in Geisingen we found one of the American pilots, Hank Nixon, literally directing traffic, the suspension on his trailer had broken and he was waiting for a replacement trailer to arrive. I learned later that he and his crew got home about 2:30am. My head hit the pillow at 1:00am. It had been a long day.

Tomas Suchanek won the day with 140.9km, Richard Hood placed second with 137.3km and Andreas Allenspach of Switzerland third with 146.2km. While he had flown the greatest distance his aircraft handicap pushed him down to third place.

Thursday, 22 August, the penultimate day of the championships, dawned clear and cold bringing expectations of a good day.

By this time we are into a routine. We arrive at the airfield at 09:15, rig Tom's Libelle, tape and wipe down, then onto the grid. Most days we get this done before briefing at 10:00. On good weather days the first launch is at 11:15 or 11:30. Tobi and Rolf live on the airfield so they are usually rigged and on the grid by the time we arrive.

Good conditions are predicted but with overdevelopment as the day progresses. This is exactly what happened out on course.

Another assigned speed task was set. *Group A: 367.58km AST. Musbach/Neustadt/Giengen-Brenz/Farrenberg/Dornstetten/Musbach.*

This task takes the gliders into the north-east sector of the task area at the end of the Schwabian Alps, an area notorious for periods of overdevelopment. The area remained true to form.

It was a bad day for the Aussie Team.

Tom and Tobi had a good run south on the first leg picking up a convergence line. Tom was able to follow another convergence line after the first turn but Tobi got low and had to work weak lift. About two-thirds of the way up the second leg Tom ran into the overdevelopment. The theory is that you park and wait for it to dissipate but for Tom this just wasn't possible. He outlanded about five kilometres from Grabbenstetten Gliding Field where his aircraft is normally based. Had it been the last day it would have been a short trip home with the trailer.

The delay Tobi experienced around Klippenneck allowed him to see the sunny areas south of the overdevelopment and work his way slowly through it. He battled on, never quite making final glide and landed 700m short of the finish line.

Rolf's story can be quickly told. In trying to survive the overdevelopment he ran for a couple of likely cumulus clouds and after a couple of turns realised he had ventured over the edge of the Stuttgart CTA. His logger later confirmed this. Automatic day disqualification is the result of this offence.

When the day's results were published Tobi had not done badly scoring 825 points only 14 less than the slowest finisher. Because Tom had covered only 175km his score was well down at 394 points. This pushed him down several places in the aggregate whereas Tobi moved up several places.

Only 13 pilots finished the task on this day. Richard Hood of Great Britain finished at 88.34km/h for the day win. The 1,000 points he earned gave him the lead in the aggregate since his nearest rival Tomas Suchanek outlanded but there is less than 100 points in it.

The final task on Friday, 23 August is a timed distance task into assigned areas.

Group A: TDT/AA (T <3 hr): Musbach/Mosbach-Lohrbach (R=50km)/Furtwangen (R=50km)/Musbach.

Group B: TDT/AA (T <3 hr): Musbach/Sinsheim (R=50km)/Villengen (R=45km)/Musbach.

The median distance is about 224km.

High cirrus cloud is moving up over the task area from the south-west. The Group A first assigned area is to the north and most pilots fly well into this area to avoid having to go too far south.

Tom and Tobi, flying together in Group A, started 10 minutes after the gate opened at 12:25. They had a good run north but when they turned back south to Musbach some overdevelopment had cut off their return. Both got low but finally picked up a slow climb which ensured they would get home, however the task time expired before they were on final glide. The upside was they could relax and enjoy the scenery after nine

Gliding in Germany



Tom Gilbert with his Libelle on the grid

Tom Gilbert

Gliding in Germany is different. Having just competed in the Club Class World Championships it struck me that even our selection process may be wrong. In Oz we usually just go for it and it all seems to work out... well most of the time. This technique is not good in Germany or Europe generally. Conditions are rarely consistent enough over the task area to fly like we would at home. Classic cloud streets can end in blue holes. Areas cycle quickly... sometimes you must park until it does or find another route. A backtrack might be the only way to stay airborne until the situation changes. It took me a long time to come to grips with this and even then I would sometimes be faced with a situation that I had never encountered before. For example crossing high ground with lots of cloud spread out where missing one climb will put you on the ground (and it did!).

From the air the country is very green. How do you know which green is better than the other green? I never really got confident when low down when this sort of information becomes vital. Undulating, forested areas work well but

tough days of competition.

Tom had flown 210.5km and Tobi 210.4km. They finished 14th and 15th on the day for 819 and 818 points respectively. In the overall result Tobi finished 17th and Tom was 21st.



Tobi Geiger with his LS1C on the grid

can be very scary when low. Small fields in clearings, usually with a lot of slope are sometimes the only landing option. I'm thankful that I did not have to test my field selection in those areas!

Airspace is a minor distraction at worst when flying in Oz. Don't get me wrong, it is very important to keep legal and safe wherever you fly. In Europe it is very easy to find yourself in a situation where the airspace dictates the strategy of the task. And the airspace can change on a daily basis. Restricted zones can be active or inactive on any given day. Upper limits can also vary day by day. And don't even think about going near the nuclear power station! The airspace briefing was a high priority item each day. Even with all this, very experienced pilots managed to stray into restricted airspace thus getting zero points for the day.

There is no dust! After three weeks at the airfield, the car was still clean inside. Other than the bugs (and there are plenty of those) the glider stayed quite clean and took only a little time each day to wipe down. Most gliders were put in the trailer every night and rigged the next morning. Quite a chore you might think but with good trailers (lots of Cobras and Komets) this took little time. We really have a lot to learn here. I see a lot of trailers in my business. It would seem that a lot are designed to use the glider as a structural item!

Musbach airfield is a single grass strip. As is typical in Germany the grass is lush. After the heavy rain that occurred early in our stay the strip stayed wet to the point that I had to put dry shoes and socks on before getting into the glider every day. The club would not allow cars on the airfield so we pushed the gliders to and from the strip. It was uphill from the

trailers and, coupled with the wet ground, was quite a workout for us old guys!

I might have given you the idea that outlandings were a potential problem. My glider was fitted with a Zander 940 vario (a free plug here!) which took a lot of the risk out of the decision-making process. One page gave you the three closest airfields including a final glide safety height. The next page was a moving map with around 10 airfields showing their location relative to the glider. This was most reassuring for someone who does most of his flying at Temora! Airfields in this part of Germany are about every five to 10km. Every second airfield seems to have a gliding club on it. There is also a moving map display that shows the airspace relative to the glider. Many of the later vario systems have these functions such as the restricted nature of gliding in Germany.

I hope that none of the above would keep any of you from flying in Germany if you get the chance. The country is varied despite being shades of green. The general populace are extremely airminded. On a lot of days we had literally hundreds of visitors watching the launch.

I must thank a lot of people for their help. Firstly Jane my wife and crew, Colin and Evelyn Turner our Team Captain and deputy Team Captain, My team mates Rolf and Tobi and their crews. We worked well together which made for an extremely pleasant three weeks. I wish to thank the GFA for its contribution from the ITC fund, and my club, the Southern Cross Gliding Club for its financial assistance. Lastly, thanks to those of you who sent emails expressing support. Unfortunately it was not possible to answer these as they came through the competition email computer and I don't have copies.



Rolf, flying by himself in Group B went a short way south to pick up his first assigned area then turned north to utilise the better climbs available there. Unfortunately he too got caught under some overdevelopment which forced him down near Dobel about 30km north of Musbach. He had flown 170.5km but because he did not get home the 20% penalty was applied to his score. He was placed 12th in Group B for 502 points and 60th overall.

Of course most interest centred on the battle between Tomas Suchanek and Richard Hood. Tomas was flying with Pavel Louzecky and Richard was with Pete Masson, all top pilots. Reports heard on the radio suggested they were all close to each other and heading for the northern edge of the first assigned area where the best conditions were, but this

placed them 150km north of Musbach and they too faced the overdevelopment when they tried to return. There was a long wait to see who would get back.

In the meantime the spectators on the ground were treated to fast low beat-ups as other returning pilots celebrated the end of the championships. The French team, forever the exhibitionists, were joined by a Belgium pilot to return fast and low in a tight diamond box pattern, the wings of the four aircraft all overlapping. It was a beautiful sight and as neat a piece of flying as you could wish to see.

The wait continued then suddenly a group of six gliders came in high and started circling to lose height. As each broke away to pick up the circuit to land it was realised that Tomas Suchanek and Pavel Louzecky



OVERALL RESULTS

RANK	CN	NAME	COUNTRY	GLIDER	DAY 9	SCORE
1	TS	Suchanek, Tomas	CZE	Std Cirrus	1,000	7,990
2	152	Hood, Richard	GBR	Std Cirrus	761	7,835
3	SB	Louzecky, Pavel	CZE	Std Cirrus	1,000	7,538
4	E9	Wijsmann, Paul	NED	LS 4	951	7,323
5	E0	Ruch, Christophe	FRA	Pegase	782	7,319
6	M1	Reich, Dirk	SUI	Std Libelle	703	7,306
7	SA	Kubovcik, Viliam	SVK	Std Cirrus	956	7,304
8	EKP	Masson, Pete	GBR	DG 101	747	7,265
9	M4	Sturm, Matthias	GER	Hornet	752	7,260
10	X1	Staryszak, Karol	POL	Std Jantar	572	7,189
11	SL	Lejeune, Laurent	FRA	Pegase	785	7,173
12	18	Hahn, Manfred	SUI	LS 7	876	7,022
13	75	Kozar, Jozef	SVK	Std Cirrus	934	6,976
14	31	Elmgaard, Steen	DAN	Std Cirrus	797	6,924
15	ISH	Nixon, Henry	USA	Hornet	724	6,792
16	IDA	Jonker, Attie	RSA	LS 1f	643	6,777
17	F	Geiger, Tobias	AUS	LS 1d	818	6,764
18	L77	Darlington, Afandi	GBR	LS 1f	877	6,752
19	2F	Gersmeier, Manny	GER	LS 1f	772	6,696
19	DL	Liaugaudas, Darius	LIT	Std Jantar	811	6,696
21	HAI	Gilbert, Thomas	AUS	Std Libelle	819	6,692
22	EG	Dubreuil, Sebastien	FRA	Pegase	781	6,645
23	GY	van Bree, Max	NED	LS 4	950	6,619
24	Z7	Rasmussen, Peter	DAN	ASW 19	782	6,562
25	FV	Allenspach, Andreas	SUI	LS 4	874	6,561
26	TD	Lange, Andreas	GER	ASW 19	944	6,544
27	JH	Fritche, Paul	GBR	Std Cirrus	859	6,480
28	L4	Mauritsen, Thorsten	DAN	Std Libelle	644	6,414
29	99	Foltin, Vladimir	SVK	Std Cirrus	909	6,368
30	FM	Koskiniemi, Antti	FIN	LS 4	570	6,354
31	KA	Koutny, Petr	CZE	Std Cirrus	917	6,316
32	UX	Mirza, Adnan	PAK	LS 1f	696	6,293
33	22	Newgard, Peter Michael	USA	Glasflügel 304C	730	6,159
34	RA	Silvanovitch, Alexandre	RUS	Std Cirrus	697	6,150
35	L3	Zorz, Boris	SLO	DG 101	661	6,065
36	BP	Pieraerts, Bruno	BEL	Pegase	765	5,989
36	BB	Toth, Robert	HUN	Glasflügel 304C	579	5,989
38	20	Ziegerhofer, Herbert	AUT	ASW 19	751	5,871
39	R7	Eriksson, Holger	SWE	LS 1f	643	5,847
40	C7	Teronen, Olli	FIN	LS 4	519	5,842
41	MD	Spreafico, Giovanni	ITA	DG 300	522	5,770
42	PK	Repicky, Fernando	ARG	V1	527	5,739
43	53	Jonker, Uys	RSA	LS 1f	643	5,613
44	PR	Fridholm, Daniel	SWE	Std Jantar	662	5,567
45	YP	Dammen, Stefan	BEL	LS 4	505	5,519
46	H4	Gustavsson, Börje	SWE	Std Jantar	617	5,447
47	EE	Immonen, Pentti	FIN	LS 4	511	5,405
48	IHE	Shinzato, Miguel	ARG	Std Cirrus	602	5,280
49	MZ	Zaliukas, Mindaugas	LIT	Std Jantar	0	4,901
50	R	Northcraft, Stephen	USA	Std Cirrus	0	4,864
51	O1	Kliouev, Serguei	RUS	Std Jantar	669	6,171
52	P	Motuza, Vladas	LIT	Std Jantar	806	5,915
54	NX	Kuijpers, Ferdi	NED	LS	4661	5,802
55	Y3	Antonelli, Mario	ITA	LS 4	719	5,718
56	E	Ballarati, Giorgio	ITA	Std Jantar	0	5,471
57	SI	Huber, Rudolf	AUT	Std Cirrus	541	5,424
58	B	Adamski, Maciej	POL	Std Jantar	603	5,410
59	CC	Oksenholt, Steinar	NOR	ASW 19	588	5,290
60	8W	Buelter, Rolf	AUS	LS 1f	502	5,182
61	10	Guerra, Daniel	ARG	ASW 19	513	4,903
62	ZY	Preisegger, Peter	AUT	Club Libelle	695	4,277
63	LE	Hansen, Thomas	NOR	LS 4	0	4,120
64	HC	Severin, Manuel	BEL	Pegase	544	3,707
65	8E	Kuschke, Christian	RSA	LS 1f	0	390

were in this group. Now we had to wait for the Brits. The team frequency was silent and they were obviously battling. Finally when all hope of their return was gone the phone rang to confirm they had both landed safely and together less than 30km north.

Tomas and Pavel had flown 257km on task and shared the day win each with 1,000 points. Richard and Pete had flown 245km on task but the 20% penalty pushed their scores back to 760 points.

Had Richard Hood got back the championship was his for the taking. The realisation that he had blown it must have been especially poignant – Richard had also finished second at the first Club Class World Gliding Championships in Gawler.

And so we had a champion – Tomas Suchanek. Tomas earned every one of his 7,990 points to win and he is a true and popular champion.

The farewell party in the briefing hangar on Friday evening was a riotous affair. Some-



Rolf and Nela Buelter

one brought in a trick puffer device which very effectively blackened faces and of course there was the usual bartering for team shirts, hats and flags. Our "Boxing Kangaroo" flag went to Manny Gersmeier, a German team member who collects flags from all over the world. He has promised to fly the flag every 26 January.



The winners: Tomas Suchanek (centre), Richard Hood (left), and Pavel Louzecky (right)

CLOSING CEREMONY

The Closing Ceremony on Saturday morning was a much more subdued affair. Five local dignitaries spoke, led by Dr Walter Doening, Minister for Economic Affairs for the Bad Württemberg region. He was followed by the President of the Deutscher Aero Club, the Mayors of Freudenstadt and Musbach and the Vice President of the German Gliding Commission.

Bob Henderson of New Zealand, the Chairman of the Jury at these championships and Vice-president of the IGC, declared that a valid competition had been held and then came the presentation of the trophies and prizes. All competing pilots received an FAI Diploma to record their participation.

It is fitting to finish with the theme of this World Championship:

"To most people the sky is the limit. To those who love gliding the sky is home."



WESTERN SOARERS HANG GLIDING Photo of the Year Competition 2002

Krista Davies

THE EXHILARATION OF FREE FLIGHT IS A JOY THAT BECOMES PART OF A PILOT, AND IS CARRIED WITH THEM WHEREVER THEY GO. BUT SOMETIMES WE CAN'T BE INDULGING IN THIS PASSION, AND SOMETIMES OTHER PEOPLE DON'T QUITE UNDERSTAND THE ATTRACTION OF THE SPORT WE LOVE. SO PERHAPS THAT IS WHY WHENEVER YOU SEE A FREE-FLIGHT PILOT, THERE IS ALMOST ALWAYS A CAMERA NEARBY. WE ARE CONSTANTLY ON THE LOOKOUT FOR THE PERFECT SHOT, THE PERFECT IMAGE THAT WILL CAPTURE THE FEELING OF WHAT IT WAS LIKE TO BE THERE, FOR YEARS TO COME.

This year, the Western Soarers Hang Gliding Club scoured its membership and that of the Cloudbase Paragliding Club to find the best of these images and award them the honour of the WSHGC Photo of the Year 2002.

The competition began what we hope will be an eagerly anticipated annual event. This year entries were divided into four categories:

1. *Flying* – Any photos taken in WA or by a WA pilot during the twelve months previous to our annual presentation night in August, taken while flying or of someone else flying.
2. *Flying related* – Entries in this division could include anything flying related, such as people hang-waiting, flying sites, ready for launch, etc.
3. *Shenanigans* – This section was for shots taken of the very rare sight of 'hangies' and 'paras' fooling around (on the ground, of course!).
4. *Archive* – The archive category was included for the first year for all flying photos taken more than 12 months ago.

The competition yielded over 100 of the finest photos taken of hang gliding and paragliding in WA or by Western Australians. Between six and 10 finalists were chosen in each category, which were then posted on our club webpage. Any interested party could then vote for their three favourite photos in each category. Again, there was a huge response and the votes poured in.

The votes were tallied and winners awarded at the Western Soarers Hang Gliding Club's annual dinner at the Novotel Langley on 30 August.

CATEGORY 1 – FLYING

Entries for the flying category included cross-country pictures of the WA wheatbelt,



Winner Category 1: Mark Wild over the Kennedy Ranges, photo by Mike Duffy

a view of Switzerland below one pilot's feet, spiralling over Northam, dune-gooning in Margaret River, and coming in for landing on the beach at Albany. The winning entry was by Mike Duffy, for his photo of Mark Wild flying the Kennedy Ranges.

CATEGORY 2 – FLYING RELATED

There was a huge range of flying related entries. The finalists included a photo of the WA State Comps team trophy, pilots preparing to launch, setting up, a ground gaggle at launch, and an Albany flying site. The win-

ner was Phillip Knight for his photo of the sunset at the Mt Rennie site in Geraldton.



Winner Category 2: Sunset at Mt Rennie, Geraldton, photo by Phillip Knight

CLUB

CATEGORY 3 - SHENANIGANS

Surprise photos, bad hair cuts, funny faces, some compromising situations and a team "salute" in France all made it to the finalists of the Shenanigans section. Thankfully for the author and award presenter, the winner was a photo by Jamie Oorschot, showing Gordon Marshall, local flying school owner, demonstrating the stability and ease of flying an Airborne Fun 190 with his teeth.




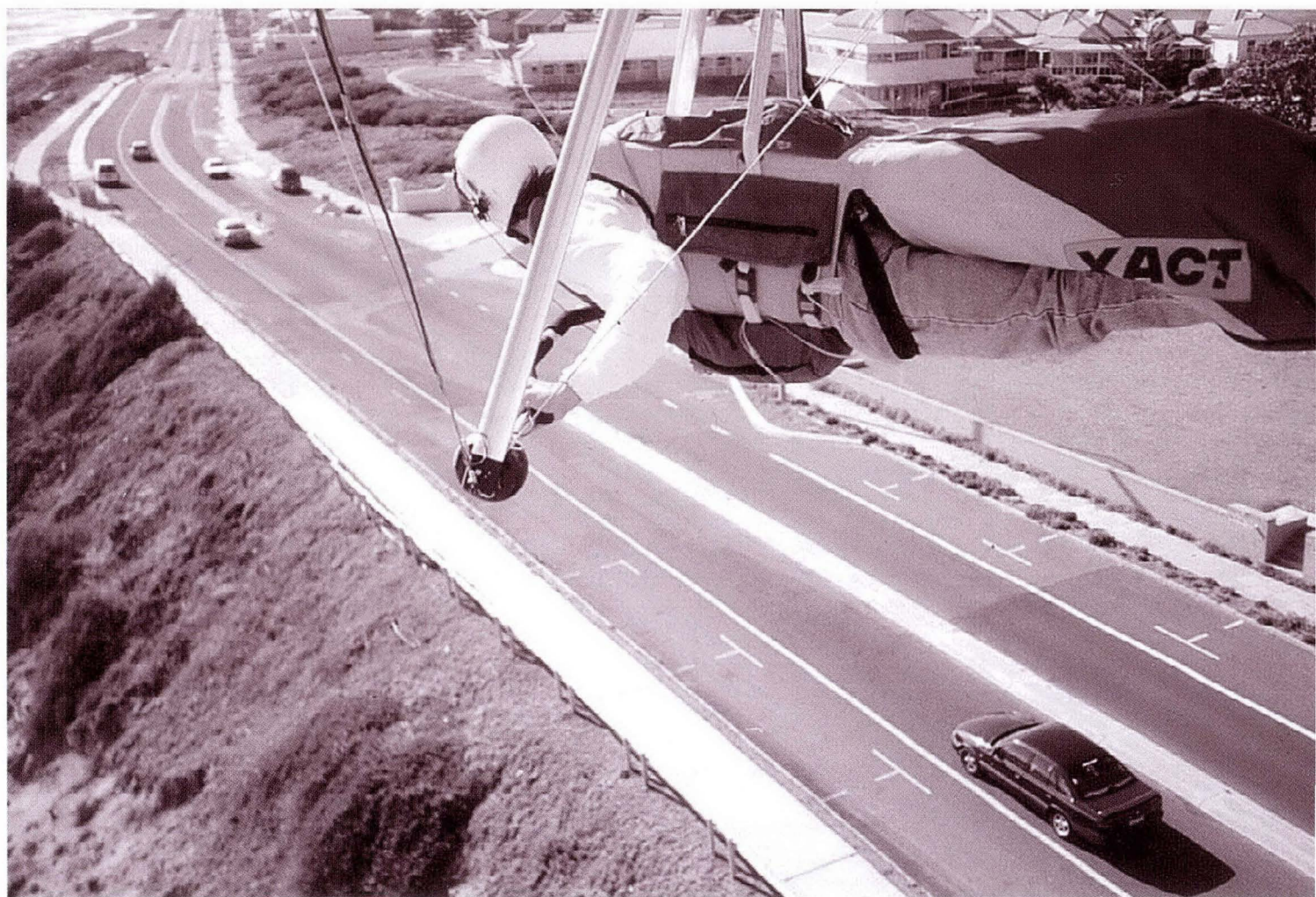
Winner Category 3: Gordon Marshall flying with his teeth, photo by Jamie Oorschot

CATEGORY 4 - ARCHIVE

The archive category was hotly contested, with years of great photos coming out of the woodwork. The archive finalists included an assisted paraglider launch, a microlight buzzing a ground gaggle of hang gliders, Newman and pilot from 4,500ft, saltlakes

and sunset, and flying the French Alps. The winner of the archive category was Sam "Chopper" Blight flying over Leighton's Beach.

If you'd like to see some of the other finalists from the competition, go to the Western Soarers Hang Gliding Club website at [<http://members.iinet.net.au/navi/>] and select "Photo of the Year 2002". 



Winner Category 4: Sam Blight flying over Leighton's Beach, photo by Sam Blight

New Summer Range of HGFA Merchandise

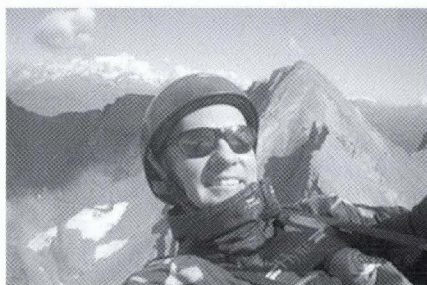
Just in stock – an exciting new range of short and long sleeve T-shirts and peak and bucket hats – in a new bright range of colours and featuring the new “Soaring Australia” logo. Contact the HGFA office or see next month’s magazine for details – the perfect Christmas present!

Australian Open 2003

NSW is drought declared. Very bad news for the farmers, but good for us. The flying this winter has been exceptional; this summer is looking like it should be a bumper flying season. So come and join us!

Australian Open (28 December – 4 January) Deniliquin is a comp with a difference. It’s really three separate comps in one. The Floater gliders have a short downwind task, Kingpost a medium difficult task, the Open the most difficult, but more emphasis on racing. You get to fly with the worlds best, but compete against your peers. This competition suits all pilots on all levels no matter what glider you fly! Last year we had 150 pilots from all over the world compete in this new concept competition. Please have a look at our website [www.cool-ether.net.au/australianopen] for more information, or contact Tove on <chgpgc@goulburn.net.au> or mobile 0419 681 212. For the pilot wanting practice, please enquire about our XC tours.

Tove Heaney

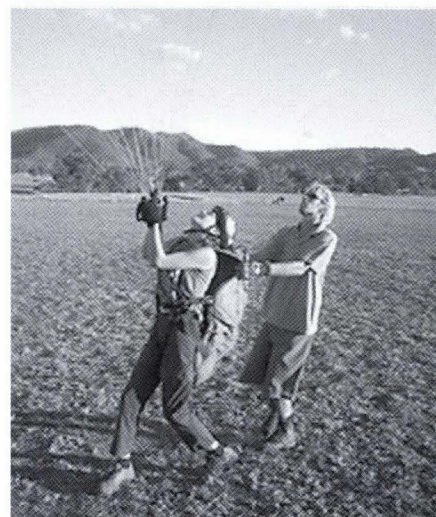


Manilla Paragliding Introduces new Services and Instructors

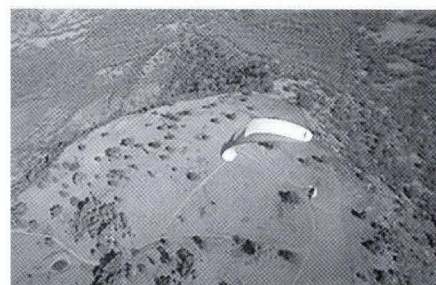
Manilla Paragliding, operated by CFI Godfrey Wenness, has recently introduced an innovative alternative to the usual introduction to inland and thermalling/XC courses as well as basic acro experience training.

The “Hire an Instructor for a Day” system operates along similar lines to getting private ski lessons and focuses on a pilot’s individual needs and skills. At an only fractionally more per day cost than a group course, pilots get personal tuition and the chance to maximise the day’s conditions with a combination of theory and radio control instruction (from ground and in flight). For the basic acro experience day and some thermalling aspects this also includes tandem flying. Fully escorted one on one XC’s and half days are also possible.

Whether it’s to tune up some basic flying techniques, have a “get to know Manilla XC day” or to go for your first thermal or XC flight, the personal tuition was seen to be the way to go by our trial



The Manilla Paragliding Team:
Left: Godfrey Wenness flying the French Alps,
above: Carl Rust with a student and below:
Kevin Chisholm flying over Mt Borah



students last summer. The new service will operate during the XC season from October to April and costs \$180 per day including Borah basher rides.

The school now has the services of widely experienced pilots and apprentice instructors Carl Rust (the #1 acro pilot in Australia) and Kevin Chisholm (top XC and comp pilot) who have nearly completed their Level 1 rating in Manilla under Godfrey’s supervision. They have also become integral in the school’s highly regarded novice license courses, providing students with varied angles on theory and practical tuition.

Due to strong pilot demand a new basic campground and cabin accommodation area has been established at Godfrey’s Mt Borah property – a quiet and much sought after alternative to staying “in town”. Places are limited and bookings are advised.

For more information or flying advice contact Godfrey Wenness, phone 02 6785 6545 or email <skygodfrey@aol.com>.

High Adventure Airpark

High Adventure has a new office in Laurieton (2nd Floor Suite 2/65 Bold St, Laurieton). Phone numbers are the same. The new office in the main street of Laurieton will have a classroom and full range of goodies for hang gliding and

Corryong Cup 2003

20TH ANNIVERSARY CELEBRATIONS

12 - 18 January 2003

Come and celebrate 20 years of the best FUN and social comp in the country!

Last year Mt Elliot, Corryong lived up to its reputation as one of the most reliable and spectacular flying sites in the eastern highlands.

Six days out of the seven were valid days with most of them rewarding pilots with 10,000ft flying.

Scoring is again on a handicap basis according to your glider type and flying experience, so everyone who enters has a chance of taking out the top prizes. Prizes are awarded for the first three positions as well as a prize for the best placed veteran and most improved newcomer to competitions. Day prizes are also given out each day.

You **must** have an Intermediate rating, preferably with inland experience.

This is still the cheapest comp in the HG calendar at only \$100 if you register before 30 November 2002 (\$120 thereafter). Included in this fee is comp entry, 20th anniversary T-shirt, film for turnpoints, (GPS scoring will also be available) colour topo map of the area and the presentation dinner and show.

Places are limited so don’t miss out.

Register now with: The Blue Mountains Hang Gliding Club
c/o Steve Bell, PO Box 110 Woonona NSW 2517
Mobile Phone: 0412 686 812 Email: <spbell@1earth.net>



paragliding. The office has a good view of the North Brother launch site and is located in the main CBD with abundant accommodation to suit everyone's budget and plenty of good eating houses.

We have recently opened three more launch sites that have excellent thermal and cross-country conditions, and our aero towing operations are now in two locations. We are aero towing every 1st and 4th weekend in the flatlands of the Manning valley or from the Camden Haven Airfield where we hanger all our aircraft. Endorsements for aero towing are available during these weekends.

Call me on 02 65598655 for more details or visit our website [www.highadventure.com.au].

Lee Scott

CLUB NEWS

Cloudbase, WA

Spring has arrived in WA with some good thermals in the tow paddock. It's good to see so many pilots out flying this year. A club mentor scheme has just been set up. Newly qualified pilots joining the club will be allocated an experienced mentor, whose job it is to phone them up every weekend and help get them out flying safely.

The new club manual including site guide is now complete, and if you are a paid up member you should have received a copy by the time this goes to print.

The annual dinner (Bar Mitts Vuh) organised by Western Soarers was a great success with a good turnout of paraglider pilots. Hoping to see even more next year.

Upcoming events:

The Western Soarers 333 Week record camp will be held in Wylie from 16 November to 1 December. Immediately afterward Dave Humphrey is also planning a trip to the Nullarbor for some flying of the Bight, coinciding with the eclipse there on 4 December and hopefully meeting up with some pilots from SA and Vic.

Manilla Skysailors Club

At the recent 28 September AGM a new executive was voted in made up as follows:

President: Kevin Chisholm, Vice-President: Suzi Smith, Treasurer: JJ Bastion, Secretary: Paul Cox.

Funds were allocated to the usual road and launch maintenance items at Mt Borah. Notable will be the extensive provision of astro-turf on the west launch to arrest soil erosion and generally improve the amenity of this launch area. Support

will also be given to the annual October Manilla Mug competition. Donations to the local Volunteer Rescue Association and Westpac Rescue Helicopter will also be made. A fresh water tank (for drinking and ballast) on top should be established in time for this summer.

In the pipeline is an expansion of the south-east landing zone, re-forming the west road, and major widening and re-alignment works on the east road to accommodate buses thus allowing PWC and other larger events to be staged.

NEW PRODUCTS

Top Navigators

For any owners of Top Navigators, there is a new upgrade available from version 4.02. The new version is 4.02G. The advertised benefits include an upgrade from 8 to 12 channel GPS receiver and reduced battery consumption, as well as some further fine tuning of the waypoint settings particularly for comp pilots. The upgrade is at a cost of 250 Euro. Any Top Navigator owners interested can contact me on <andy@Ali-Oup.com> or phone 0419 897 005.

Andy Abbott

Icaro - New Developments

The Icaro High Speed Airfoil

At Wallaby Ranch this past spring, Manfred Ruhmer was overheard saying that he needed to get busy because everyone was flying with a sail, "as flat as mine". As it turns out, he was already testing his latest development for flex wing gliders.

Manfred is very happy with his latest development for the MRX700 gliders. If his satisfaction continues during the Pre-Worlds in Brazil the MRX700 series of competition gliders will come with a new high speed airfoil. Manfred has said, "This is the best airfoil that I have ever designed."



The difference of the airfoil is namely the front section of it. By creating a more aerodynamic airfoil the performance of the MRX700 has been improved, especially at higher speed. At slower speeds and in climb the MRX retains its, "top of the stack performance". Part of the secret is revealed in the accompanying photo.

Icaro is also working on a retrofit kit that will become available in the future to current owners of the MRX 700 gliders.

The MR Carbon Speed Bar



Finally the "strange" speedbar shape of Manfred is in production and available for everybody. You can use it on every glider that has the Wills Wing fittings and of course on every Laminar competition A-frame. (The length of the speedbar is the same as the carbon speedbar of WW.)

New Moyes Catalogue

Moyes Delta Gliders has just released a new catalogue. Contact Moyes or your nearest dealer for more details. Moyes Delta Gliders Pty Ltd, 1144 Botany Road Botany NSW 2019. Ph: 02 9316 4644, fax: (02) 9316 8488, [www.moyes.com.au].

Vicki Cain

Advance Epsilon 4 - New Generation DHV 1-2 just released



Advance of Switzerland have just released the new generation Epsilon 4 entry level paraglider. Its predecessor, the Epsilon 3, was the most sold DHV 1-2 glider ever, with over 3000 being flown worldwide - the new model is set to extend this benchmark.

As with its stablemates, the Omega and Sigma, the Epsilon series has been the reference glider in its class since 1992 when the first Epsilon showed many "current" DHV 2-3's what the then latest modern design could do. The Epsilon 1 was also the first production glider ever to fully utilise CAD/CAM techniques. The new model leads the way with the new generation design concepts and inherits all the

knowledge that Advance acquired over the past 15 years.

It provides a brilliant and high level of passive security. It will allow the occasional as well as regular pilots to discover a playful and essential dimension of flying: ease of use, pleasure and security with real performance (not marketing dreams).

The Epsilon 4 is a top of the range glider, built with very precise and sophisticated technology that gives it exceptional, dynamic and comfortable behaviour in flight. The profile is a development of the Sigma 5, giving the Epsilon 4 good stability in pitch while retaining the necessary energy to make a clean entrance into strong thermals with no hesitation even for a beginner.

The build quality is an Advance trademark and second to none. Some notable production features are: a highly efficient and light to use four riser speed system, big ears handles, velcro wing tip openings (for cleaning), reinforced comfortable brake handles with magnetic snaplocks, brake line swivels, all internal sewing/stitching, LE and TE mylar border reinforcements, aerodynamic winglets, and wing tip brake line rings that aid turn efficiency.



The Epsilon 4 range is certified DHV 1-2 and is available in four sizes for all up weights from 58-130kg. There are four standard colour schemes with custom colours optional. It comes complete with an excellent rucksack (two sizes, incl. waist belt), accessories kit (incl. speed bar, comprehensive manual, info CD and

repair tape) and a large MPG stuff sack.

For more information and test flights contact the Australian importer: Manilla Paragliding, Godfrey Wenness, ph: 02 6785 6545, email: <skygodfrey@aol.com> or see: [www.advance.ch].

FAI NEWS

World Pilot Rankings Update

This update sees most change to hang gliding and paragliding rankings with 15 competitions added and 9 deleted. Paragliding accuracy and Class 2 are unchanged.

Hang Gliding (Class 1)

Results added are the Campeonato de España, Arcones; Russian Open; Nordic Open; Dutch Open; US Open, Big Springs; Vikings Open; British National, Laragne; Podbrezova Cup;

Portuguese Open. Deleted were the Bogong Cup '01, the Millennium Cup and Zicosur. The Brazilian Nationals results have not been received so are not added to the rankings.

There is only a change to 10th place in the top 10, so the top three remain Manfred Ruhmer (AUT), Gerolf Heinrichs (AUT) and Antoine Boisselier (FRA).

In the nations ranking, France is still in 1st slot, Austria stays 2nd, but the UK take 3rd deposing Germany (4th) and the USA (5th). Spain gains 10 places to be 6th. Israel is of note, moving up into 12th place with only two pilots ranked.

Full details of the HG rankings can be found on the FAI website: [www.fai.org/hang_gliding/rankings/class1/]

Paragliding

Competitions added are the Europeans; French Championship; Polish Nationals; PWC Monte Cornizzola; Iberian Open. Competitions not received or received late so not added are Dutch PG Open; Russian Open; the Greek PG Open. Deleted competitions are the All Africa Open '01; Bright Open; Millennium Cup; Australian Open; Real Minas Open; Zicosur.

Steve Cox (SUI) takes 1st slot with his strong showing in the Europeans and the PWC in Italy. Alex Hofer (SUI) remains in 2nd and is joined by Oliver Rossel (GER) who jumps 16 places. Jean-Marc Caron (FRA) drops from 1st to 4th while Marco (FRA) leaps 19 places to be 5th. Achim Joos (GER) drops a place to 6th, teammate Norman Lausch (GER) gains 37 places to 7th. However, the biggest rise is by Jimmy Pacher (ITA), gaining 44 places to be 8th. Torsten Siegel (GER) makes three places to be 9th and Xevi Bonet Dalmou (ESP) completes the top 10.

In the nations ranking Switzerland stays in 1st place. France gains a place to be 2nd and Austria jump to 3rd. There are plenty of changes in the rest of the countries – have a look at all on the FAI website [www.fai.org/paragliding/rankings/]

Class 5

Competitions added are Big Springs, Texas and some corrections to the Worlds results.

There is very little change to the top 10, with Christian Ciech (ITA) in 1st place, Alessandro Ploner (ITA) 2nd and Johann Posch (AUT) 3rd. Check it out on the FAI website at [www.fai.org/hang_gliding/rankings/class5/].

USA still leads the nations rankings with Switzerland in 2nd and Germany 3rd.

Full details of the Class 5 rankings can be found on the FAI website [www.fai.org/hang_gliding/rankings/class5/]

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- How other pilots can help you
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- The long haul; flying the whole day
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Learn to fly the flatlands with Craig Collings, multiple NZ Champ and winner of the 2001 and 2002 Australian Open. An intensive 5 day course on how to extend your personal bests and make the most out of every XC day. With guest lecture from Godfrey Wenness, World distance record holder.

23-27 February (Immediately prior to the Australian and New Zealand Opens)

\$A550 includes retrieves and course notes

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Class 2

No changes, Brian Porter remains in 1st as he has four competitions for his score as opposed to Manfred Ruhmer (AUT) in 2nd who has only two. Robin Hamilton (GBR) is one point behind in 3rd, and Stephen Partridge-Hicks is in 4th with Bruno Metz in 5th.

There are now six teams with GBR in top spot followed by USA and Austria. Full details at [www.fai.org/hang_gliding/rankings/class2/].

Paragliding Accuracy

No competitions have been added or deleted. The Slovenian results have not been fully received and Target Austria was cancelled. Full details of the PG Accuracy rankings can be found on the FAI website [www.fai.org/paragliding/rankings/precision/].

World Record Claims

FAI has received the following Class O (Hang Gliders) record claim:

Claim number 7496:

Sub-class O-3 (Paragliders) – General Category

Type of record: Straight distance to a declared goal

Course/location: Edinberg, TX (USA)

Performance: 273km

Pilot: Bruce Goldsmith (UK)

Paraglider: Paraglider type not indicated

Date: 3/8/2002

Current record: 257.4km (23/12/00, Jacques Coetzee, South Africa)

The details shown above are provisional. When all the evidence required has been received and checked, the exact figures will be established and the record ratified (if appropriate).

World Record Cancellations

FAI has cancelled the following Class O (Hang Gliders) record claims:

Claim number 7379:

Sub-class O-3 (Paragliders) – Multiplace Category

Type of record: Distance over a triangular course

Course/location: Evianquelle Boeckstein–Deutingalm Klingspitz–Vorhofalm Uttendorf–Evianquelle Boeckstein (Austria)

Performance: 112.1km

Pilot: Lois Grugger (Austria)

Paraglider: Advance Bi Beta

Date: 19/6/2002

Current record: 101.9km (20/6/00, Jürgen Stock, Austria)

Reason for cancellation: Claim withdrawn by the Austrian NAC.

Claim number 7395:

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

Type of record: Speed over a triangular course of 100km

Course/location: Zapata, TX (USA)

Performance: 42km/h

Pilot: Robert "Bo" Hagewood (USA)

Hang Glider: Aeros Combat 2

Date: 25/6/2002

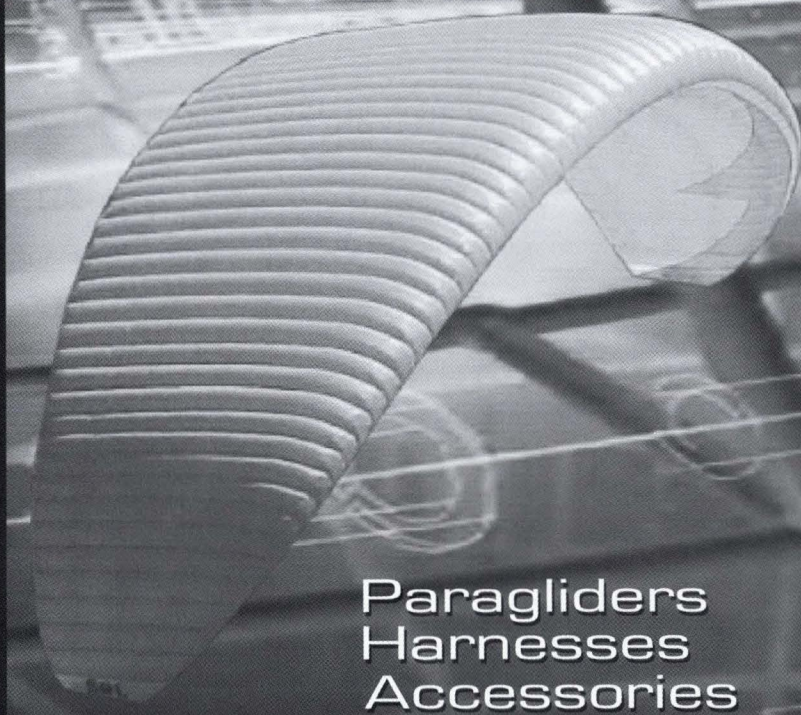
Current record: 40.54km/h (10/12/00, Tomas

Suchanek, Czech Republic)

Reason of cancellation: Claim withdrawn by the pilot.



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A JOURNEY

Ian McFarlane

WHEN I FIRST HEARD ABOUT PARAGLIDING YEARS AGO, I HAD NO IDEA OF THE JOURNEY THAT WAS BEFORE ME. THIS STORY IS ABOUT THAT JOURNEY, AND HOW IT HAS CHANGED MY LIFE.

The first life changing experience whilst paragliding came with a "thump"! I stalled my wing during the training course, which left me with a chopper ride to hospital and 18 months to think about what happened while I convalesced.

But still I returned to complete the course, perhaps to learn more about the sport that had almost killed me, or perhaps as my wife suggests, the bump on the head left me a bit crazy. Nevertheless, it was to be the beginning of an affliction.

I have always been aware of the outdoors and spend a lot of time sailing and bush-walking, but never before had the weather been quite so important. I am now always looking for signs of wind direction and speed no matter where I am. I know every flag, dam and windsock on the drive to launch. Clouds now mean more to me than just puffy cotton balls in the sky. I recall spotting an excellent example of alto-cumulus lenticularis from the only window in the delivery room of our baby daughter Brenna, and felt compelled at the time to

share its significance with my wife Trudy. The anaesthetist kindly moved his stool to afford Trudy a glimpse!

I met another afflicted pilot, Geoff Sexton, who I found shared the same passion to build flying skills and experience. Like me, Geoff was a conservative chap who had achieved most things in life not through raw talent or good fortune but rather through hard work and above all, persistence. We both believed our instructor and fellow afflicted pilot, Phil Hystek, when he said, *"The best way to build skills and experience, fellas, is to fly, and fly often. Launching and landing, that's what it's all about, lads!"* So, with the help of our wives Trudy and Karen in the retrieve vehicles, we did just that... launch and land. Sometime we'd have five or six flights a day. Even at this stage there were signs that Geoff and I were becoming just a little bit competitive. But it was what we both needed to keep building those skills, like trying our first face-landing, spiral dive or B-line stall.

The months were passing and I began to feel more confident in my glider, and I no longer felt like I was going to fall out of the sky.

Over the Easter weekend we drove to Manilla for our first State of Origin. We saw more pilots and gliders than ever before. Who would have ever imagined such a spectacle of colour and daring energy in the middle of nowhere, as we'd found in Manilla! That weekend I had my first cross-country flight of 10km. Not far in the scheme of things, but a long way for a beginner! It was a great adventure.

Having felt the clouds between our knees, we now had a taste for an entirely new dimension of paragliding. So back home we started the Canungra Novice Cross-country League. Now other new pilots could have as much fun as we were having. But really, I think only Geoff and I took the competition seriously. I would sometimes ring Geoff at work to make sure he hadn't sneaked off to fly mid week, as the lead in our competition was narrow and changed nearly each week.

With fresh conditions on the training hill, it wasn't always just beer and skittles



Ian and his Gin Bolero

With our minds sometimes more on flying than work, we'd spend an afternoon at the pub, waving our arms about, as only pilots do, recounting every thermal or the recovery technique to an unplanned or sudden manoeuvre. With each beer the waving became more frenetic.

The next season we started a friendly competition, open to all local pilots. It catered for all levels of experience, and we even introduced a division for tandem passengers. We still wouldn't admit it, but we were becoming more and more competitive. At last, one day Geoff said, *"I don't care who wins, just so long as I beat you."*

On days too strong to fly, we'd head out to the training hill to practice ground handling in the gusty conditions. Sometimes we even soared the little slope or messed about until the sun dropped and the bright colours of our gliders faded to inky grey. Rob Wilton, who had just achieved his tandem rating, would often join us together with his wife Marie. Life was pretty good and we were having lots of fun.

Then came "The Great Day" as we now remember it. The day was pumping, and in the company of many other pilots we flew high out of the lush green valleys of the Gold Coast Hinterland, and west over a patchwork of farmland and scrubby hills towards the Great Dividing Range. Cunninghams Gap loomed closer each time we scratched back to cloudbase from a low save, or wrestled with cloud suck and eight metres per second thermals. Soon I was flying on my own and lost sight of Geoff.



The stress and tension to stay airborne was electric. My mouth was dry and I really needed a pee, but while Geoff was still out there somewhere, I was determined to stay in the air. But finally I ran out of thermals and lost the battle with gravity as the sea-breeze kicked in. Trudy wasn't far behind in the retrieve vehicle. Knowing that Geoff was somewhere west of Aratula, we took chase in the car. The tension built with each kilometre as it ticked over on the speedo... the wild and lush ridges of the Dividing Range getting ever closer and closer. I didn't reply when Trudy asked, "Do you think he made it over the range?" Only two paraglider pilots had ever crossed the range.

Geoff was just a few kilometres short of the "Gap", as the sea-breeze had also forced him to land. It was a beaming but grateful lad when we finally caught up with him. "Thank god you found me" he said, "the only traffic that has gone past in the last hour was a pig truck, and I wasn't thumbing a ride with that!" But it was an awesome day for another local pilot, Andrew Horchner, who became the third pilot to cross the range and the only pilot to cross via Cunninghams Gap from east to west.

So another year had passed, and Easter was upon us again. This meant another State



Ian (foreground) and Geoff on launch. Maleny Towers, Sunshine Coast

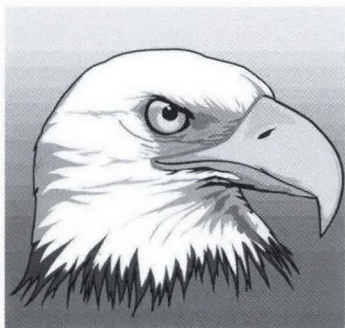
of Origin in Manilla. Geoff and I led the charge by walking up Mt Borah twice when the road was closed due to rain, and we stayed on as many pilots left to go home when the weather didn't improve. Our persistence was finally rewarded flying the last day of the competition. I hear you ask, "So

how did you go in the State of Origin competition?" Well, the results speak for themselves:

RESULTS

- 1 Geoff Sexton
- 2 Rhett Rockman
- 3 Ian McFarlane (me!)

It just goes to show that Geoff is just a better pilot and I was just lucky!



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LIFT – MAKING THE BEST OF IT

WELCOME BACK FOLKS. IF IT IS TRUE THAT THE OPTIMUM ANGLE OF BANK HAS SUCH A MAJOR INFLUENCE ON OUR ACHIEVED RATE OF CLIMB WE SHOULD LOOK INTO THE ISSUE FURTHER AND CONSIDER IT FROM A THEORETICAL VIEWPOINT.

1.8.2 Theoretical Considerations

You might say that the simple arithmetic in last month's magazine is based on assumptions only and must be underpinned by conclusive evidence. Absolutely correct, we need to tackle the issue theoretically and determine the optimum angle of bank for a given thermal. Please bear with me and stay tuned, I will keep it simple and only use a formula once or twice.

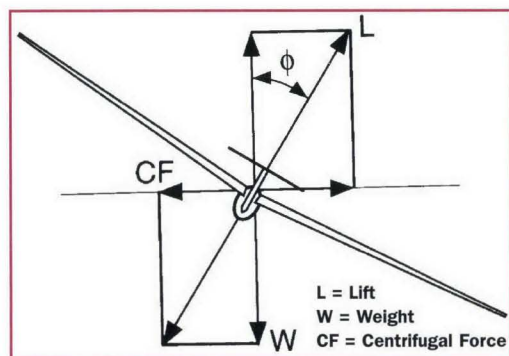


Figure 8: Equilibrium of forces in a turn

At all times the mass of our aircraft needs to be equal to the lift generated. In circling flight wings have to produce more lift to support the additional centrifugal force. If anyone wants to do some number crunching the formula is provided below:

Formula 1

$$\text{Lift (L)} = W / \cos = \text{Bank angle}$$

At 30° angle of bank the required lift is 1.15 times the weight of the glider. If angle of bank is increase to 45° the wings need to produce 1.41 times the amount of lift compared to level flight and just for the fun of it – we need to generate lift exactly 2.0 times the weight of the glider in order to fly at an angle of bank of 60°.

ANGLE OF BANK	LIFT REQUIRED	INCREASE IN STALLING SPEED
0°	1,0 times weight of glider	0
15°	1,04 times weight of glider	approximately 2%
30°	1,15 times weight of glider	approximately 8%
45°	1,41 times weight of glider	approximately 20%
60°	2,0 times weight of glider	approximately 40%

Table 1: Increase of required lift and increase in stalling speed

Here are the figures for the increase in stalling speed at various angles of bank plus information on the additional lift required,

but the question is how to generate the extra lift?

Well, if flying a flapped glider we can use positive flap settings to generate slightly more lift. This can contribute to solving the problem but, unfortunately, only to a relatively small extent.

So – what is the answer? Yes, you guessed it – we need to pull back and obtain the maximum coefficient of lift from our wing. We also need to fly faster because at slower airspeeds the wings simply can't provide the lift required.

Let's now look into the effect various angles of bank have on our radius of turn and note the g-forces involved.

Circle Diameter in Metres

SPEED	BANK ANGLE IN DEGREES									
Knots	20	25	30	35	40	45	50	55	60	
40	237	185	150	123	103	86	72	60	50	
45	300	234	189	156	130	109	92	76	63	
50	371	289	234	193	161	135	113	94	78	
55	448	350	283	233	194	163	137	114	94	
60	534	416	336	277	231	194	163	136	112	
65	626	489	395	326	272	228	191	160	132	
G force	1.06	1.10	1.15	1.22	1.31	1.41	1.56	1.74	2.00	

Table 2: Circle diameter in relation to bank angle

Knowing the circle diameter at various airspeeds is certainly handy but unfortunately it does not mean very much at all. It is more important to know the sink rate of our glider at a given rate of turn. In this context it is important to note that any published polar curve is accurate for level flight only and loses its validity as soon as we fly at any angle of bank. Contrary to popular belief the rate of sink while thermalling is not only marginally higher and it is most certainly wrong to assume that the circling sink rate is comparable to flying at higher wing loadings.

More on that a little later, but for the moment let's consider this evil thing called drag – the main foe of all glider pilots. Flying without drag is impossible, of course, but we can minimise drag to some extent by the way we operate our glider. A very useful graphic below not only shows the different types of drag acting on a glider but it also shows how the percentage of drag changes with different coefficients of lift.

Part 4

Bernard Eckey

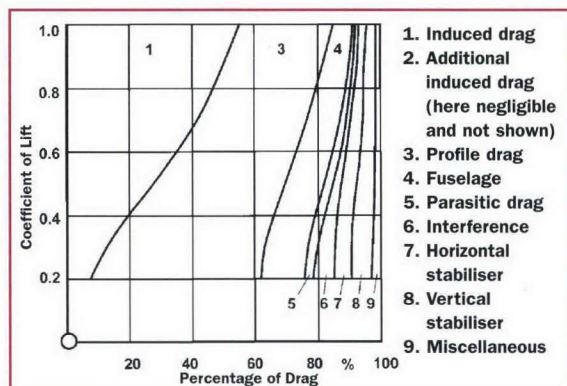


Figure 9: Typical glider drag breakdown

While thermalling our wings generate near maximum lift – I guess we all know that. However, is not generally known that maximum lift equates to lift coefficients of around 1.0. Unfortunately maximum lift has the nasty side-effect of creating large amounts of induced drag. (Just another bit of jargon for drag created by the vortex trailing our wingtip.) The other major culprit is the profile drag generated by the wing itself. Looking at Figure 9 more closely shows that the induced drag accounts for over 50% of our total drag while flying at maximum lift coefficients.

Yes, you got that right, more than half of thermalling drag is directly attributable to induced drag. However, when flying fast, the lift coefficient drops to approx. 0.25 which in turn reduces the percentage of induced drag to only 10% or so.

Back to the optimum bank angle now. So far we have only considered drag in level flight, or as engineers would say "at 1g". However, looking at Table 2 it can be seen that while banking steeply we operate our gliders at significantly higher g-forces. In fact a 45° angle of bank leads to a g-force increase of 41%. Higher g-forces result in even higher amounts of induced drag and it is not hard to imagine that this has a rather catastrophic consequence on the polar curve.

By now we should have come to realise that a diagram is needed showing the true rate of sink at any given diameter of turn. Such a diagram is called a circling polar but the bad news is that such circling polar curves exist only for very few gliders. (Figure 10 is based on the ASW19) Although this glider has long been superseded the good

news is that it can still be used for this exercise. In fact the circling polar of today's standard class gliders are not very different. If anything they require slightly higher thermalling speeds.

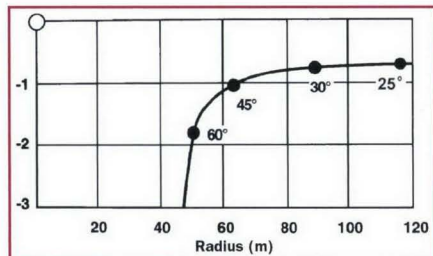


Figure 10: Circling Polar (for Standard Class glider ASW 19)

The above graph was compiled by obtaining minimum sink rates at various angles of bank and by combining the figures in a single diagram. Now we can see that a nice low minimum sink rate of approximately 0.6m/s (just over one knot) at level flight increases quite rapidly to one metre per second (or two knots) when flying at 45° angle of bank. Even worse, banking the glider 60° increases the sink rate by a factor of three to almost two metres per second.

We are faced with an exponential increase in the rate of sink and the above graph clearly shows the magnitude of the problem. Further interesting information provided by this graph is the achieved radius of turn at various angles of bank at the minimum possible airspeed. As we can see it ranges from just under 50m at 60° to almost 120m at 25° angle of bank.

This example highlights a 42% smaller circle diameter when banking at 45° instead of only 25°. At first sight it might not appear very significant until we look at two circles scaled down accordingly.

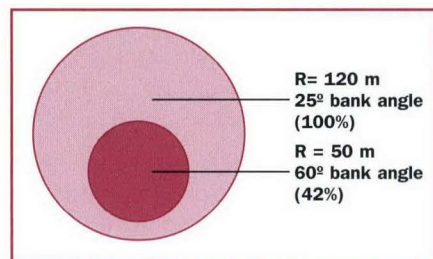


Figure 11: Comparison of circle diameters

If all thermals were of the same strength, had a similar diameter and an identical lift distribution it would be simplicity itself to determine the optimum bank angle. Reality sees us in different thermals with different characteristics all the time and precisely for this reason we need to go back to the thermal model as per Figure 5 in Part 3 of this series of articles. Known data on typical thermals in relation to thermal strength and thermal diameters allowed a categorising into four different types with defined climb

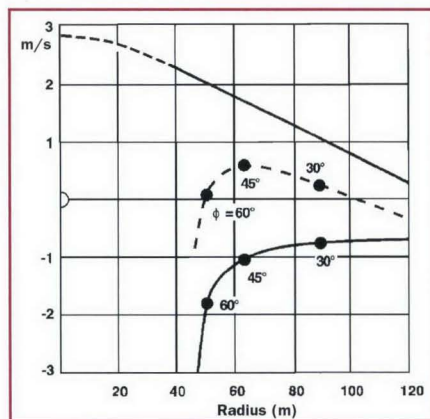


Figure 12: Optimum angle of bank for "weak thermal" (Type A1)

gradients. This approach allowed us to tackle the matter mathematically and to plot any circling polar into a lift distribution diagram of a given thermal (refer to Figure 12).

Subtracting the glider's sink rate from the strength of a thermal provides a true picture of the optimum angle of bank. In this example the best rate of climb is achieved at a bank angle of 45° which corresponds to a turn radius of 64m. The graphic clearly shows that flying at higher or lower angles of bank has a detrimental effect on the achieved rate of climb. For thermal type A1 (weak thermal) a bank angle of 45° is clearly best – a result no doubt anticipated by many pilots based on simple in flight observations.

Now let us find out whether the same holds true for a strong thermal with a rather large diameter. In this case it might be best if we use thermal type "B2" as a basis for our investigation.

As might be expected only wide thermals tolerate flying at slightly shallower angles of bank without a detrimental effect on the rate of climb. In this particular case a 40° angle of bank is close to the optimum although a bank angle of 30° offers only an insignificant slower climb rate. The problem is that such thermals are very rare indeed, especially in the southern parts of Australia. What we frequently find though are narrow thermals at lower levels with slowly increasing diameters at higher altitudes.

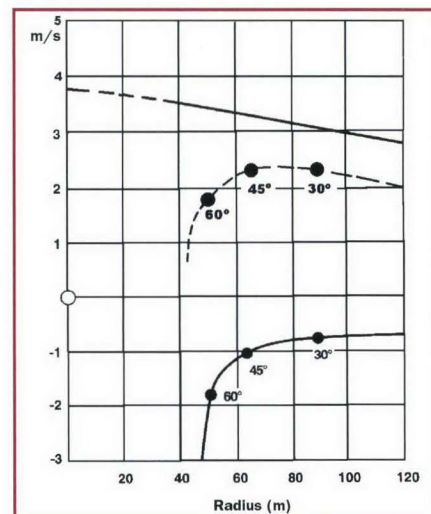


Figure 13: Optimum angle of bank for strong & wide thermal" (Type B2)

The findings are conclusive, flying at high angles of bank definitely offers an advantage. Sure, it requires higher levels of skill, produces higher g-forces, and makes thermalling generally less pleasant but the performance-orientated glider pilot cannot afford to ignore the benefits.

We have finally reached the end of discussions on the optimum angle of bank. Next month we will consider ways and means of ensuring that our bank angle remains fairly close to the optimum.

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founded 75 years ago

The Alexander Schleicher company in Germany is celebrating its 75th anniversary with a meeting of loyal customers, staff and representatives from all over the world. The jubilee celebrations will take place at the neighbouring community of Gersfeld – a small city at the foot of the Wasserkuppe mountain where gliding first began and where the world's largest gliding museum is attracting streams of visitors from all corners of the globe. Alexander Schleicher first started as a furniture manufacturer but ventured into the commercial manufacture of wooden gliders even prior to the outbreak of the war. However, large-scale production only re-commenced in 1951 and since then Schleicher has build some 7,500 aircraft. Today AS gliders feature prominently in record books and are sought after by gliding enthusiasts all over the world.

Coinciding with their jubilee a number of product refinements and glider upgrades were announced by the Schleicher factory.

After gaining type approval for the standard class ASW 28 with 15m wingspan the 18m version is now ready for the production line as well. For ease of handling but also for performance reason, the outer wing panels are exchangeable resulting in minimum drag and best possible handling characteristics in both configurations.

A sustainer engine is also available for the 18m version. Schleicher decided on a two-cylinder Solo engine and a two-bladed fixed pitch propeller with 1.2m diameter. Maximum all-up weight is quoted as 575kg allowing wing loadings between 28 and 48.8kg/m². Winglets are a standard feature



Standard Class ASW 28 over Wasserkuppe mountain in Germany

on both the 15m and 18m version and the aspect ratio is quoted as 27.3 in 18m configuration. A ballistic recovery system is under development and is expected to become available shortly.

The self-launching 18m ASH 26E also received an upgrade and is now sporting a new propeller, a steerable tailwheel and winglets. Mainly thanks to the improved propeller the climb rate was increased by a great margin with a corresponding reduction in ground run distance. The latest in winglet design has not only improved performance but is reported to make for a better handling especially in turbulent lift.

Powered by a vibration-free Wankel engine the aircraft has proved very popular and is enjoying great demand. Almost 200 of these motorised gliders have so far been built and a total of four Wankel engine-powered ASH 26E were sold to customers in Australia.

Although almost 250 open class ASH25 gliders have already left the factory, new customers are still plagued by a long waiting list.

Redesigned outer wing panels now extend the wingspan to 26m and in conjunction with the latest winglet design make for an even better performance. But even best-sellers need to be continually improved and therefore a

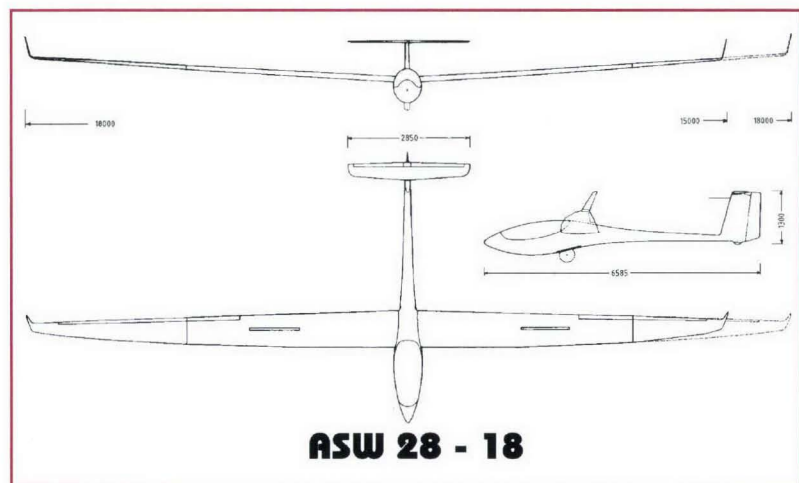
fuel injection system was fitted to the rotary engine. The increased power output has boosted take off and climb performance reducing ground run by more than 20% with a similar improvement in the rate of climb. No doubt, the new generation of retractable engines is coming of age.

ASK21 Trainers are as popular as ever. Over 750 of these trainers have come off the production line so far and a total of nine ASK 21 gliders are already operating in Australia. After GFA approval of the spin kit five new ASK 21 trainers have now been purchased by various gliding clubs in Australia. The latest ASK 21 customer is a syndicate of Boonah Gliding Club members who are taking delivery of their aircraft in early 2003.

To better protect their customers' investment all Schleicher Sailplanes are now available with a polyurethane finish on request. This type of top coat has proved to avoid the cracking of gelcoat and seems to eliminate the expensive re-finishing of gliders after only a few years of operation in these very harsh conditions down under.

Even on the competition front some good news has emerged. The racing class glider ASW27 had a very successful season in the northern hemisphere winning the European Championship as well as various Nationals. After winning the world comps in South Africa earlier this year the ASW 22 continued its success in the European Championship by taking first and second place in Open Class.

Although the ASW 28 is still relatively new on the competition scene it has emerged as a clear winner in this year's US standard class nationals. Also it has been successful in a number of regional competitions.



AROUND AUSTRALIA

Cross-country Coaching at Bacchus Marsh

Bacchus Marsh is an excellent cross-country site – a great variety of conditions and terrain make each flight a memorable one. No mistake, it does take a little bit of knowledge to get the most out of the day's weather, but 300km flights are common place with a few 500km flights each year. It has been 27 years since anyone has flown 750km from Bacchus, but maybe this is the opportunity again.

A four-day coaching weekend will be held at Bacchus from Friday 6 December through to Monday 9 December inclusive. If you would like to experience great soaring close to Melbourne, drop an email to Terry Cubley on <cubley@netconnect.com.au>. Bookings required to ensure sufficient launching available. Accommodation is available on-site or in the town.

Club and Sports Class Nationals:

The Club and Sports Class Nationals will be held at Temora NSW from 13th to 24 January 2003. Entry forms are available from Geoff King at Temora Gliding Club, P.O.Box 206, Temora NSW 2666 or from the GFA website [www.gfa.org.au/]. With preparations for the 2003 event well in hand, expressions of interest are being invited to hold the 2004 contest. If you are interest then send details to the convenor, Tom Gilbert at <tnjgilb@bigpond.com> or PO Box 324, Camden NSW 2570.

Beaufort Gliding Club to celebrate 60th anniversary

Former members and gliding friends have been invited to attend a celebratory get-together at Bacchus Marsh airfield on 16 November, 2002. If you plan to attend please advise Malcolm Crampton, phone 03 9754 7211 or email <malc@vinescape.com.au> so that catering arrangements can be made.

Narromine Cup Week on again

Orana Soaring Club will once again be hosting Narromine Cup Week at Narromine aerodrome from 23 to 30 November. This is a hugely popular annual event and a large number of pilots are expected to attend. If you plan to make the trip to Narromine, or require further information, please contact Beryl Hartley, phone 02 6889 2733 or email <hartley@avionics.com.au>.



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FAI Report – September 2002

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SHEPHERD Ian	10733
AOZUKA Keiichi	10735

C CERTIFICATE

POWER Kimberley	10677
KELLY Patrick Michael	10655

A, B AND C CERTIFICATE

MISTRY Bhupendra	10728
FARROW Anthony Nathan	10729
HUNT Derek Paul	10730
PAIN William Dominic	10731
FUJII Yojira	10736
LATTA Gordon Leslie	10737

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Fax: 02 6889 2933, Email
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Decentralised Competition entries to:
Chris Stephens
PO Box W48 Wanniasa ACT 2903
Ph: 02 6231 4121, Email
<poboxw48@dynamite.com.au>

GFA AIRWORTHINESS DIRECTIVES

AD580 – Issue 1

Type affected: Krosno KR-03A Puchatek, serial numbers 03-01 to 03-24 and 04-01 to 04-20.

Subject: Visual inspection of tailplane (horizontal stabiliser) attachment fitting.

GFA AIRWORTHINESS ADVICE NOTICE

AN 161 – Issue 1

Type affected: Stemme S-10, all models, all serial numbers.

Subject: Miscellaneous airworthiness information.

AN107 – Issue 5

Type affected: PW-5 Smyk.

Subject: Miscellaneous airworthiness information.



Search and Rescue

Kelvin Glare

I DO NOT CLAIM TO BE AN EXPERT IN SEARCH AND RESCUE. HOWEVER, IN A POLICE CAREER SPANNING MORE THAN THIRTY-FIVE YEARS I CONDUCTED A LARGE NUMBER OF LAND SEARCHES AND I PARTICIPATED IN A NUMBER OF RESCUES OF VARIOUS KINDS.

The formal search and rescue arrangements in Australia arise from the fact that Australia is a signatory to the International Safety of Life at Sea Convention 1974 and the International Search and Rescue Convention 1979. Consequently, the Federal Government accepts responsibility for the co-ordination of search and rescue activities for Australia. Without boring you with the technicalities, for all practical purposes, in each State and Territory responsibility for search and rescue for civilian activities is devolved to the Police.

RATIONALE

In this brief article I will concentrate on providing a practical framework for conducting emergency search and rescue operations. Why? Because people flying aircraft, and particularly those flying microlights, might well be called upon to take charge of a search and rescue operation until the proper authorities arrive on the scene and take over.

Those of us who fly microlight aircraft often fly over remote areas and many of us, for a variety of reasons, often do not follow the proper procedures to ensure we are easily found if we are forced down during these flights.

On a flight to Central Australia, during which, with my four colleagues, we conducted an actual search for a missing child and during which my aircraft later suffered an engine failure, and also through a previous trip from Benalla to White Cliffs over some very remote "tiger country" in marginal weather with blustery winds close to thirty knots, brought home to me some of the unpleasant possibilities of our sport. If one of the group failed to make a rendezvous point, what would we do?

Communication is not always easy, particularly in the Outback, but after establishing as best we can that an aircraft is indeed missing, notifying the police is an excellent first step. However, the police in a remote area may be many hours away, even if communication is possible, and it may not be. It is my view that we should not simply sit idle when a colleague may be bleeding to death or suffering from some life threatening injury.

We might well believe that organising a search using whatever resources we have at hand or that we can readily obtain (for example, local station owners and hands) could get a search under way and save valuable time.

FRAMEWORK FOR PLANNING AND CONDUCTING SEARCHES

To organise a search we need a plan. A plan is simply a guide to human behaviour. Usually, the simpler the plan the better, but to prepare a plan we need a framework to ensure we cover the vital exigencies.

The police and defence forces often rely on the type of framework I will set out below. The acronym used is "SMEAC." This acronym translates to:

S = Situation

For example, a microlight trike is missing between Wilcannia and Menindee.

M = Mission

For example, to ensure the location, and, if possible, the safe recovery of the person or persons on board.

E = Execution

That is to say, how are we going to organise the search? What are we going to do?

A = Administration and Logistics

How are we going to handle the administrative issues, such as, for example, recording the names and addresses and contact numbers of next of kin of those involved in the search? What logistical support will we require and how are we going to obtain this support?

C = Control

Someone has to take charge and accept the responsibility for control. Nothing is more destructive to the efficacy of a search than having people all doing their own thing instead of searching to a well thought out pattern and plan. Someone has to give the orders.

Having determined our objective and approach, we can now turn our minds to the practical requirements of a search. In other words, what will we require to carry out the search?

Again we can resort to an acronym, "PECT." This translates to:

P = Personnel

This is self-explanatory and we must make the best possible use of whoever is available.

E = Equipment

Again this is self-explanatory. But let me add a note of caution. For example, it is no good sending people off on a foot search of the desert if they are not equipped with proper footwear and ample water supplies.

C = Communications

Almost every glitch in a search (or anything else that is operational) comes from inadequate or ineffective communications.

T = Transport

It is useless having ample searchers if you cannot get them to the search area and effectively deploy them.

Using the method outlined we can be sure that we have a plan of action that permits a controlled and systematic approach to search and rescue operations. We do not need a great deal of sophistication. Everything required can be set out on the back of our flight plan, using our knee board and pencil, which we will all have, won't we?

Having determined our situation, mission, and established how we are going to deal with our problem, we can turn our minds to administration and control. To ensure we operate effectively I suggest we should establish a search headquarters.

Again, a search headquarters may not be, or need to be, very sophisticated. I have conducted searches out of my motor car, using that as the search headquarters. I have also set up a sophisticated and

fully equipped search headquarters utilising specialist staff for the myriad of functions a large or protracted search requires.

There are a few fundamentals to good search and rescue. I do not intend to set out a list that is exhaustive, but to indicate some of the things that should be implemented or considered.

Apart from the need for those things mentioned previously, like personnel and communications equipment, there is a primary need to keep adequate records.

A list of the people involved with full details of names, addresses, contact numbers and details of next of kin is essential. If we lose a searcher it would be embarrassing in the extreme if we did not even know whom we had lost.

We need a record of how and where people are deployed and the length of time they have been deployed.

A running log of events is always required, as is a communications log. The basic rule is that every event and every communication must be recorded. Human frailty will guarantee that vital information or details will be lost if adequate records are not kept. When the police do arrive and assume command they will want all the detail possible and in the event of a fatality, the Coroner will certainly want to know exactly what transpired.

Although we are unlikely to be responsible, a large search may even require such things as the appointment of a co-ordinator, as distinct from the controller, and a media liaison representative through whom all communications with the media flow. We should always be extremely conscious of the impact public comments may have on relatives or friends, particularly if they may not have been notified of their loved one being missing. Clerks, telephonists and support staff should be deployed according to the needs of the situation.

In our case, it is more likely that resources will be limited and we will have to only assume the role of search controller and co-ordinator for a limited time until police arrive. Knowing the basics of how a search should be organised will assist all of us in reducing the risks for our flying colleagues, and, perhaps, others we may be in a position to help.

Conducting searches is something we all hope we will never have to do. Information on search patterns that may be employed is contained in ERSA under the heading of "Emergency Procedures" and suggested search patterns are illustrated there. I will leave the reader to do some homework. In our case, knowledge of the intended direction of flight, the air and probable ground speed of the aircraft involved and any information obtainable of sightings may all help to establish areas of probability for searching and enable prioritisation of search areas. Speed in locating a downed aircraft may save a life.

Lastly, a few words on how we avoid being the subject of a search.

Putting aside the issues of Sarwatch and Sartime, the basic proposition is to ALWAYS tell someone where you are going and when you expect to be back or to arrive at your intended destination. If you can leave behind a basic flight plan and map of your intended route, well and good. Flying with a "buddy" has obvious advantages.

Carrying an Emergency Position Indicating Radio Beacon [EPIRB], Emergency Locator Transmitter [ELT] or Personal Locator Beacon [PLB] is highly recommended. Failing to carry a simple signalling mirror and the means of igniting a signal fire is next to criminal. A good first aid kit should be part of every pilot's equipment and formal training in first aid is also highly recommended.

If you are foolish or negligent, remember you may be required to pay for the costs of a search.

More importantly, you may jeopardise the lives of others – something even the most foolish of us would never wish to do.



Accessories

Bräuniger Varios

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SURVIVAL

I add a brief section on survival. If you crash in the outback, excessive heat and excessive cold are both killers. In the desert it may be 45°C during the day and below zero at night. The general use of flying suits should provide protection from both heat and cold. In case you are wondering about a flying suit protecting from heat, you will not see Arabs wandering about the desert on camels in T-shirt and shorts. Once the ambient temperature is above body temperature a flying suit can provide useful insulation.

Carrying water is a must, and carry plenty of it – at least six litres per person. One cannot survive Central Australian heat on less than two litres a day, if on that. Although a flight may be relatively short in terms of flying, on the ground it is a vastly different situation.

There are a few basic rules that should always be followed.

1. *Stay with your aircraft. It is easier to spot a downed aircraft than a person. The wing, no matter how damaged, will provide shelter.*
2. *Always carry water and the means to light a fire.*
3. *Try to attract attention. You should have told someone where you are going and estimated your time of arrival. If you are missed someone will start looking for you. If your EPIRB is not functioning and your radio is broken there are still some options to attract attention. Spare oil will make a smoky fire, as will separately burning a tube and a tyre if your aircraft is definitely beyond repair. I suggest one should be burnt in the relatively early morning and one in the late afternoon. Use something, perhaps a piece of wing fabric over the fire, to send "smoke signals" rather than just smoke. You should also carry a small signalling mirror.*
4. *over up and avoid exertion. Wear a hat or use some type of head covering. If it is cold you will lose most heat from your head, some of us more than others.*
5. *Always carry a properly equipped first-aid kit.*



HGFA General Manager's Report

Craig Worth

I prepared the following report for the recent HGFA Annual General Meeting. The meeting was well attended and other than the tabling of reports and formal business there was one most significant presentation. This was the presentation of HGFA Life Membership to Steve Hocking. For the past 20 years Steve has put an amazing amount of volunteer effort into the administration of both the HGFA and the NSW HGPA. Steve is one of these blokes that works away tirelessly and quietly in the background and gets little recognition for it. I am proud to have been acquainted with Steve over the years and I trust that his efforts will continue for years to come. Thank you Steve – there is no-one more deserving.

AGM Report

Challenges to the federation are little different from recent years, they remain in the areas of: site retention; compliance; safety in operations; insurance costs; and financial survival. With my direct oversight, I expect that member services will be greatly improved with the move of the national office to Hallidays Point. The



Bill Moyes (right) presents Steve Hocking with the HGFA Life Membership

increased efficiencies of having all the administration in one office should also enable operating costs to be contained.

Site Retention

Generally site retention has been of no great concern other than at Bald Hill, Stanwell Park. Given the findings of the coroner following the mid-air in 2000, the Wollongong City Council (WCC) is very conscious of its need to fulfil its "duty of care" in regard to our operations. The Stanwell Park Club, under the leadership of their new president Rob Lepre, is continuing to negotiate with the WCC to address the coroner's recommendations. Negotiations are well advanced toward gaining formal tenure at the site by way of

a development approval. CASA have not yet provided a variation to CAO 95.8 to again permit top landing.

Compliance

Several reports of non-compliance have been received from CASA though the past year. One report regarding inappropriate circuit procedures led to a microlight instructor's certificate being suspended for a period of four months by the HGFA Disciplinary Tribunal. He is now instructing with the Australian Ultralight Federation. Another report was received via CASA from Airservices regarding three microlights flying through the Albury Control Zone. On receiving a written response to the complaint from the pilots involved, I recommended to CASA that no further action be taken.

The HGFA's role in administering our sports has recently come under scrutiny with a full audit of our national office and operations in general. Two CASA officers attended the office to carry out a two-day audit to ensure that we are fulfilling all the requirements of our CASA contracts. Other than a couple of minor administrative shortcomings, their findings were very positive. Obviously the federation cannot fulfill the requirements of our CASA contracts without the assistance of the clubs and volunteers across the country.

Safety

The federation's ongoing initiatives in fostering safety in training have seen a continued reduction in training injury accidents. During the past year there was only one injury accident reported during training; this resulted in a minor ankle fracture during slope training. The level of safety in operations generally has been encouraging, though there is no doubt that safety promotion is an ongoing process. The HGFA Board is continuing to push the AirManShip project to encourage pilots to adopt an analytical and safety conscious approach to their flying.

Financial Performance and Insurance

I recently appeared before a Senate Estimates Committee looking into rising insurance costs. The committee members were interested in our situation regarding insurance, though they indicated a belief that the proposed changes to the Trade Practices Act would take the pressure off rising costs by limiting insurer exposure. Feedback from our insurance broker and legal adviser is that it is unlikely that the changes will lead to any reduction in premiums in the near future. Nevertheless any means that may limit claims must be of benefit in the long term.

The federation suffered a loss for the 01/02 FY of around \$15,600. We have set a break-even budget this year. Achieving this aim is contingent on capping costs and continuing to work to increase efficiency.

Active Australia Projects

Damien Gates is still working to establish the formal site tenure agreement with NSW NPWS; the most recent response from the NPWS was that the draft agreement would be provided "soon". Completion of the Active Australia Site Development project requires similar agreements to be implemented in each state. Given budget constraints, this project will need to be completed either by volunteers or myself. The National Site Database has been estab-

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lished, though the majority of clubs have indicated a reluctance to have their information accessible via the website.

Our National Development Officer,

Belinda Head, is near to completing the club workshops throughout the eastern states. Continuation of the Active Australia Club Development projects will also need

to be by volunteers or myself, though it is hoped that state and regional organisations will embrace the project and fund regional club development initiatives.



Presidents Report

Keith Lush

The start of the 21st century has presented our sport with a number of challenges. CASA indifference to our advices, insurance premiums blow out and a shockingly public double fatality at Stanwell have all contributed to the pressures that threaten to damage our sport.

Further to this have been a number of other issues that have served to draw our focus away from our core business. The magazine will, forever, draw criticism from a percentage of our members. Such is the nature of people that you will always get a rise from someone if there is something they don't like but rarely if they are happy. I personally feel that the magazine is as good today as it has ever been and will continue to evolve as we negotiate the decades.

The board has also gone through some tough times, culminating in a double resignation which left it in a depleted state for some time. However, I feel that the recent election, while not receiving a particularly high voter turnout, has provided the members with a well balanced and enthusiastic group of people that collectively give us great depth of wisdom and experience.

On another positive note, the office was successfully relocated to Hallidays Point this year and we are already seeing the benefit of that move. I would like to congratulate Craig for managing this task so well and for his recruiting efforts that have proved to be a great success by all reports.

As we move forward, I hope to see this board focus mainly on the areas that we are responsible for under our constitution and have direct influence over. We need to be constantly wary of taking responsibility for areas that are best delegated, asking the question: "Is this really a Federation responsibility or in fact should it be?"

I would like to see the manufacturers and importers take a more active role in promoting the sport outside the captive audience of existing participants.

For too long, HGFA has taken on the burden of trying to raise the profile of our sport to the general public. Perhaps there

is some room for our manufacturers to assist the federation by expanding their marketing efforts to attract more potential pilots. After all, they too have a vested interest in expanding numbers.

I would hope that we can find a way to gain a larger participation in our board elections and with constructive feedback from our fellow pilots. While we on the board back our judgment and make decisions based on those judgments, it is difficult to draw conclusions from such a small amount of feedback.

We are responsible for the management of a unique sport. No other sporting activity has a higher level of bureaucratic involvement hovering overhead and no other sport offers the exhilaration, majesty and sheer breathtaking fun for prolonged periods of time than soaring.

One of my favorite sayings applies so well to our sport: "If you're not living on the edge, you're taking up too much space."

So to those lucky few thousand pilots out there I ask for the following help.

If you feel passionate enough about an issue to put pen to paper or words in an email, please think through what you are trying to achieve by your communication. If it is simply a brick through our window then don't throw it. It runs the risk of being used to replace the window with a wall.

Remember this.

Often, very good points are disguised by a shroud of irrelevancy. The risk is that they are dismissed as another badly framed and poorly punctuated blind swipe at "The Federation". A brick through our window.

But, you very definitely have every right to express your opinion, and if you do so in a well articulated manner it will be noted, respected and appreciated.

To draw an example from the theory of success management... Identify what you are after, highlight why you believe there is need for a change and offer constructive solutions.

The best way to gain success is to leave no potential question unanswered so those that have the authority to approve or disapprove have only one decision to make. Yes or no. If you do get a no, find out why and try again. Don't simply assume that a no means we thought it was a lousy idea.

In closing I have drawn from my almost bottomless pit of "wise old sayings."

"You might as well as wish you had."

What has that got to do with all this? If I have what I think is a really good idea, I would hate to be left wondering if it would have worked. Or worse still, I would hate to find out later that someone else had the same idea and got it through because they put it in a different coloured box.

So... You might as well have a go as to spend those moments before you drift off to sleep wondering what it would have been like.

It's why I took up flying.



AN UPLIFTING EXPERIENCE

Peter Rath

*I eventually got
To have a flight
In a so called Trike
Or Ultra-lite.
The other Saturday
The mobile rings
It's from a man
That owns some wings
He said no wind
We've got blue skies
Listen mate
Do you want to fly?
Five minutes later
I'm looking cute
Like my pilot
In a green freezer suit
He does a flight check
And flaps the wings
Guns the throttle
And the motor sings
The runway becomes
A tiny line
And the Bellarine
Peninsula
A chequered sign
We reach an altitude
Of a thousand feet
And my arse is sucked
To the pillion seat
The view fantastic
The open air
To fly like this
Opportunity rare
As we near Queenscliff
We climb to a height*

*We reach the Heads
On this unique flight
Altitude gained
Seventeen hundred feet
When Harold yells out
"Hang on Pete".
He put his aircraft
In a downward spin
With a 2-G Force
I had to grin
To three hundred feet
The height to reach
And now we would
navigate
Via the beach
Homeward bound
A view of the sea
This seat was definitely
Made for me.
Soon we could see
The Barwon Heads strip
This was the end
Of a different trip
As we descended
We came in wide
The Ultra-lite quiet
It seem to glide
We landed smoothly
Back on the ground
Terra-firma
Safe and sound
A great morning had
With a view from the sky
An open cockpit
The way to FLY.*



GFA Development Officer's Report

Terry Cuble

Development – Focus 2003

The major focus in 2002 has been on visiting clubs around the country, trying to find out the good things that are going on and to identify opportunities for the movement as a whole to lift our membership.

My monthly articles have summarised many of the good ideas from around the country, and I have spoken with a number of clubs personally about actions that they can take individually.

As a summary of these visits I have identified that one of the major issues impacting clubs has been complacency over many years. Many clubs are still acting the way that they have acted for many years, expecting members to join them and to accept the old way of operating. Clubs which continue to act in this way will continue to get smaller and eventually disappear. The clubs that are having success are the ones making an effort to understand the changing needs of their membership and taking actions to improve their offering.

Membership Changes Over The Past 12 Months

The following table is based on memberships shown on the GFA web page membership lists. These are only accurate at a particular time, and some clubs can be impacted by poor timing, but I recorded the number of members through this means this time last year and then again this year. A change of two or three members, up or down, can generally be viewed as minor fluctuations, but the clubs with large increases or decreases may indicate some significant activity at the club. Certainly, clubs with the big increases are clubs that I have observed to be making positive moves to increase membership. Some of the clubs with large decreases have gone through major changes and are now in a position to move forward again. The positive point is that total membership has increased slightly, and can at least be expressed as stable. It doesn't appear to be decreasing at the moment.

GFA MEMBERSHIP CHANGES 2001-2002			
New South Wales	2001	2002	change
Lake Keepit Soaring Club	79	104	25
Southern Cross Gliding Club	114	130	16
Summerland Gliding Club	3	17	14
Bathurst Soaring Club	103	108	5
Byron Power Gliding Club	40	45	5
Harden Gliding Club	12	15	3
Central Coast Soaring Club	71	73	2
RAAF Richmond Gliding Club	29	30	1
Goulburn Gliding Group	16	17	1
Wee Waa GC (Warrumbungle GC)	7	8	1
Kentucky Flying Club	5	6	1
NSW Police Gliding Club	3	4	1
Royal Australian Navy Gliding Ass.	21	21	0
Sydney Soaring	16	16	0
Leeton Gliding Club	14	14	0
Scout Ass. of Australia, NSW Gliding Wing	5	5	0
Leichhardt Soaring Club	1	1	0
Greenethorpe Gliding Club	1	1	0

Australian Soaring Centre	1	1	0
RAAF Williamtown Gliding Club	19	18	-1
Grafton Gliding Club	12	11	-1
NSWAIRTC Gliding Club	10	9	-1
Hunter Valley Gliding Club	60	58	-2
Cudgong Soaring Pty Ltd	14	12	-2
Soar Narramine Pty Ltd	12	10	-2
Wagga Wagga Gliding Club	15	12	-3
Temora Gliding Club	25	20	-5
Forbes Soaring & Aero Club	17	12	-5
Orana Soaring Club	39	33	-6
Australian Air League, NSW Gliding Wing	18	11	-7
Canberra Gliding Club	65	57	-8
			32

Queensland			
Gympie Soaring Club	58	80	22
Darling Downs Soaring Club	100	109	9
Bundaberg Soaring Club	23	31	8
North QLD Soaring Centre	17	20	3
Boonah Gliding Club	51	53	2
Sthn Downs Aero & Soaring Club	48	50	2
Moura Gliding Club	7	7	0
QAIRTC Gliding Club	4	4	0
Tarwan Soaring Club	7	5	-2
Kingaroy Soaring Club	79	76	-3
Central Queensland Gliding Club	33	27	-6
Caboolture Gliding Club	87	78	-9
			26

Western Australia			
Morawa Flying Club	11	17	6
Gliding Club of WA	50	53	3
Stirlings Gliding Club	11	11	0
Mount Newman Gliding Club	1	1	0
Beverley Soaring Society	116	108	-8
Narrogin Gliding Club	88	78	-10
			-9

South Australia			
Adelaide Soaring Club	110	127	17
Adelaide University Gliding Club	35	44	9
Bordertown-Keith Gliding Club	20	24	4
Waikerie Gliding Club	42	44	2
Barossa Valley Gliding Club	18	20	2
SA AIRTC Gliding Club	12	14	2
Alice Springs Gliding Club	17	18	1
Whyalla and District Gliding Club	11	12	1
Northern Australian Gliding Club	11	11	0
Port Augusta Gliding Club	9	9	0
Adelaide Hills Soaring Group	3	3	0
Balaklava Gliding Club	48	47	-1
Millicent Gliding Club	14	13	-1
Gawler Gliding Club	6	5	-1
Blanchetown Gliding Club	6	5	-1
Murray Bridge Gliding Club	14	12	-2
Renmark Gliding Club	25	21	-4
			28

Victoria/Tasmania			
Gliding Club of Northern Tasmania	10	17	7
Mount Beauty Gliding Club	7	14	7
Geelong Gliding Club	76	81	5
Soaring Club of Tasmania	14	15	1
Tumbarumba Gliding Club	11	12	1
Bendigo Gliding Club	31	31	0
Wimmera Soaring Club	29	29	0
Albury Corowa Gliding Club	27	27	0
Corangamite Soaring Club	6	6	0
RAAF East Sale Gliding Club	4	4	0
Murray Valley Soaring Club	3	3	0
Sunraysia Gliding Club	23	22	-1
Beaufort Gliding Club	32	30	-2
South Gippsland Gliding Club	22	20	-2
Latrobe Valley Gliding Club	8	6	-2
Swan Hill Gliding Club	7	5	-2
Victorian Motorless Flight Group	99	93	-6
Mangalore Gliding Club	60	54	-6
Grampians Soaring Club	49	39	-10
Gliding Club of Victoria	155	138	-17
Southern Riverina Gliding Club	108	87	-21
			-48

Total	2,820	2,849	29
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2003 Promotion

We have avoided any significant promotion in the past 12 months – focusing more on getting clubs to get their house in order first.

It has become obvious there are many clubs that are prepared to look after visitors and new members, clubs who would benefit from general and specific promotion. To this

end we have now agreed on a promotion campaign with the following elements.

- Visitors' web page with an easy to remember address – plan is currently for www.soaring.com. Discussions with the Hang Gliding Federation of Australia shows a similar need from that organisation and so the plan is to share a visitors' web page which then directs people to each of the individual sports of gliding, hang gliding and paragliding.
- Promotion of gliding clubs/organisations that are keen to attract people and also have the facilities and organisation to make this a positive experience for the new person, with potential to turn them in to members.
- An Accreditation process for clubs/organisations who wish to participate in this promotion
- Use of the "Soaring: Your sport for the new Millennium" video promotion
- Advertising of the sport and the new web page in national aviation magazines (initial suggestions include Airborne magazine for aeromodellers and the Aviation Safety magazine).
- Promotion of the sport and the new web page on bumper stickers, fridge magnets, etc which will be made available to all members

A) Accreditation

It is planned to accredit clubs and commercial operations that are prepared to meet set standards in how they look after visitors and attempt to convert them into members.

We will be setting the standards and offering clubs and commercial organisations an opportunity to self assess and, if they are interested, to nominate for accreditation. It is not expected that clubs will find this too difficult; they will need to demonstrate the sort of standards discussed in my previous articles. More details in the next edition of Soaring Australia.

Once accepted, the accredited clubs will be advertised on the new web page and prospective members will be directed towards these clubs.

Clubs that do not yet meet all criteria can ask for support to help them get to this level. Much of this support will be provided through State Associations.

B) Feedback Forum

Viv Drew has been forwarding some comments and questions to me through Feedback Forum. A couple of these are shown below:

Progress at Kingaroy

Mick Sly from Kingaroy Soaring Club has sent a brief note about activities in the club:

"Great articles in Soaring Australia regarding club development. As an active

member of Kingaroy I read these with interest and fully agree with most of your observations.

Kingaroy club now has a computer in its office for all members to use, and we are upgrading our website with Wx cam, etc. Ab-initios are actively encouraged to do mini courses at the club to get them to solo standard quickly, so as to keep up their interest and to let them know that they are a valued member.

We are also in the process of updating all our airfield signage, including entry (brighter colours, etc)."

It is good to see this activity from Kingaroy. This is a very active club with a strong club atmosphere. More and more clubs are now increasing their use of the web to provide extra benefits for their members. The focus on providing value for new students is also a great initiative and should provide some real benefits over the next year or two.

What about small clubs?

Philip Armytage from Wee Waa Gliding Club has sent in a note pointing out the issues for smaller clubs.

"A quick scan of club memberships shows there are a number of them with only a few members.

What resources and programs does

GFA have in place that we (the small clubs) can draw on"?

Philip makes a couple of good points. Forty-five of our 86 clubs (52%) have fewer than 20 members. Most of these are in more remote areas of their state and do not have a large population pool to draw on. With small numbers the workload falls on a small number of people who end up doing the jobs for years on end. For these clubs, we need to consider whether they can provide the full range of services that larger clubs can provide – eg: Do they provide instruction every weekend?

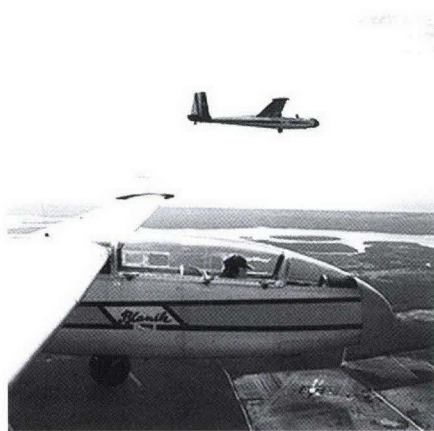
The GFA systems of Operations, Airworthiness and Sports provide the same service to small clubs as they do to the large clubs, although you could argue that the things provided are more likely to be developed around the needs of large clubs. In terms of development, it is difficult to provide a simple solution that will apply to all small clubs. Each club has its own unique issues to deal with.

There are some opportunities to support small clubs and I will discuss these over the next few months, but if these clubs can contact me to explain their issues I will attempt to help them come up with some solutions where the GFA can provide direct help. <cubley@netconnect.com.au>.



A ROMANTIC DUAL

Brian Wade



Late on the morning of Monday, 19 August, two Blaniks launched on a dual tow from Caboolture, Queensland. On the short rope, Brian Wade was on the controls with a somewhat nervous Phillip Grunsell in the front seat. On the long rope, Al Sim had Phillip's girlfriend, Kelly, as his passenger.

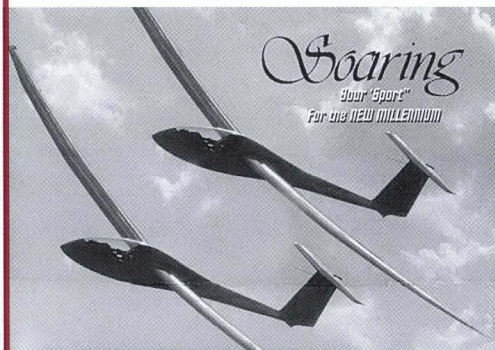
Nothing particularly remarkable about any of that, although Kelly might have

wondered why there was a camera mounted on the starboard wing of her glider, and that, before take-off, everyone was particularly concerned that she was able to communicate easily with Phillip via the CB radios that the Caboolture Club had made available for their use during the flight.

The gliders released over the airfield at 3,500ft and, following a carefully planned scenario, Al Sim closed in on the lead glider so that the two passengers could see each other clearly and communicate via the CBs.

The real reason for the flight suddenly became clear to Kelly. Phillip called her on the CB, got her to look across at him and wave, and then with a well-rehearsed preamble, asked her to marry him. Of course 'Murphy' is never far away and the first proposal was not heard clearly due to a virtually simultaneous call on the CTAF frequency, so Phillip had to say it all again. After which Kelly was quick to say "YES, I WILL", but not before some wag on the same CB frequency chipped in with a comment along the lines that "if the lady said no, he would be prepared to marry the bloke."

Promoting your Sport



A professional quality VHS video of 14 minutes, shot in picturesque New Zealand, takes the viewer through an introduction to the sport of gliding, how to begin and what it can lead to next.

Recommended to all GFA members as a promotional tool to assist in attracting new members to your club and in promoting the sport. Available from the GFA office in lots of 10 at a GFA subsidised price of \$3/tape including GST + postage.

Call now and order your copies.

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This is certainly a "first" for the Caboolture Gliding Club – perhaps a first in Australia. Without doubt it was a memorable flight for all concerned.



Above: On landing back at Caboolture, Phillip placed a stunning ring on the hand of his fiancée while she was still sitting in the glider – beaming
Left: The proposal takes place
Top: Brian, Phillip, Al and Kelly

Contact Addresses

GFA

NSW Gliding Association (NSWGA)

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

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

Bathurst Soaring Club
PO Box 1682, Bathurst NSW 2795.

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

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

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

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

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

Goulburn Gliding Group
57 Munro Rd, Queanbeyan NSW 2620.

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

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

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

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

Kentucky Flying Club
The Hill, Kentucky NSW 2354.

Lake Keepit Soaring Club
PO Box 152S, South Tamworth NSW 2340,
02 67697514, 02 67697640.

Leeton Gliding Club
PO Box 607, Leeton NSW 2705,
02 6953 6970.

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

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

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

RAAF Richmond Gliding Club
RAAF Base, Richmond NSW 2755.

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

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

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

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

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

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

Summerland Gliding Club
PO Box 820, Lismore NSW 2480,
Sec: David Wright, 02 6621 6495 (w),
email: <wrights@nor.com.au>

Sydney Gliding Inc. (Concordia GC)
PO Box 633, Camden NSW 2570.

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

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

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

Wee Waa Gliding Club
(formerly Warrumbungle Gliding Club)
PO Box 586, Wee Waa NSW 2388,
02 67954333.

Queensland Soaring Association (QSA)

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

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

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

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

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

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

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

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

North Queensland Soaring Centre
PO Box 5790 Townsville Mail Centre
QLD 4810, 0500 811011.

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

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

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

SA Gliding Association (SAGA)

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

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

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

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

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

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

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

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

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

Millicent Gliding Club
PO Box 194, Millicent SA 5280.

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

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

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

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

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

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

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

Victorian Soaring Association (VSA)

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

Beaufort Gliding Club
116 Tennyson St, Elwood VIC 3184.

Bendigo Gliding Club
62 Lawson St, Bendigo VIC 3550.

Corangamite Soaring Club
Kurweeton, Derrinallum VIC 3325.

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

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

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

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

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

Mangalore Gliding Club
PO Box 80, Avenel VIC 3664.

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

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

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

Soaring Club of Tasmania
c/o Bruce Thompson, 34 Clinton Rd,
Geilston Bay TAS 7015, 03 62552191 (h),
03 62252561 (CFI).

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

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

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

Sunraysia Gliding Club
PO Box 647, Mildura VIC 3500.

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

Tumbarumba Gliding Club
Mundaroo, Tumbarumba NSW 2653.

Victorian Motorless Flight Group
GPO Box 1096J, Melbourne VIC 3001,
0402 281928, 03 98486473.

Wimmera Soaring Club
PO Box 158, Horsham VIC 3402

WA Gliding Association (WAGA)

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

Gliding Club of Western Australia
356 Abernethy Rd, Cloverdale WA 6105,
08 92774148, 0409 683159, 08 96351023.

Morawa Flying Club
PO Box 276, Morawa WA 6623.

Narrogin Gliding Club
PO Box 276, Morawa WA 6623,
0407 088314

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

WA Squadron Australian
Air Force Cadets
Headquarters, RAAF Base, Pearce,
Bullsbrook WA 6084, 08 95717800,
08 95717877.

HGFA

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

HGFA National Office and General & Operations Manager

PO Box 157, Hallidays Point NSW 2430.
Ph: 02 6559 2713, fax: 02 6559 3830,
<office@hgfa.asn.au>.
Craig Worth: 0418 657419,
<general_manager@hgfa.asn.au>.

Board Members

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

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

Rohan Holtkamp (Secretary)
RMB 236B Western Highway, Trawalla VIC
3373, ph/fax: 03 53492845, 0409 678
734, <Rohan_Holtkamp@hgfa.asn.au>.

Rob Woodward (Treasurer)
38 Addison Rd, Black Forest SA 5035,
08 82325405, 0408 808436, fax: 08
82237345, <rob_woodward@ultimate
positioning.com.au>.

GFA MEMBERSHIP FEES 2002-2003

Membership:	Normal	Family
NSW/WA/QLD	\$171	\$135
Victoria	\$172	\$136
South Australia	\$175	\$139

Student Membership:	Full	Family
NSW/WA/QLD	\$106	\$70
Victoria	\$107	\$71
South Australia	\$110	\$74

Short-term Membership:	1 Month*	3 Month*
NSW/WA/QLD/VIC	\$24	\$36
South Australia	\$33	\$45

International postage for Soaring Australia
to be added to membership fees:

Zone One	Zone Two
New Zealand	\$54
Singapore	\$60

Zone Three	Zone Four
Japan, Hong	USA, Canada,
Kong, India	\$60
Middle East	\$66

Zone Five	
UK, Europe, South America, South Africa	\$72

*Note: Once only purchase to Australian residents, thereafter 12 month membership to be purchased.

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

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

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

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

Mark Thompson 40 Hovia Terrace, Kensington WA 6151, 08 94912417 (w), 0428 729028, <mark.thompson@team.telstra.com>.

Microlight Public Relations

Paul Haines ph/fax: 02 42941031.

INFORMATION

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

States & Regions

ACTHGA

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

Hang Gliding Association of WA

PO Box 82, South Perth WA 6151; <hang_glding_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).

NSW Hang Gliding Association

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

North Queensland HG Association

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

South East Queensland HG Association

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

South Australian HG Association

1 Sturt St, Adelaide SA 5000, ph: 08 8410 1391, fax: 08 82117115; Pres: Stuart McClure 08 82973452 (h), <stuart.mcclure@csiro.au>; Sec: Mark Tyminski 0411 414 816, <marknjan@senet.com.au>; Trs: Robert Woodward 08 82977532 (h), <rob_woodward@altermatepositioning.com>.

Tasmanian Hang Gliding Association

19 Christella Rd, Kingston TAS 7050, [www.thga.net]; Pres: Anthony Mountain 03 62299011, <anthony.mountain@hydro.com.au>; Sec/Trs: Mico Skoklevski 0418 398624.

Victorian HG and PG Association

PO Box 400, Prahran VIC 3181, [www.vhpa.org.au]. Pres: Geoff Tozer 03 97583250 (h), <gtozer@bigpond.com>; Sec: Adam Dixon 03 96895739 (h), <dna@smartchat.com.au>; SSO: Rob Van Der Klooster 03 November 2002

52223019 (h). Site weatherboxes: Three Sisters 0409 864700, Buckland Ridge 0407 356295, Mt Buffalo 03 57501515, Ben More 0417 112062.

Clubs

New South Wales

Blue Mountains HG Club Inc.

Pres: Peter Burkitt 0418 435204, <artisan@sia.net.au>; Sec: Jim Grant 02 47588625; Trs: Allan Bush 02 47738037, <fairallan@pnc.com.au>; SSO: Dave Petrie 02 47871610, <petrie@lisp.com.au>; Allan Bush 02 4773 8037, <fairallan@pnc.com.au>; Newsletter: Alan Bond 02 98995351, <skybond@primus.com.au>. Meetings: 3rd Wed/month, 7:30pm, Blue Cattle Dog Tavern, Mamre Rd, St Clair.

Byron Bay Hang Gliding Club Inc.

PO Box 1903, Byron Bay NSW 2481, [http://bbhg.tripod.com]. Chairperson: Andrew Polidano 02 66843510, <info@poliglides.com>; V-Pres: Brett Cook 02 66876907; Sec: Brian Rushton <bryanair@optusnet.com>; Trs: Brian Braby 02 66280983, <bbraby10@scu.edu.au>; SSO (HG): Brian Rushton 0427 615950; SSO (PG): Lindsay Wooten 02 66847318. Meetings: 1st Wed/month 7pm, Byron Golf Club.

Hunter Skysailors

Pres: John Clifford 0438 302033, <fly77@bigpond.com>; Sec/Trs: Neil Bright 0412 689067, <enzobright@bigpond.com>; SSO: James Thompson 0418 686199, <james.b.t@hunterlink.net.au>.

Illawarra Hang Gliding Club Inc.

Pres: Mark Ryan 0412 424760; Sec: Tim Causer 02 42948110, <timcau@ozemail.com.au>; SSO: James Nathaniel 02 4262 7677, 0413 737077.

Kosciusko Alpine Paragliding Club

[www.homestead.com/kapc]; Pres: James Rylie 02 62359120, <crymicalago@netspeed.com.au>; V-Pres: Nigel Hack 02 64576452, <freexoz@snowy.net.au>; Sec: Charles Palmer 02 62925664, <palmerc@charlespalmer.net>; SSO: Heinz Gloor 02 64567171.

Manilla SkySailors Club Inc.

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

Mid North Coast HG Association

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

Newcastle Hang Gliding Club

PO Box 64 Broadmeadow NSW 2292; Pres: Mick Hurley <fly176@hotmail.com>, 02 49432903; Sec: Adam Donaldson <adsnic@rivernet.com.au>, 02 49472466; Trs: Brad Cootes <hugest@bigpond.com>, 02 4952 1428; SSO: Al Giles 02 49430674 & John O'Donohue 02 49549084, Scott Alder 02 49514581 & Jason Turner 0419 997196. Meetings: Last Wed/month, Souths Leagues Club.

Northern Beaches HG Club Inc.

Pres: Kerry Bradley; V-Pres: Mark Robertson; Trs: Jim Gaal; Sec: Nils Veski; SSO (HG): Glen Salmon 02 99180091; Wayne Fitzgerald 02 99827094; SSO (PG): Mike Brandt 02 98912391; Wayne Fitzgerald 02 99827094. Meetings: 1st Tue/month, 7pm, Mona Vale Bowling Club.

Stanwell Park HG and PG Club

PO Box 258 Helensburgh NSW 2508; Pres: Robert Lepre 0411 082642, <pepielepre@ozemail.com.au>; V-Pres: Shannon Black 0414 344363; Sec: Darryl Millington, 0413 978784; Trs: Joe Fussell 0419 635045; SSO: Jamie Cannon 0410 686232, Steve Pick (PG) 02 42943072; Activities: Matt Bob 0417 241966.

Sydney Paragliding Club

PO Box 225, Helensburgh NSW 2508, [www.sydneyparagliding.com/club/], <sydneyparaglidingclub@yahoo.com>. Pres: Enda Murphy 0412 445741.

ACT

Dusty Demons Hang Gliding Club

PO Box 1003, Fyshwick ACT 2609. Pres: Leeroy Patterson 02 64561590, 0427 220764, <leeroy@dustydemons.com>; V-Pres: Tove Heaney 02 48494516, 0419 681212, <tove@dustydemons.com>; Sec: Scott Hannaford <scott@dustydemons.com>; Trs: Joe Fussell 02 42943942, 0419 635045, <joe@dustydemons.com>; SSO: Grant Heaney 02 48494516, 0419 681 212, <grant@dustydemons.com>; Editor: Kath Kelly 02 64561590, 0427 220764, <kath@dustydemons.com>.

Queensland

Cairns Hang Gliding Club

Pres: Bernie Zwahlen 07 40965593, <zwahlen@ledanet.com.au>; V-Pres: Joe Reyes 07 40555553, <reyes@ledanet.com.au>; Sec: Lance Keough 07 40912117, 31 Holm St, Atherton QLD 4883; Trs: Nev Akers 07 40532586, <nevjoy@ozemail.com.au>.

Canungra Hang Gliding Club Inc.

PO Box 41, Canungra QLD 4275; [www.triptera.com.au/canungra]. Pres: Jon Durand Snr <durand@ausinfo.com.au>, 07 5533 3596; V-Pres: John Ripley <crip_ripley@hotmail.com>, 07 32898275; Sec: Karen Sexton 07 55277636, 0410 433711, <kazbahtoo@yahoo.com.au>; Trs: Shirley Lake <chgctreas@mac.com>, 07 5543 4047; SSO: Andrew Horchner <afactor@gil.com.au>, 0412 807516.

Central Queensland Skyriders Inc.

915 Yeppoon Rd, Iron Pot QLD 4701. Pres: Bob Pizzey 07 49387607; Sec: Grant Suthers 07 49361790; SSO: Geoff Craig 07 4992 3137, <gcraig@tpg.com.au>, Paul Barry 07 49922865, <prbarry@tpg.com.au>.

Conondale Cross-Country Flyers Inc.

Pres: Peter Buch 07 54949579, <buchy9@bigpond.com>; V-Pres/SSO (PG): Graham Sutherland 07 54935882, <grahamsu@mail.cth.com.au>; Sec: Sue Buch, 343 Commissioners Flat Rd, Peachester QLD 4519, 07 54949579; Trs: Kim Hodson, 16 Gizeh St, Enoggera QLD 4051, 07 3354 1910; SSO (HG) & ML instructor: Russel Groves 07 54450084.

Dalby Hang Gliding Club Inc.

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

Sunshine Coast Hang Gliding Club

PO Box 227, Rainbow Beach QLD 4581; <intheair@ozemail.com.au>. Pres: Phil Lewis 07 54840464; Sec/SSO (PG): Jean-Luc Lejaille 0418 754157; Trs: Michael Powell 07 54425568; SSO (HG): David Cookman 07 54498573.

Townsville HG Association Inc.

Pres: Clint Smith 07 47747650; Sec: David McMahon, 07 4772 3858, PO Box 103, James Cook University, Townsville QLD 4811; Trs: Graeme Beplate 07 47732913; SSO: Graham Ethernott 0427 831797.

Northern Territory

Alice Springs HG and PG Club

Pres: Brett Lewis 0411 677705.

Victoria

Dynasoarers Hang Gliding Club

Pres: Darren Brown 03 5222 8625; Sec: Tony Hughes 03 52437661; Trs: Greg Holt; SSO: Ted Remaika; 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; Sec: Vanessa Sparke 03 9458 3780; SSO: Geoff Tozer 03 97583250, 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 <bscott@iprimus.com.au>; Meetings: 1st Wed/month 8pm, Retreat Hotel, 226 Nicholson St, Abbotsford.

Southern Microlight Club

Pres: Kel Glare 03 94395920 (h), 0421 060706; V-Pres: Ben DeJong 03 97898970; Sec: Ian Rees 03 97621364; Trs: Dianne Pierpoint. Meetings: 2nd Tue/month 8pm, The Manningham Club, 1 Thompsons Rd, Bulleen.

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 950 536; Sec: John Middleweek 08 98412096, fax: 08 98412096.

Cloudbase Paragliding Club Inc.

Message bank 08 94875253; Pres: Mark Wild, 0411 423923, <mark@gastech.com.au>; V-Pres: Robin Rankin, 0407 441463; Sec: Mike Duffy, 16/3-5 Geddes St, Vic Park, WA 6100, 0417 923741, <mikeduffy@graduate.uwa.edu.au>. Trs: Colin Brown 08 94594594, <cobrown@bigpond.com>. Meetings: 2nd Wed/month 8pm, Rosie O'Grady's Pub, South Perth.

Goldfields Dust Devils Inc.

9 Broadarrow Rd, Kalgoorlie WA 6430. Pres: Murray Wood 08 90215771, Sec: Mark Harrop 08 90228528, Trs: Peter Harris 08 90219234, SSO: Mark Stokoe.

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: Mark Thompson 08 93684497, <mark.thompson@team.telstra.com>; V-Pres: Paul Blachford, <pcblachford@bigpond.com.au>; Sec: Phil Wainwright, <phil@iqpc.net.au>; Trs: Graeme Sharp 08 94457044, <GSharp@stothtoare.com.au>; SSO: Mark Stokoe 08 9581 3572; Events & Promotion: Krista Gaunt <kristagary@wn.com.au>. Meetings: 1st Wed/month 7:30pm, The Irish Club, 61 Townshend Rd, Subiaco.



Soaring Calendar

AUSTRALIA

Victorian Spring Comp 2-5 & 16-17 November 2002, 14-15 December 2002

Bright/Beaufort/Birchip. The Vic Spring Comp is back. To be held by the VVHGC at Bright over the Melbourne Cup Weekend (2-5 Nov) and two subsequent weekends at Beaufort and Birchip (16-17 Nov & 14-15 Dec). For an info pack ph: Steve 0438 360655 or Carla 0422 021033 or email <carla_pierce@middletons.com.au>.

Renmark Gliding Club **50th Anniversary** Weekend 2-3 November 2002

Help the Renmark Gliding Club celebrate 50 years in gliding. Bring your own glider or hire one of the club's for some local soaring. Join in the Saturday night celebrations at the Renmark Hotel, three course meal, easy listening live band, dine dance or just relax with friends till late. For more information contact the Renmark Gliding Club, ph/fax: 08 85951422 or 0417 890215, <renglide@riverland.net.au>; Leon Warren ph/fax: 08 85951043, <warrenlb@riverland.net.au>.

Beaufort Gliding Club **60th Anniversary** 16 November 2002

Bacchus Marsh airfield. Contact Malcolm Crampson, ph: 03 9754 7211 or <malc@vinescape.com.au>.

Gulgong XC Classic 16-20 November 2002

Gulgong Gliding Strip, NSW. The Newcastle HG club runs this aerotow comp, which promises to be an enjoyable event with safety as the most important issue. Max number of entries: 50, one tug allocated per 10 pilots – so get your entries in quick to secure a spot! Gulgong is right on the edge of the flatlands and has produced excellent cross-country flights in the past. Basic camping available at airfield for \$7pn. Toilets and shower facilities adjacent to camping area. Pub and motel accommodation available in town, 10km south of strip. Practice day: Friday 15th. Entry fee: \$135 (late fee \$50 for entries received after 30 Sept). Entry fee includes \$7 per comp day strip fee, T-Shirt and presentation dinner. Tow fees: \$15 per tow payable to launch marshal on daily basis. Requirements: Current HGFA membership, aerotow endorsement, parachute and GPS. Registration: 8-10pm on Friday 15th. Comp format: Start circle around strip. GPS turnpoint and goal. Goal will be at the strip when possible. Contacts: Bill Olive, 0412 423133, <william.olive@telstra.com> and Rick Duncan 02 49449199, <RickD@airborne.com.au>.

333 Week 2002 16 November - 1 December 2002

Western Soarers are once again hosting "333 Week" to try and break the WA State records for open distance, distance to declared goal, out & return and triangle. The week is open to both paragliders and hang gliders and both static and aerotowing available. Guest appearance, lectures and expert advice on XC flying from Gordo when he gets picked up first in the van. More details can be found at [www.iinet.net.au/~navi].

2002 Outback Shootout 16-30 November 2002

International gliding competition for Open Class gliders at Tocumwal Aerodrome, NSW. Contest director is Eddie Madden (CFI). The competition will run over 15 days. First practice day: 16 Nov, official practice days: 17 & 18 Nov. Competitors must fly on one of the official practice days. Real

contest starts on 19 Nov and ends on 30 Nov (12 days). Competitors must have previous contest experience at Nationals level. Both single and two-seaters can enter. The competition is open for pure gliders, sustainer equipped gliders and self-launching gliders. Number of entries may be restricted depending on registrations received. Competition scoring will be based on data provided by approved dataloggers. Entry for non logger equipped gliders is not possible. Wearing a parachute whilst in flight is compulsory for competitors.

Narromine Cup 23-30 November 2002

Orana Soaring Club. All welcome. Decentralised scoring. Best three flight performances. Contact Beryl Hartley for more information, ph: 02 6889 2733 or email <hartley@avionics.com.au>.

Waikerie Basic Cross-country Course 24-30 November 2002

Note the change of dates. Visit our website <waikerieglidingclub.com.au> for more info.

4-day Coaching Weekend 6-9 December 2002 (inclusive)

Bacchus Marsh. Bookings essential. Accommodation available on site or in town. Contact: Terry Cubley on <cubley@netconnect.com.au>.

The Australian Services **Gliding Association (ASGA)** 27 December 2002 – 10 January 2003

Annual competition at Leeton for all skill levels from late training/early solo through to experienced. Launching is by both winch and aerotow. Limited camping on airfield, good accommodation in Leeton Caravan Park. Contact Nathan Guinness on ph: 03 51467050 (w), fax: 03 5146 7014 (w), or Denis Lambert ph: 07 46917928 (w), fax: 07 46919010(w).

Gawler Week **(Gawler Xmas Regatta)** 27-31 December 2002

Great flying and New Year's Eve wind-up party. Contact: Andrew Wright on 08 83034648 or <andrew.wright@adelaide.edu.au> to register interest.

Vintage Gliding Regatta – Stonefield, SA 4-11 January 2003

The Barossa Valley Gliding Club of SA is proud to be hosting the VGA's 26th annual regatta. An invitation is extended to all vintage sailplane owners and interested people to join us for a week of flying and enjoyment. For more information contact Syd Wright, BVGC/VGA Liaison Officer, ph: 08 82432316 or <sydw@chariot.net.au>.

27th Vintage Glider Rally 4-11 January 2003

Host Club, Barossa Valley Gliding Club Stonefield SA. Fun flying and vintage comp. Details contact: Ian Patching 03 94383510 or <irtkpatc@melbpc.org.au>.

Australian National Club **and Sports Class Nationals** 13-24 January 2003

Temora Gliding Club, Temora, NSW. Entry forms available from Geoff King, Temora Gliding Club, PO Box 206, Temora NSW 2666, or the GFA website [http://www.gfa.org.au/].

Corryong Cup 2003 12-18 January 2003

Corryong, VIC. Celebrate 20 years of Victoria's best flying with the biggest and best Corryong Cup! Party with 10,000ft days and PBs by the

dozen! Share this Anniversary event with the friendliest pilots from VIC, NSW, QLD and beyond. Registration/practice day: Saturday 11th, comp start Sunday 12th. Mt Elliot, Corryong is one of the most reliable and spectacular flying sites in the Eastern highlands. It's a hill launch set at the base of the Australian Alps on the VIC/NSW border. Tasks are generally 50-100km with up to four turnpoints to make pick-ups easy. The comp is scored on a handicap basis according to glider type and flying experience, so everyone entering has a chance of taking out the top prizes. You must have an intermediate rating (preferably with inland experience) and UHF radio. Scoring will be with GPS or camera, whichever you prefer. Still the cheapest comp in the HG calendar at only \$100 if you register before 30 Nov (\$120 thereafter). Cheques made out to 'Blue Mountains HG Club Inc.'. Fee includes comp entry, 20th Anniversary T-shirt, turnpoint film, colour topo map of the area and a presentation dinner with floorshow. Places are limited so don't miss out! Register with: Steve Bell, PO Box 110 Woonona NSW 2517, ph: 0412 686812, <spbell@1earth.net>.

Australian National **HG Championships** 17-25 January 2003

Hay, NSW. Requirements: GPS, parachute, UHF radio, tow endorsement, HGFA membership. Entry fee: \$190 payable by 20 December. Contact: Sandra on 03 5349 2845 or via email at <dynamic@netconnect.com.au> for further details. Cheques should be made payable to Dynamic Flight Pty Ltd and forwarded to RMB 236B, Trawalla 3373.

Horsham Week 1-8 February 2003

After more than 30 years, Wimmera Soaring Club members have retired from hosting Horsham Week! But it's still on, being organised by the regulars. As usual, camping available on site. All classes. Please let us know if you'll be flying. Contact: Noel Vagg (Snake) ph: 03 9743 6830 or <noeljvagg@primus.com.au>.

Australian National **Multi-Class Championships** 2-15 February 2003

Benalla, VIC. Gliding Club of Victoria. Contact Gary Brasher for more info, <brash@eisa.net.au>.

WA State **Soaring Competition** 22 February – 2 March 2003

Wyalkatchem, WA. Western Soarers host the 2003 WA State Soaring Comp open to HG and PG pilots. The venue is Wyalkatchem, 200km north-east of Perth, and will be a towing comp (ground and aero). Entry fee: \$100 before 1 Feb, with a \$10 late fee after this date. GPS scored comp using the GAP 2000 system. To cater for all pilots a mixture of difficult, moderate and easy tasks will be called to ensure the experienced pilots are challenged and the new pilots have a chance to make goal. A reserve parachute, helmet, UHF radio and approved GPS are mandatory equipment. Pilots must have an appropriate tow endorsement and current HGFA membership. For more detail visit the Western Soarers website at [http://members.iinet.net.au/~navi/] or email the Comp Director <mark.thompson@team.telstra.com>.

Australian PG Open 1-7 (Reserve Day: 8) March 2003

Manilla, NSW. Final rego: 28 Feb, Manilla Town Hall HQ. Entry fee: \$160 before 1 Jan (\$180 after). CIVL Cat 2, HGFA AAA. Over \$5,000 worth of prizes in various categories. Max entry of 120 + 5 wild cards. Min pilot level is intermediate with inland experience. Entry: From 1 Oct 2002 online via [www.flymanilla.com]. Credit Cards accepted.

For more information refer to the competition website or email Godfrey Wenness, Manilla Competitions Organiser, on <skygodfrey@aol.com>.

New Zealand PG Nationals 9-15 March 2003

Manilla, NSW. Final rego: 28 Feb and 8 Mar at Manilla Town Hall HQ. Entry fee: \$150 before 1 Jan (\$170 after). CIVL Cat 2. Over A\$3,000 worth of prizes in various categories. Max entry of 120 + 5 wild cards. Min pilot level is intermediate with inland experience. Entry: From 1 Oct online via [www.flymanilla.com]. Credit cards accepted. For more information refer to the competition website or email Godfrey Wenness, Manilla Competitions Organiser, on <skygodfrey@aol.com>.


OVERSEAS

Mauna Kea Thermal Clinic 8-12 February 2003

Mauna Kea, Hawaii. Achim Hagemann will be organising this PG clinic around Mauna Kea on the Big Island of Hawaii. Space is limited, so please register early – registration deadline: 15 November. To register (\$275) contact: Paraglide Hawaii, PO Box 797, Mountain View, HI. 96771, USA. For more details email <toffy@excite.com> or ph: 808 968 6856. Clinic requirements: Hang-3 or better/novice with instructor sign off, and everything you need for high altitude XC flying. Food and gas money extra. Clinic includes: 4WD transportation, airport pick up, guide service, free ocean site camping, daily state of the art weather report. Mauna Kea has flying sites at

various altitudes, some of them suited for intermediate pilots. Pilots flying here should expect big air, high altitude take offs and challenging XC flying. Mauna Kea and the surrounding areas are still unexplored to a large extent.

Nepal Air Sports Festival 2003 15-30 January 2003

Kathmandu, Nepal. Deepti, the Avia Club Nepal, invites all fans of Aviation Sports to the Kingdom of Himalayas for breath-taking XC flights in your own flying apparatus (microlights, etc) during a two week event starting 15 Jan. Be part of a unique and historic event and experience the stunning thrill. This is the first time Nepal has opened its territory to foreigners to fly. Don't miss this opportunity! If you're interested contact our website [www.avianepal.21bc.net]. 

Classifieds

GFA

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All advertisements and payments can be sent to Angel Administration at the following:
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Advertisements may be emailed in high resolution (300dpi at 100% size) using TIF or EPS formats. Photographs may be provided in either photo print or slides. Disk photographs are not suitable. Photographs, slides or disks may be returned. Please include a self-addressed and stamped envelope for the return of any promotional material.
All GFA advertisements must be paid for prior to publication. (Payment by cheque, money order or credit card). Don't forget Classifieds deadline is the 25th of the month, for publication five weeks hence.

Single-Seater Sailplanes

MOSQUITO XJQ, 1,600 hrs TT, Oxygen, ATR720, enclosed fibreglass trailer & tow-out gear. \$35,000. Ph: John Ashford (Alice Springs) 0409 679 867, <john.ashford@santos.com>.

SZD32A FOKA5 complete with registered trailer, parachute, etc. Currently in Form 2 & flying at Boonah. Ph: 07 3216 6363, <dgataylor@itconnect.net.au>.

STD LIBELLE 201B. Looks good, flies well. GPS, Joey, Dittel radio. Tlr, tow-out gear. \$18,500. Sale due to ill health. Ph: Frank 02 6785 2137.

PW-5 WORLD CLASS GLIDER. TT 83 hrs, better than new condition! Custom-built fully enclosed trailer. Ph: 02 6257 0501 or 02 6290 1730.

H201B GBA 3,000 hrs life extension completed 10 hrs ago. Brand new mecoplex canopy. A1 mechanically, flies beautifully, average appearance. Fresh Form 2. Enclosed trailer. Located Darwin. \$13,500. Ph: 0412 599 193, <smcgrath@justinternet.com.au>.

PILATUS B4. Low time with enclosed trailer, parachute & ground handling gear. Ph: 08 8341 6556 or 0408 916 795.

LS4 KYO based at Tocumwal very good condition. Incl. all handling gear & trailer, 4,500 hrs. \$52,250. Ph: Don 03 5874 3897 (h).

IS29 D, VH-GWI, only 240 hrs, excellent condition, one person rigging equipment, excellent trailer, parachute, wing stands, tow-out gear, etc. Ph: 02 4821 8251 (h) or <pcmm@goulburn.net.au>.

ASK 13. GSL. Electric vario, poor paint. \$28,000. Ph: Ray Ash 02 6374 2335 (Gulgong).

November 2002

STANDARD CIRRUS ZR at Tocumwal. Incl. trailer. Low hrs at 2,860. \$22,000. Ph: 03 5874 3897 (h).

KA 6E SCHLEICHER VH-SSR. 3,616 hrs. Basic instruments. Parachute. Paint poor. No radio. Encl. trailer. \$9,500. Ph Ray Ash: 02 6374 2335
Jantar Standard 3 SZD-48-3, A1 cond, 12 yo, 1,800 hrs, new Form 2,
 wings re-profiled, winglets fitted. Instr: LNAV, Microair Radio, incl. trailer & ground handling equip. \$31,000 neg. Ph: Peter Summerfeldt 07 3886 1267.

JANTAR 2 VH-KYV. 20.5m Open Class, paint finish, no gelcoat problems, three time proven 1,000k machine, C Nav computer, AH, oxygen, ELT, groundhandling equipment, removable hinged canopy & solid tandem trailer, GPS & Slimpack parachute, 1/3 share of a real hangar with doors that open 30m. Will sell hangar separately. Ph: Tom Savage 03 9776 0262 or 0418 336 598 or Rod Grant at Benalla.



Gliding Club of Victoria

is restructuring it's fleet & therefore offers for sale: PW5, 860 hrs. Basic instr. plus B40 vario & Dittel ATR720 radio. Incl. trailer, tow-out gear, etc. Nimbus 2C. 3,600 hrs. Basic instr. plus B50 vario, B57 computer, Terra TX760D radio. Wiring for Garmin 12XL & EW logger. Factory trailer, tow-out gear, etc.
We are looking to purchase one of: Discus b, Ventus, LS6 or LS7 & are willing to consider a trade deal, which incl. either/both of the above aircraft. For details contact, Bob Gray ph: 03 5762 1058 or <glidingbla@cml.com.au>.

Pik 20E. Self-launching, low hrs, in top condition. Peschages instruments. \$67,500.00. Ph: 02 6076 9471.

Two-Seater Sailplanes

IS-28 B2. VH-CQD. Good condition. Approx. 6,000 hrs. 720ch radio, mechanical & electric varios. Bathurst Soaring Club. Ph: 02 9899 8779 (h).

L13 Blanik. G.V.L. Good condition. Basic instruments, Terra radio, 30 yearly due 2003. Open to offers. Ph: 03 5023 8167 (h).

Motor Gliders

DG-400 VH-XJD. Tinted canopy, Slimpack chute, good trailer & ground handling gear. Just been fully refinished by Roger Bond. Immaculate condition. Ph: 02 4471 7223.

DG-400 Based at Camden, own T-hangar complete with all ground handling equipment, trailer & parachute. Well equipped with low engine & airframe hrs. Rare opportunity to buy a 1/4 share in a good syndicate. \$29,000 or near offer. Ph: Terry 02 4647 7734, 0418 868 727 or <terryoxborough@mpx.com.au>.

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

PIK 20E VH-XOI. Total airframe time 2,000 hrs, motor 170 hrs to major overhaul. Control surfaces fully sealed, Borgelt computer/vario, Garmin GPS, Becker 720ch radio, parachute. Complete with factory trailer, ground handling equipment, wing covers spare propeller & other spares. Always hangared, carefully maintained & in very good condition. Ph: Geoff Cox 03 9857 6951, <GERLECOX@msn.com.au>.

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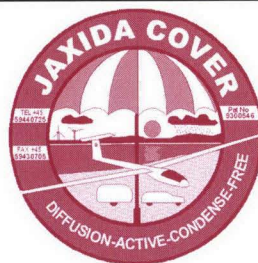
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Instruments and Equipment

NEW PARACHUTES: Short pack ATL M88/90 \$1,995 Slimline long pack ATL 88/92-S \$1,995 incl. GST Airborne Avionics P/L ph: 02 6889 2733, fax: 02 6889 2933, email: <hartley@avionics.com.au>. Supplied with current CASA. JAR. FAA approval.

CAMBRIDGE 302/303 is here & is the way of the future incl. everything into two small instruments & about 2/3 price of previous LNAV/GPS-NAV. Ian McPhee, ph: 02 66 (mob 0428) 847 642, <mrssoaring@gmx.net>, [www.mrssoaring.com].

Cambridge L Nav computer & meter. Excellent, simple computer system for your glider. Three yrs old & only 320 hrs use. Save approx. \$1,500 at \$2,750. John Buchanan 07 5471 1127 or 0419 643 711.

General

OFFICE ADMINISTRATOR - WAIKERIE INTERNATIONAL SOARING CENTRE

Expressions of interest are invited for the above position. This is a full time permanent position responsible for the organisation, management & operation of the business office of WISC. As part of the WISC team it maintains all the financial, staffing, booking & office systems & provides advice to the CEO & Board of Directors on all aspects of these operations. It also undertakes secretarial/treasurer duties for the Waikerie Gliding Club & WISC Boards of Directors. These are close working relationships with both staff & customers & flexible working hours are required to satisfy the non standard & seasonal nature of operations. If this position appeals to you contact John Ryan on (08) 8541 2644 or email: wisc@riverland.net.au for further details.

TUG OWNERS/PILOTS

Earlier in the year we commenced a passenger flying operation at Lilydale airport in order to create a greater awareness of Gliding in the Melbourne market & to attract new glider pilots. As a result, we are now running two operations, one in Benalla & one in Lilydale. This is stretching our resources. We are looking for the following support:

- We would like to cross-hire a TUG for Lilydale for the period mid-October 2002

to end of March 2003.

- We are also seeking tug pilots & Level 1 & 2 instructors, who are willing to join our roster in Lilydale & possibly in Benalla.

This represents an excellent opportunity for instructors & tug pilots, who live close-by & who would like to do some more flying. You would be part of an effort, which will ultimately attract new members to a number of clubs around the State & will therefore benefit the wider gliding movement in Victoria.

If you are interested, please contact: Bob Gray, Manager Operations, ph: 03 57621058, email: <gcvbob@gmx.net>.

GLIDER OWNERS

The Gliding Club of Victoria, (GCV), is seeking to hire a number of single seater gliders for the next soaring season.

More overseas & Australian glider pilots than ever are coming to Benalla each season & we expect this trend to continue. In the past we have supplemented our fleet with hired overseas gliders. Going forward we would like to hire locally owned aircraft as far as possible. As a result we are seeking a number of, LS4, LS6, LS8, Discus, Ventus or similar aircraft for hire during the period December 2002 to February 2003. We are seeking gliders which are well instrumented, ideally including GPS, Datalogger, & Flight computers.

We offer:

- Good Commercial Rates.
- Prompt Payment. GCV has an excellent credit history. In the past 50 years we have Never Failed to pay our creditors in full or on time.

If you are interested, please contact: Bob Gray, Manager Operations, ph: 03 57621058, email: <glidingbla@cml.com.au>.

PARTIALLY BUILT KIT SAILPLANE

Incl. materials, red'g trailer. Reluctant sale. Ph: 0408 744 013.

A SYNDICATE OF MEMBERS

from the Boonah Gliding Club is shipping a new ASK 21 two-seater from Germany to Brisbane in December 2002. Parties interested in sharing container space should make contact with Chris Eckey on 08 8449 2871.

TASMAN TROPHY!

Expressions of interest are being sought from pilots interested in representing Australia at the NZ Nationals, as our Tasman Trophy entrant. The requirement is that the pilot must not have represented Australia internationally. The Tasman Trophy is a one-on-one competition within the Nationals, with the pilots flying gliders of approximately similar performance. It is the responsibility of the hosting nation (in this case NZ) to provide a suitable glider, but all other costs are borne by the pilot. If you are interested, please contact Tim Shirley on: 0417 268 073 or <tshirley@bigpond.net.au>.

MULTI-CLASS WORLD CHAMPIONSHIPS - TEAM MANAGER!

Expressions of interest are sought for persons wishing to act as Team Manager for Australia's team at the 2003 Multi-Class World Championships in Lesno Poland. The dates are July/August 2003. The Team Manager is responsible for organising & managing the team both before & during the event, & representing the Team to the officials of the competition. It is suited to a person with good organisational skills who has a good knowledge of gliding competition. Assistance with expenses will be provided on the same basis as to the funded pilots on the team. If you are interested, please contact Tim Shirley on: 0417 268 073 or <tshirley@bigpond.net.au>.

Publications

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

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

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

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

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

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

GLIDING KIWI: Official bi-monthly publication of the New Zealand Gliding Association, edited by John Roake. Specialises in up-to-date overviews of the world soaring scene & Omarama the NZ base for many of the current World Records. \$A44 annually (Send \$A25 for 12 months back issues). New Zealand Gliding Kiwi, Private Bag, Tauranga, NZ.

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HGFA

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

Hang Gliders & Equipment

NEW SOUTH WALES

AIRBORNE CLIMAX 13 adv, yellow/white, Stream-line control frame, EC, only 40 hrs airtime, \$6,600. Ph: Mick Cotts 0425 285866.

AIRBORNE CLIMAX 14 adv, only one season new, flown 55 hrs fully logged, most inland. All original, even DTs. Well looked after. Dream to launch & land. \$6,200. Ph: Alan 0408 470544; 02 98995351.

AIRBORNE SHARK 2 144 adv, only three seasons new, low hrs mostly inland with wheels, waterproof UV bag, never pranged, all original, fastidiously maintained, magnificent glider. Sacrificed at \$2,700. Ph: Craig Dorich 0412 108630; 02 94019680.

ATOS RIGID WING HG. Good condition. Great XC performance. Blow away your topless flexwing mates, 19:1 glide & good sink rate. Easy to fly & lands like a floater. Weighs 36kg so can be managed by one person. Set-up time about same as high performance flex wing. Selling to help fund a sailplane. Save many thousands off new price. \$11,000 or near offer. Ph: Paul 0404 851876; 02 96997720 (h); 02 82323853 (w); <huntp@ozemail.com.au>.

MOVES POD HARNESS, large, GC, suit pilots up to 190cm (6ft 3in), \$275 ono. More details at [www.dot.net.au/~andrew/Harness.html]. Ph: Andrew 0409 454130; 02 95454130; <andrewg@dot.net.au>.

MOVES XT 145 nov/int, GC, blue/red U/S, spare DTs, \$2,000 ono. Ph: Kath 02 6456 2785 (w); 02 6456 1590 (h); 0427 220764; <gonegliden@ozemail.com.au>.

MOVES XTRALITE 147 adv, Mylar sail, low hrs, GC, white/black US, blue logo with std bag plus extra ripstop waterproof glider bag, \$1,700. Danny Scott Twister front entry harness, side chute pocket, suit 5'8"-6'1" light-medium build, \$300. Garmin 45 GPS, \$200. Ph: John 0419 899383.

VICTORIA

AIRBORNE CLIMAX 14 adv, purple US, slick A-frame, 100 hrs, \$5,800. Also, Aeros Extreme harness, black, int. chute, suit chubby bloke 175cm, \$400. Ph: Phil 0407 042634.

MOVES MISSION 170 nov/int, Sport Keller pod harness with front mounted parachute & Skytek flight deck instruments. Any offer phone: Tim 0409 930109.

MOVES XT 165 adv, speed bar, plus pod harness. Orange/green/white with pink batten pockets! Great condition, flies well, \$1,900. Ph: Richard 03 98790197.

QUEENSLAND

MOVES XR 149 adv, EC, <80 hrs, spare DT & other items, \$2,500. Ph: Jeremy 07 32258380; 07 33516505.

Paragliders & Equipment

NEW SOUTH WALES

AMBER WINDTECK DHV 1-2, Standard, size M, 85-105kg, purple, 30 hrs max. Perfect cond, as new, \$2,500. Also, UP harness, top cond, \$300. Ph: 02 67851166 (Manilla); <therivergums@bigpond.com>.

EDEL PRIME TANDEM DHV 1-2, as new cond, split 'A' risers, trimmers & spreader bars. Incl. tandem pilot harness & reserve. \$3,800 the lot. Take your friends flying this summer. Ph: 0419 997196.

FIREBIRD ROCKET (L) DHV 2-3, 70 hrs, in EC, suits experienced pilot only/comp, green/white, \$2,000. Ph: Simon 02 94579403.

FIREBIRD @ DHV 1, 1 small suit 55-70kg, 1 medium suit 65-80kg. Both in VGC, split 'A' risers standard, excellent sink rate & speed range. \$2,200 each incl. backpack & postage. Ph: 0419 997196.

QUEENSLAND

BOOTS (HG/PG) crispy 'Airborne', brand new! One size 8 & one size 10. Designed for flying, ankle support, waterproof, protective edging made of Kevlar, etc. Weighs 850g (size 8). \$300 pair (plus postage). Ph: Peter 0418 724840.

RAPTOR PARAMOTOR with Solo 210cc engine, factory run-in. Solid cage brakes down for transport. 3-blade prop gives 100lb of thrust for the big boys. Very quiet. A very neat unit. As new, \$5,500. Ph: 07 32542914; 0418 805332.

TANDEM APCO FUTURA 42: turquoise/white, 45 hrs use. Also, APCO harness fitted with tandem reserve. Someone must want this glider. Make me an offer. Ph: Neil 07 54822199; 0438 131910.

WESTERN AUSTRALIA

ADVENTURE F3 paragliding motor, 210cc, about 10 hrs old, electric start, carry bag. Good shroud with carry bag, all in EC. \$5,000 or \$7,200 the lot. Ph: 08 8289 9940; 0412 885785.

FIREBIRD (L), red with white wing tips, only 2.6 hrs old. Brix Firebird harness also only 2.6 hrs old. Also Firebird rucksack all in EC. \$2,300. Ph: 08 8289 9940; 0412 885785.

OZONE OCTANE DHV 2, large, weight range 95-115kg, blue with red stripe. Excellent intermediate glider, current model, EC, only 50 hrs, \$2,500 ono. Ph: 0417 923741; <mikeduffy@graduate.uwa.edu.au>.

SWING ARCUS DHV 1-2, red, large (90-130kg), one owner, 100 hrs, still under warranty, outstanding performance & speed (up to 50km/h), certified for use with a paramotor, \$2,600. Ph: 08 8339 2428 (h).

Trikes & Equipment

NEW SOUTH WALES

AIRBORNE AIRJETS 2000, 138 hrs TT, 582 engine, Wizard wing with one flying suit & two jerrycans. This country trike is in EC, \$2,500 ono. Ph: Michael anytime 0417 024185; 02 69533811.

AIRBORNE EDGE EXEC 582 T2-2544, EC throughout after exhaustive rebuild. Engine fully, professionally overhauled. New 3-blade Brolga prop, EGT, CHT, tach, new seats & windshield, new comms, Wizard wing, full covers. Great first trike, bargain at \$15,000. Reluctant but unavoidable sale. Also: Surplus Edge wing sail, almost new, UV protected, 10 hrs, new lease of life for Edge wing, \$3,000. Surplus 582 engine, 100 hrs, prof. checked over, \$3,000. Various parts: spats, wheels, main wheel bracing cables, small 582 radiator, main wheel axle, bits & pieces, \$600 the lot preferred, but reasonable offers considered. Ph: Oliver 02 66872202 or Skylimit/Joe Scott 02 66843711.

VICTORIA

Airborne EdgeX 582 '98 T2-2848, Wizard wing, 4-blade prop, electr. start, EGT, RPM, hr meter. C/w A22, 2 headsets with PTT & UHF intercom box, brand new custom built trl, full covers. Logbooks maintained, towing package, exc. flyer, \$21,500. Ph: 0412 372517.



The Dusty Demons (DDs) are a new hang gliding club with the goal of maximizing airtime and having fun.

The club will be based at Tarago Flight Park, and many activities will be organised to fly at some of the best locations in Oz.

We welcome pilots of all levels.

So if you would like to be a part of the Dusty Demon Experience or want more info, visit our website...

www.dustydemons.com

General

WESTERN AUSTRALIA

HANG GLIDING INSTRUCTOR WANTED: Sky Sports Flying School (WA) requires a Level 2 instructor with tandem endorsement & a microlight licence to conduct training sessions from Wyalkatchem (WA). Applicants will be provided with detailed job specification including details of remuneration. Written applications including full resume, copies of qualifications & recent work references to: PO Box K1182, Haymarket NSW 1240, Australia.

XC MAG SUBSCRIPTIONS & T-SHIRTS:

Carol Binder 0417 311360.

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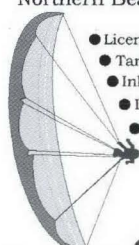
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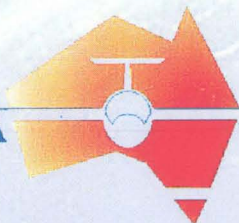
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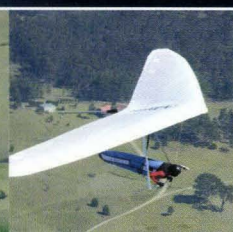


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Battens
Glider Weight
Assembly Time
Pack Up Length
Short Pack Length
Pilot Hook In Weight
Range (Inc. Equip.)
VNE (Max. Speed)
VA (Max. Rough Air
Manoeuvring Speed)
VO (Max. Steady State Speed)

CLIMAX 13

13.1 sqm / 141sq ft
9.6 m / 31.5 ft
7.0
128-133°
92%
22 + 6
33 kg / 73 lb
10 min
4.9 m 14.9 ft
3.8 m 12.5 ft
55-90 kg 121-198 lb
85 km/h / 53 mph
74 km/h 46 mph
115+ km/h 70+ mph

CLIMAX 14

14.3 sqm / 154 sq ft
10.4 m / 34.0 ft
7.5
128-133°
92%
24 + 6
36 kg / 79 lb
10 min
5.3 m 16.1 ft
4.1 m 13.5 ft
75-120 kg 165-264 lb
85 km/h / 53 mph
74 km/h 46 mph
115+ km/h 70+ mph

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