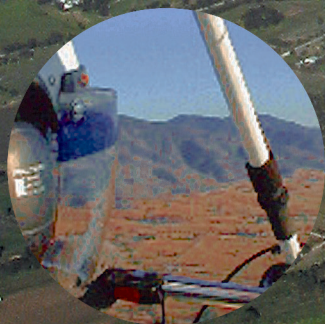


# Soaring

## AUSTRALIA



**March 2003**



**The Gathering  
of Moths**



**245 Snakes  
Alive**



**The Last Safari**



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# March 2003

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Photo: Patrick Roser  
Flight dream or dreaming of flying?  
(Sitting atop Cradle Mountain, Tasmania)



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25th of each month,

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# THE LAST SAFARI?

Darcy Hogan



Laurie McKinley on the way to Broken Hill in the 2001 Benalla safari

**T**he safari originates from Benalla and the first stop is traditionally at Horsham to pick up 'The Horsham Boys' – THB. Numbers can vary out of Benalla, depending upon people availability. THB bring their motor Janus and of course Peter Kelly in the redoubtable Auster. Ron Grant, who owns Nimbus TT, has undertaken co-ordination and organisation over the years.

It has become ever more difficult to get people on the safari and this year's trip may well prove to be the last. Reasons are many and include the fact that we have covered most of the landmass we can over the years, basically being limited to no further west than Ceduna and how far north depends upon how far south the crap Queensland weather comes in January.

Next problem is cost, and those did mount after we were blessed with GST

– 10% – sure! And of course, as the gliding movement ages people have dropped out: it can be a gruelling two weeks if it is hot, or even hotter than that!

So this year started with just five gliders. Laurie McKinley in his LS3 who had Roger Threlfall as crewmember. Roger used to fly with us but has had to drop out of flying due to family reasons. John and Lyn Martin-dale were with us again. John and Lyn come over from England each year to fly at Benalla with the other Poms. They enjoyed last year's trip up to Wilpeena Pound so much that they had to come again. Stu Smith was back in his Ventus RG being lovingly cared for by his partner Melinda. Ron was sharing TT with Darcy this year. THB were there, of course, plus Peter in the Auster.

So all was set to roll on the 27 December 2002 but for Laurie who, to everybody's total amazement, had a heart attack on the

WELL, TO SAY WE STARTED THE 2002/2003 SAFARI ON

A BAD NOTE IS AN UNDER-STATEMENT, A FAIRLY BIG ONE TOO.

morning of the 26th. (Laurie is well and recovering in the good care of his wife Karla and daughter, Peta.) To see a fit chap like that be struck down was a bit of a shock to us all but probably more so to Laurie I would reckon! So then they were four gliders.

The decision was taken at the first briefing to knock the safari back to one week or so instead of two weeks as the tug tow costs would have got a bit steep, even with an Auster. The first leg is 340 klicks or so from Benalla to Horsham and that went fairly well with a bit of cruising at 8,000ft and good climbs. The bar was attended to and emptied! Imagine that – no beer at Horsham! Mein Gott!

Next day looked a bit iffy weather-wise so it was decided to play it by ear a bit with an initial aim to Naracoorte. Not very far but somewhere different, and if the day persisted then an out and return to the coast for a bit of a scenic wander was the aim. The day died by mid afternoon under incoming cirrus so we landed to enjoy the hospitality of the Naracoorte Flying Club. The mob there are ever so friendly so do drop in for a beer and a yarn if passing by.

Aaaah the 29th. Not so good, with cirrus and a bit of rain in the west. Off by car then for a look at the countryside. To Kingston SE (move on), to Cape Jaffa (move on faster), to Robe (ahhh, lunch at the pub overlooking the bay – very nice indeed). Back to Naracoorte via Penola and have a chat with the barmaid, before shower and dinner.

Now we are into Monday the 30th and the sky looks, let's say, character building. The decision was made to run back to Horsham as the next few days looked a bit dicey (and were) and we didn't want to get stuck in some small town again (like last year) for two or three days. So the plan was to launch Stu in the Ventus so he could motor back. The Janus would follow and the Auster would tow the Nimbus. John and Lyn had to trailer back but in the end had the better of the rest of us. Stu immediately ran into a visibility problem due to rising dust from the 25 to 20kt northerly and, after climbing to 7,000ft, had to descend to maintain contact with the ground. He even-



**Photos: Darcy Hogan**

tually held over Edenhope before heading north around the worst of the weather and finally making Horsham. Peter and Ron in the Auster/Nimbus combo had a similar run and ended up sightseeing around the Wimmera district at 1,500ft looking for a safe passage and avoiding Mt Arapiles. Upon arrival at Horsham it was a bit tricky taxiing the Auster in a 30/35kt crosswind so after a few circles on the taxiway Peter managed to hide it behind a hangar. Ron hung on tow till near the threshold and then flew down the runway to his chosen point. Bit of airbrake and a very short ground run. I'll get to the Janus in a minute but whilst all this was happening the crews were having lunch at Edenhope and listening to the melodrama on the radios.

**THE JANUS AND THB**

It went like this. The boys towed the Janus out to the end of the strip but upon start up couldn't get more than about 4,000 revs out of the necessary 7,000. Pulled it off the strip and started to tinker. Meanwhile we had all left. When tinkering failed a call was made for the Auster to come fetch. However Peter in the Auster said, "...not in this weather and that crosswind" so THB decided to tow it back to the hangars, drive back to Horsham, and retrieve it another day. But, while tinkering, the wheel brake was accidentally left on. Very, very luckily Mick Hogan (another observant Hogan clan member) was sitting on the back of the ute and hearing strange and unusual noises from the towed glider called for Laurie to STOP! As THB went back to the glider the tyre ignited, but quick thinking and the use of handy water bottles saved the day. Mick said he was about to get some of the stubbies and make the supreme sacrifice with VB!

But wait, there's more. The glider has been at Horsham for a few years but, having an engine and all that, the trailer had never been completed. So the lads at Horsham stripped the bunkhouse of mattresses and headed off to Naracoorte and the rescue of the Janus. Naturally, during the course of events, the front arrived and drenched them all. Then, on the way home, the police pulled them over for a breath test but two light stubbies were okay.

So, New Year's Eve arrives, and the Janus sits in the Horsham workshop with minimal damage and a bad engine. Next problem – try to get a 600 x 5 Janus tyre on New Year's Eve. Sure mate, no worries. Fortunately, for THB, the weather was not good so we had a PU (you figure it).



Above: 'The Horsham Boys', Laurie, Peter, Peter, Mick) at Kingston, SA, still telling whoppers!

Top: Ron Grant – Pretty as a picture!

What would the first day of 2003 bring? Totally crap weather that's what it brought. Low cloud, rain and wind. Looking at weather forecasts showed that the future was not going to be great with maybe the next day, Thursday, being flyable before more rain arrived. The sad decision was made to make a run for Benalla if it was flyable, or resort to trailers and the road. By this time we have seen Lord of the Rings and Die Another Day. Looked like Harry Potter next. No wonder it is hard to attract new people to gliding when sometimes it is more non-gliding.

So to the second day of 2003. The sky was fully overdeveloped but looking better to the east and, as is often the case at Horsham with a south westerly, it is just a waiting game. The wind went to the west and the sky looked slightly inviting so we launched at about half-twelve into four to

six knots to four then five then five-and-a-half thousand. A good run was had back to Benalla and the party was over.

Chatting in the bar we found out that one of the visiting folk from Finland had done thousand kilometres on the day we headed west to Horsham, 27 December. He went north to Narromine and back. Talk about keen, that was his third thousand kilometre trip, and all out of Benalla.

And so safaris will stop for a while. At the end of the day, over the years, we did as much flying as I have done in many competitions. The atmosphere is very relaxed, the pressure nil and we got to see different bits of country as well as meet some interesting local bods – instead of the eternal competition triangle.





# CHARACTERS

Allan Ash

IT HAS BEEN SAID THAT AS ONE GROWS OLDER IT IS EASIER TO REMEMBER EVENTS THAT HAPPENED 50 YEARS AGO THAN THOSE THAT HAPPENED LAST WEEK.

For us long-suffering winch crew it was a timely reminder that in matters aviation the tedium of routine and repetition can transform with terrifying swiftness into mind-focusing emergency.

Though I am not as involved in the soaring movement as I used to be, I continue to keep up-to-date with developments in the sport and the people who are today's active pilots.

It seems to me, however, that the struggles and frustrations of getting the sport going half a century ago developed the character of those involved and, in turn, produced some people who can best be described as "characters".

I don't mean this as a derogatory term. Far from it! I think of a "character" as one who is positive, optimistic, and possessing the personality and the nature that makes him stand out in some way from the crowd. Not only in what they do but also in the way they do it. Someone who is different, though not always conscious of the fact. I have met a few of them in the past but hardly any in recent years.

One of the most outstanding, and lovable, characters in the early years of gliding was undoubtedly Dr George Heydon. He was a medical scientist, specialising in tropical medicine, and a lecturer at Sydney University. His research work during WW2 certainly saved the lives of many Australian army and air force personnel serving in New Guinea and the south-west Pacific region by enabling them to combat malaria, dysentery, tropical ulcers and other nasties.

"Doc", as he was fondly known to all, took up flying in the early 1930s, became involved in gliding about 1937 and continued an active interest in the sport until his death in 1963.

Over the years, he owned a number of light aircraft, including a succession of Tiger Moths, and several sailplanes. I recall him landing his Tiger Moth at Fluers airstrip, in the outer western suburbs of Sydney, one mild autumn day in 1947, proudly wearing a fleece-lined flying suit he had bought from a military disposal store.

He said he was about to test the suit by taking the Tiger Moth as high as it would climb. About an hour after he took off he returned to the airfield wearing a broad smile, to announce joyfully that the suit had passed the test and kept him snug and warm in the mild conditions, even at about 10,000ft altitude.

Doc was meticulous in everything he did, especially in his flying. It usually took him about 15 minutes to get into the cockpit and go through his pre-flight checks. He would start by getting into and out of the cockpit several times, adjusting cushions, seat belts, parachute and his own clothing. After finally getting into the aircraft, he spent more time checking all the instruments and controls several times, adjusting his hat, sunglasses, handkerchief and other items.

His ground crew became used to this meticulous preparation, whether in the Tiger Moth or a sailplane, and patiently waited until Doc indicated he was ready to fly.

As a tug pilot, Doc was inclined sometimes to be carried away by the sheer pleasure of flying and forget he had a sailplane hanging on behind the Tiger Moth. After climbing for a short period, he would sometimes level out at 10,000ft or less and cruise around the countryside, taking the sailplane miles from the airfield at an uncomfortably low altitude.

I remember him towing me downwind at less than 1,000ft almost to Picton, some 10km south of the Camden airfield, where the local hills rise several hundred feet. I was getting quite alarmed because the ground below was most unsuitable for an emergency landing and there was no hope of gliding back to the airfield if I became detached from the tug.

Fortunately, Doc must have suddenly realised that the tree-strewn hills were now only a couple of hundred feet below us, and he made a wide turn and headed back towards the airfield.

Apart from his occasional unusual flying, Doc was a great benefactor to the gliding movement. His financial support made a great difference over some 25 years to the

progress of our sport through his help to Sydney Soaring Club, of which he was a member, Southern Cross Gliding Club, The Gliding Federation of Australia, The NSW Gliding Association and Australian Gliding magazine. Probably many others, too.

During the 1940s, one of the enthusiastic members of the Hinkler Soaring Club was Ron Cosstick. He was one of the early exponents of thermal soaring in the post-WW2 gliding scene in Sydney. One of his idiosyncrasies was that he often flew with bare feet. Before climbing into the club's Grunau Baby, Ron would remove his shoes and socks. He claimed that bare feet gave him a more sensitive feel on the rudder control.

I first met John Fisher in Adelaide. He was very much an individualist and a loner, full of unusual ideas and rather forceful in presenting them. During the 1970s he designed and built a small sailplane, using the wing of a Schneider Kingfisher which he had either bought from Schneiders or built himself from drawings.

The fuselage was a pod and boom arrangement of steel tubing with fabric covering. Many people who inspected the aircraft during construction remarked that the detail design had some weaknesses and doubted that it would be safe to fly. John proved them wrong when he completed the construction and flew it successfully.

He seemed to have no fixed home but lived in a spartan manner in his Land Rover, which he had fitted with a bed and cooking facilities. He was based for some years in the Snowy Mountains area of southern NSW.

John created a one-man launching system for his sailplane and made a number of soaring flights among the rugged hills. After rigging the sailplane single-handedly, he would fasten a short rope to a quick-release at the rear of the fuselage pod.

He then attached a bungy rope to the nose release and stretched it with the aid of the Land Rover. Then he returned to the sailplane and installed himself in the cockpit. When he released the rear rope, the sailplane skimmed forward and out into the lift from the hill. After landing back on the top of the hill, he would de-rig the sailplane and pack up for the day.

As was perhaps inevitable, the time came when he launched into a breeze that was not strong enough to sustain the sailplane and it descended into the valley and "landed" amongst the trees. John apparently suffered only minor injuries but the sailplane was wrecked.

During the year I spent in England as a member of the London Gliding Club I met a number of British "characters". One of these was Lawrence Wright, a small, middle-



aged businessman who owned the Minimoa that was previously the mount of maestro Philip Wills.

One morning I helped him rig the Minimoa. In thanking me for my help he said, "Come back when you have a Silver C and I'll let you fly the Minimoa." Since at that time I had logged only a few hours of slope soaring, he wasn't risking anything.

Not long afterwards, the authorities in the UK, for some odd reason, decided that the Minimoa design was unsafe to fly because it was unstable. This was a ridiculous claim, as the Minimoa was well known as one of the most neutrally stable sailplanes ever designed, even in turbulent cloud. If the controls were released at any time, the sailplane would continue whatever manoeuvre it was doing until the pilot moved the controls.

Forbidden to fly his aircraft, Lawrence left it parked in the club's hangar, fully rigged but wrapped all over with red ribbon and carrying a sign 'grounded by red tape'. A short time afterwards, the authorities dropped their ban and Lawrence was able once again to fly his sailplane.

Lawrence was a regular smoker. On the left wall of the cockpit of the Minimoa he had fixed an empty tobacco tin by its lid. On the bottom of the tin, facing the pilot, was a neat sign that read "no smoking in the cockpit". But when the tin was hinged down to a horizontal position it became a first-class ashtray, complete with a cigarette lighter.

Later in the year, Lawrence sold the Minimoa to Prince Bira of Siam (as it was then known). He was a younger son of the King of Siam and was not in line for the throne but he was quite wealthy, well educated and was at that time making a name for himself in Britain as a successful racing car driver.

He was a small, dark man, probably approaching 40 years old, with a happy disposition, a broad smile and no "airs and graces" despite his royal position, his wealth and his fame. I liked the man and always got on well with him.

When he flew the Minimoa he always took his terrier dog with him in the cockpit. He said the dog provided a bit of extra ballast to compensate for his own small stature. The dog seemed to enjoy flying and curled up comfortably on the baggage shelf behind the pilot's head.

Brian Creer was another well-known character in the Australian gliding movement for about 25 years or so. He was also a special mate of mine during most of that period. Brian was one of the early members of the Adelaide Soaring Club, having joined as a teenager. Later, he became one of the

club's flying instructors and eventually its CFI.

There was a period, during the 1960s, when we both worked in the central Melbourne business area. Often Brian would come to my office, overlooking Collins Street, to join me for an informal lunch. As we munched our sandwiches, we discussed the joys and woes of gliding and most things that flowed from that subject.

Over some two years, we "designed" several perfect sailplanes and a couple of ultralight powered aircraft. At a time when the Rogallo Wing was in the news, we theoretically redesigned and adapted the concept into a neat hang glider. Sadly, we didn't take the idea very far but were delighted some years later when we learned that other people, with more gumption than us, had actually created hang gliders using the Rogallo concept. Good luck to them!

There are many tales one could tell of Brian's activities in the gliding movement, but perhaps the most outstanding was the episode when he climbed out of a sailplane at a great altitude to answer a call of nature.

Brian and a student pilot were soaring over the Gawler area in the Munn Falcon. Soaring conditions were good and the pair found themselves at about 10,000ft under a large, dark cloud. It was cold up there and Brian's bladder drew attention to an urgent need. He tried to ignore the call but eventually had to do something about it.

While the student flew the Falcon, Brian carefully removed the large side panel of the canopy and then climbed out of the cockpit through the opening. Facing the tail of the Falcon, and with one foot on the strut/fuselage fitting and one hand gripping a cabane strut, he proceeded to water the rural countryside some 10,000ft below. Having relieved his situation, Brian then climbed back into the cockpit and continued to enjoy the fabulous soaring conditions.

Pilots today don't seem to make memorable flights like that. The rather over-regulated sport these days unfortunately precludes the expression of much individuality and personality in glider pilots. The sport is without doubt more efficient, safer and results in better performances than in yesteryears, but I don't believe it encourages the expression of free, unbound and spontaneous character.

The sport today, in my opinion, lacks the zing and zest of the past. Perhaps that is why I can recall more clearly what happened 50 years ago than what happened during my most recent, very sedate, soaring flight.




	
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## Godfrey Wenness

GODFREY WENNESS SETS A NEW AUSTRALIAN  
PARAGLIDING DECLARED GOAL RECORD:  
MT BORAH TO MUNGINDI, 245KM IN SIX HOURS.

The big days in Manilla usually come in runs of two or three. We were expecting more, but so far we had only seen glimpses of this dry season's potential. A few months earlier the days were epic for freezing cold cloudbases and awesome views, but not for distance. The exception was a blazing 156km in three hours to Ebor near Coffs Harbour. If only that speed could translate to a whole day of flying, we might have a chance at the new 423km mark set in Texas last June.

The early January south-east days were windy enough, but stable until after midday and sinky as hell. I tried a few times in December to get away at 10am to achieve the magical ten hours needed, but to no avail. The calculation was simple – they did 400+km in 10 hours in Texas for an average of just over 40km/h. I flew faster at 45km/h way back in 1998 on a serial Omega 4 for the 335km record. Now, with my brand new cutting edge technology Omega 6 proto, I had managed 50km/h a few times, though not for the whole day. But wait – 50km/h means I only need just over eight hours! Hmmm... you never know – get the right day and we're in the race again... But from a hill launch and in non hostile, non desert countryside – a Sunday walk in the park compared to Texas!

On Saturday, 11 January, I was on final glide of a six hour 242km open distance practice flight near the Queensland border and thought a declared goal record might be more interesting than open distance

**TASK DECLARATION FORM**

Task: 03-Paraglider - Dec Goal  
Open Distance

Date & Time: 12 JAN 2003 10:45

Pilot: Godfrey WENNESS  
FAI: 17216

Glider: OMEGA 6 proto

Departure Pt.: Mt Borah East  
30.40.56 150.36.34

Turn Pt.: Mungindi  
28.58.41 148.59.40

Official Observer: Suzi Smith  
FAI 00# 18318

FAI SPORTING CODE SECTION 7, CLASS 8, MARCH 1987

The flight declaration form

given the lack of consistent wind and late starts we were getting (after midday).

The day after the 242km didn't look any different – a bit windy, blue and the classical coastal south-east cloud line was coming in sooner than usual. Okay, let's try a National Declared Goal of a similar distance – Boomi or Mungindi. I changed the form a few times before settling on the latter. Then I took the pictures, flicked the baro and I was away at midday... to the bomb-out – almost. A rough





**Photos: Courtesy Godfrey Wenness**

**Coming up to Moree – day is looking great!**

scratchy climb got me to the hill height inversion then and also a few times down the valley for the first 15km.

To my shock, unlike the previous days, the clouds were already spread all the way across the north-west sky past Moree – a situation we didn't see from launch. Damn, I should have declared a 300km goal – well above the current world record one. I already felt I'd blown the day's potential as I tracked an inversion busting boomer out of Tarpoly.


Three hours later and after one mega low save in the Horton Valley (less than 10m off the deck for over 200m of bubble drift!), I was 150km from home, over Moree. That was 50km/h – holy smokes – if it carries on 'til after 8pm 400km was on for sure. Over the past few weeks I felt like I was flying the Omega proto the best I had ever flown in fifteen years – in tune, on the ball and fast – today was no different. Suzi, my partner, was below in the Pajero and the drift was to the goal and beyond – a double maybe!

But as all good things (like world records) never last, the wind switched off mid afternoon just as the over 400km calculation looked realistic and the clouds were streeting in places. I tried hard to maintain the average, but it just slipped away as the 20km/h tailwind died along with the strong lift of earlier. By 5pm at 210km out, something around 300km was still on – not a PB for me but a nice flight for the

National CMAC XC League. Points wise the Goal flight would score similar though.

The Mungindi goal I set was looming in the distance as I used both gloved hands to wrestle with some jelly snakes that were stuck together. It was one of those classical quiet moments on high glide when all of a sudden – bam-o, out of nowhere a nasty little core came ripping through that needed instant control. The video would have no doubt won "Australia's Funniest". The snakes flew, I flew, but with no hands on the brakes the Omega didn't do so well. So with two snakes saved and some easy cruisy flying, Mungindi saw its first ever paraglider land next to the town swimming pool an hour later at 6pm.

There was a solid two hours of flying to go. Should have, could have, would have, but either way I set the day's goal too short for its 300km+ potential. At 245km it was a nice new Australian Declared goal record for sure (the previous was mine at 161km in the 2002 Manila Open) but the World Record was easily in the bag... there's always next time.

Meanwhile some kid in the middle of drought affected nowhere is still talking about the snakes that fell from the sky... 

**Left: Godfrey at the Declared Goal, Photo: Suzi Smith**

**Below: A Wedgie showing the way**



March 2003





# The Giant Dust Devils of Dalwallinu

An account of the WA Open Distance Record by Phil Wainwright

STUMBLING OUT OF MY ROOM I MADE A QUICK ASSESSMENT OF THE WEATHER THROUGH HALF OPENED, SLEEP-RIDDEN EYES: COLD WITH SCUNGY LOOKING CLOUDS SCOOTING PAST AT 15KT, ABOUT 800FT FROM THE GROUND.

A white MX sports car pulling into the carpark was enough to distract me from an immediate return to bed. It was Mark "Bomber" Thompson in one of his sanguine moods. "Today is a record day" he declared as he grabbed his laptop computer from the passen-

ger seat. It was Saturday, 23 November 2002.

The Perth temp trace revealed a solid inversion at 2,000ft, which should break when the temperature reached 21°C. By the time it peaked at 27°C we should have clouds with thermals going to 8,500ft. Also



From left to right:

Phil before launching

Launching into what was to become a record breaking flight

Temperature trace

Synoptic chart for the day: 4am, 10am, 4pm

in our favour was a 30km/h sou'easter... if we could get safely off the ground.

Shaun Wallace reported some nasty turbulence below 1,000ft during his trike flight from Wyalkatchem to the paddock at Korrelocking. Despite this we all set about rigging our gliders. The wind was still a little strong, but at least the cloud cover had begun to break apart.

Bomber was first to launch at 11:45am. It was still very cold and there were no obvious thermal cycles. Daryl Speight was next up, followed by me at 12 noon. Shaun only managed another two aero tows in the "Little White Mountain" before he had to call it off due to safety concerns.

Conditions were marginal at best, with very light and broken lift to 3,000ft. I switched off my radio to concentrate on staying aloft. I had bombed out on the previous two days in similar conditions and was keen to make amends.

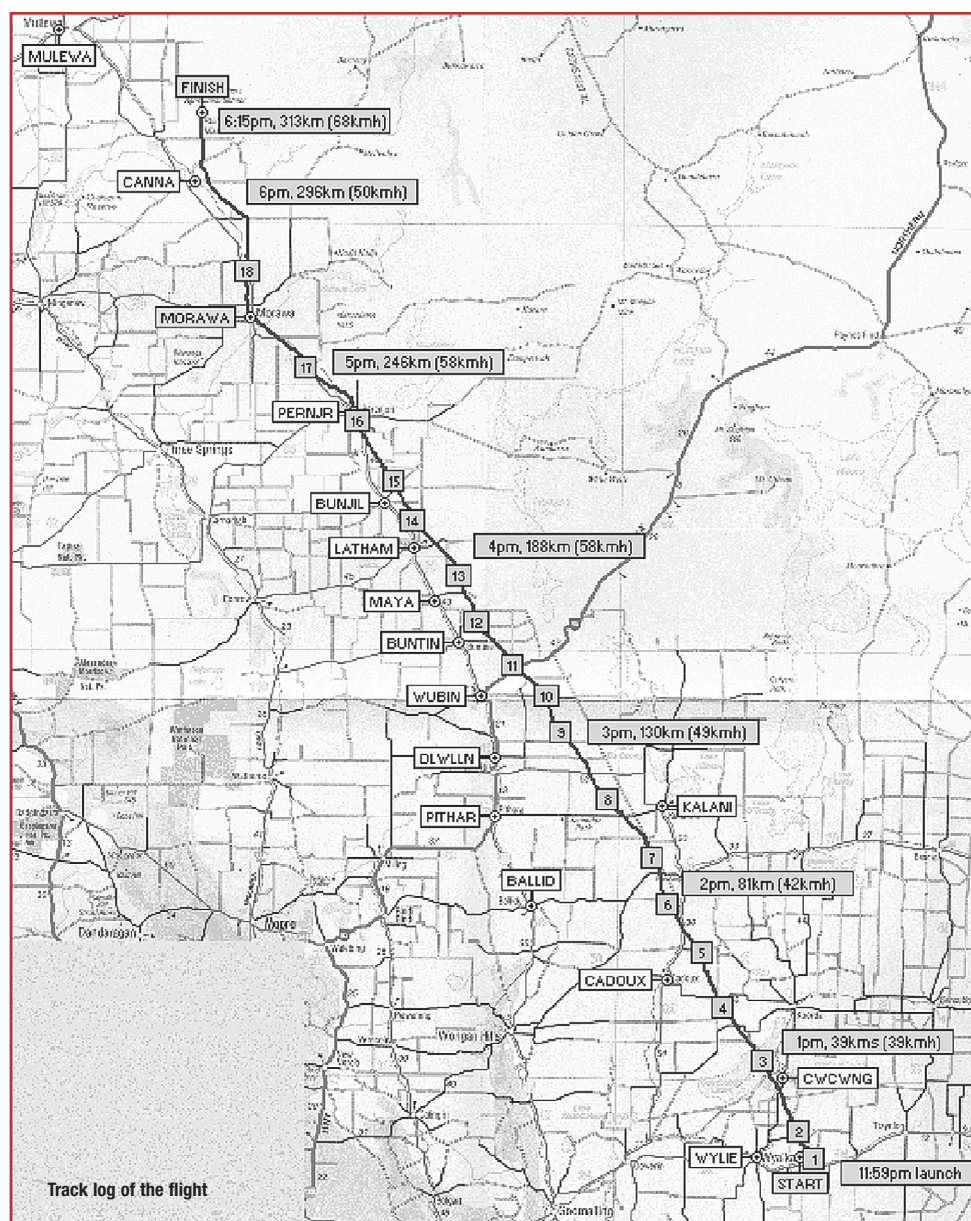
The West Australian wheat belt is strewn with large salt lakes due to 150 years of over-zealous tree clearing. As I approached the first of these I noticed Bomber on the ground below me. He had reached the Cowcowing Lakes too low and was unwilling to chance a crossing.

A light thermal triggered by the lake edge was enough to drift me across the 10km or so of tiger country. Unable to climb much higher than 3,000ft, it was a case of flying at min-sink between thermals, utilising the wind to get to the next trigger.

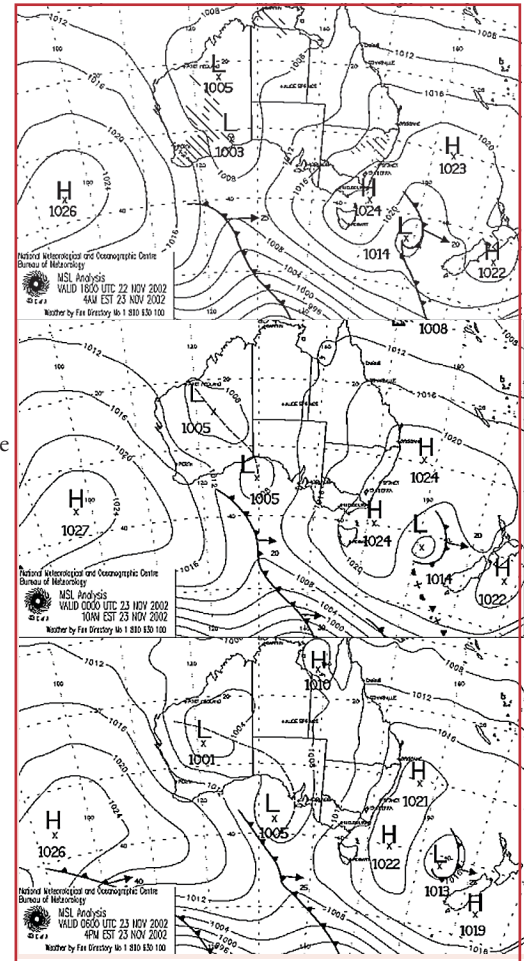
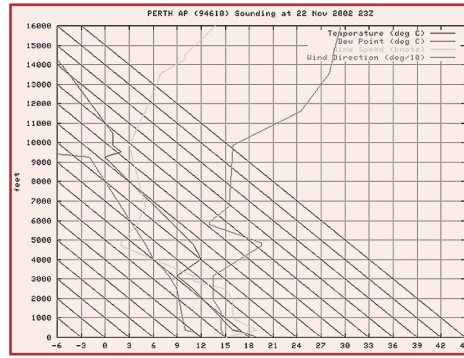
An hour into the flight I had covered just 39km despite a 30km/h tailwind. Down to 800ft, I needed a lucky break, and got one.

I slowly climbed out to cloudbase at 3,500ft and turned on my radio just in time to hear that Daryl hadn't been so lucky. He'd made it across the lakes, but failed to claw his way back up in the tatty lift.

The Rabbit Proof Fence Road scores a 100km line diagonally across the road grid.







To the west is a complex network of roads, railway lines and wheat silos. To the east, a wide band of salt lakes borders millions of acres of arid green scrubland.

After another hour of scrappy climb-outs I reached "Rabbit Road." The clouds were beginning to form up nicely and align themselves with the wind. Each of the last two climb outs had yielded an extra 500ft with cloudbase now at 4,500ft.

A pair of wedge-tailed eagles cruised in from Kalannie. The younger of the two seemed delighted by the appearance of a huge shiny white bird. A game of cat and mouse ensued. After 10 minutes or so the young raptor took pity and led me into a 500-up core, never deviating from a position three metres in front of my left flying wire.

Gordon Marshall called in from about 10km behind me. He had reached "Rabbit Road" with Phil Knight in close pursuit. Dave Wellington was some 20km further back after organising a ground tow.

The cloud streets were well defined by now. Climbs were improving rapidly enabling me to start cutting west across the streets towards the Great Northern Highway. The wind had changed to a straight southerly, but any disadvantage had been nullified by the smooth consistent lift and rapidly rising cloudbase.

Dalwallinu is my old stomping ground. I've spent many an afternoon spiralling out of the "Jones West" tow paddock. It was here that the late Andrew Humphries had taught me to fly some 12 years prior. As I passed overhead I saluted "The Shade" and hit 700-up lift.

It was as though Dalwallinu had been awaiting my return after a nine year absence. The scene from 7,000ft was awesome. Three huge cloud streets twisted and billowed northward with massive 3,000ft high dust devils ripping across the ground beneath them. Three hours and 130km into the flight I knew it was "game on" for the open distance record.

Progress was swift. Before long I had gone past Wubin and was approaching Buntine. I've never been much of a cloud flier – diving at dust devils is much more my style.

Chasing down the monsters was a lot of fun! Vertigo kicked in as the perspective March 2003

changed from looking across at them, to staring straight down the twisting funnel to the ground below. As the base encountered tree lines and fences it would explode into a cloud of debris before miraculously pulling itself back together into a tight vortex.

The dust devil climb-outs continued at roughly 10km intervals. I'd top out at 7,000ft then hit the next one at 4,000ft – about 1,000ft above the dust column. The lift was smooth and wide averaging 700-up and peaking at over 1,000-up.

By 4:30pm I was 8,500ft over Perenjori and 225km from home. Gordon had landed 166km out near Maya. Phil Knight was still in the air pushing for a PB in his lime-green SX. Dave had shot past Phil and was still about 30km behind me.

At 5:15pm I cruised in above the Morawa silos. I had 4,000ft under me, 261km behind me, and a new WA declared-goal distance record in the bag. The previous mark of 192km had been jointly set exactly two years before by Bomber, Daryl, Dave and I.

I could see the seabreeze pushing in from the south-west, a wall of drought ravaged topsoil being swept before it.

Heading north along the highway I weaved desperately from trigger to trigger... buildings, trees, rocks, dams – anything that might cut free a late afternoon thermal.

Only 600ft from the ground, I was seconds from committing to a landing. As I over-flew a small stand of trees I felt a few promising bumps. A couple of full turns in some 50-up and I was away again. Before long I was slicing through silky 200-up on my way to 6,000ft.

Dave and Phil were not so fortunate, reporting their landing positions as 236km and 212km respectively. Phil was over-the-moon with his personal best effort.

During my 25-minute climb-out I had time to reflect on Ray Chatfield's epic 290km flight in 1984. Since the day Ray stepped from the edge of Mt Bakewell in his Skytrek Probe, much has changed. Today we have Dragonfly tugs, topless gliders, slick control frames, cigar harnesses, GPS and glide computers. Despite these developments Ray's flight had stood unbeaten for 18 years

as the

WA open distance record.

I reached over to my GPS (where Ray's map holder and bar-mitts would have been) and checked the distance to the Korrelock-paddock... 292km.

The long climb-out had pushed me to the edge of the road network forcing me to cut crosswind towards the highway. A forested area around the Canna silo prompted another course change. Now below 2,000ft, it was difficult to distinguish roads from farm tracks. I picked out some buildings in the distance and arrived with a few hundred feet to spare.

At 6:15pm I touched down in a 25kt seabreeze and a stinging blast of top-soil. I'd flown a straight-line distance of just over 313km. The last 40 minutes of sunlight was spent carefully de-rigging my magnificent Climax.

By 9:30pm I had been picked up and was on my way back. Krista proved she was the best pick-up driver in the world by conjuring up a meal of cold chicken Kiev and champagne.

Today had been a remarkable day, full of personal triumphs and visual highlights. I had scraped low across salt lakes, soared high with eagles, skimmed along cloud streets and chased the giant dust devils of Dalwallinu.





# LIFT – MAKING THE BEST OF IT:

## Part 8

**Bernard Eckey**

TODAY WE CAN PUT PRACTICAL SKILLS ASIDE AND CONCENTRATE INSTEAD ON SOME MENTAL ASPECTS OF THE SPORT. AS WE CAN IMAGINE THIS IS JUST AS IMPORTANT AT TIMES THAN OTHER GLIDING SKILLS.

### 2.19 Making decisions

Let's talk about the very important issue of "decision making" first. Some glider pilots have a tendency to "let things happen" and allow the glider to fly them when they are supposed to fly the glider. A bit later we will elaborate on this subject but for now let us stress the importance of making decisions at rather short intervals. Decisions have to be made, every few seconds or so, particularly while thermalling.

Here are a few examples:

- adjustments in angle of bank
- correcting nose/horizon attitude
- use of more (or less) rudder
- speed adjustments for angle of bank changes
- flap setting changes (if applicable)
- thermal strength re-evaluation
- decision to leave thermal, etc

Evaluations like these must be made constantly. The above list doesn't even include safety-related matters. Still, if we don't make such decisions every 10 to 15 seconds (and promptly implement them) we are likely to be left behind in a thermal. Competition pilots know this only too well and have realised that the real races in competitions are not in the horizontal but in the vertical direction. The winner of a race (or even a competition for that matter) is usually the pilot who wastes the least amount of time in thermals. (Unless, of course, he makes some other blunders)

### 2.20 Maintaining a chosen heading

Not too long ago I came across an interesting article written by Norman Kennedy. It has already been published in Australian Gliding a fair few years ago but, as it is truly relevant in this context, it is re-published in this series of articles. Only minor alterations have been made, mainly to accommodate

some additional thoughts and to incorporate issues relating to winch launching.

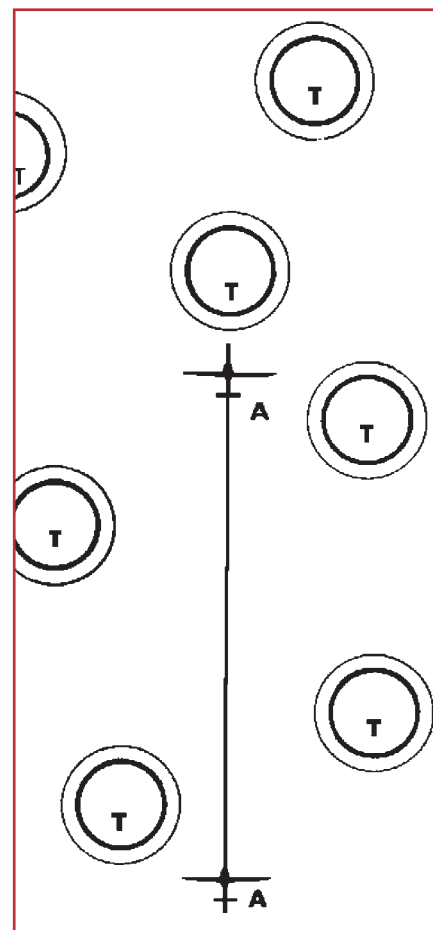
For many of us who have been gliding for some time it is very easy to forget the disappointments endured by early solo pilots as they attempt to emulate the more capable and experienced pilots. The following information is for the bulk of early pilots who are struggling a bit (or a lot), when it comes to finding lift. While the difficulties discussed may appear elementary to most of us, they are however, real hurdles for many an early pilot to overcome.

In no way is this article an attempt to teach how to thermal, but rather a short analysis of what one might term "bad habits".

The better sailplane does not, of itself, find those elusive thermals. No matter what type of glider you are flying, if you do not find lift you will most certainly come down. That is elementary. The advantages you do have with the better glider are greater distances or longer times within which to search. If those benefits are simply wasted by floating around indiscriminately, then finding lift becomes a matter of pure luck rather than of design.

There are of course many ways in which you can fail to utilise the available time in the air, such as not noticing or joining nearby gliders which are thermalling. Another common problem with early solo pilots is failing to learn the likely ground spots for local "house thermals", etc. However one of the most necessary qualities in a soaring pilot is to have perseverance.

The moment you decide in your mind that you cannot stay up you will quickly find yourself on the way down. The pilot who manages to stay up when conditions are marginal may well have been lucky but usually it is because of better searching techniques such as:



**Figure 31**

*From the ground and while on tow, watching for other gliders which may be soaring and noting their approximate positions for future reference after release.*

*Endeavouring to release in lift while on tow. Following a plan of some kind after release, eg. flying towards known thermal triggers or so-called "house thermals".*

*Being aware at all times of wind drift so that you may stay upwind of the field, especially when low, so that your concentration is not unduly taken away from searching for lift or thermalling by worrying about getting back all the time.*

For the winch-launched pilot much the same things apply regarding lift awareness. Going through a thermal on the way up is often not recognised. Should there be evidence of lift when on the wire, a 180° turn after release will help to get back into such lift.

Quite frequently one finds pilots having no plan at all but rather they just fly around until down to circuit joining height. Little mental preparation, no predetermined course of action and hardly any thoughts are given to likely thermal sources and thermal triggers. In other words these pilots have no plan and seem to rely on good luck when it comes to finding lift.

Astute pilots however, often learn to soar early because if they don't they will be back on the ground very quickly. Possibly one of



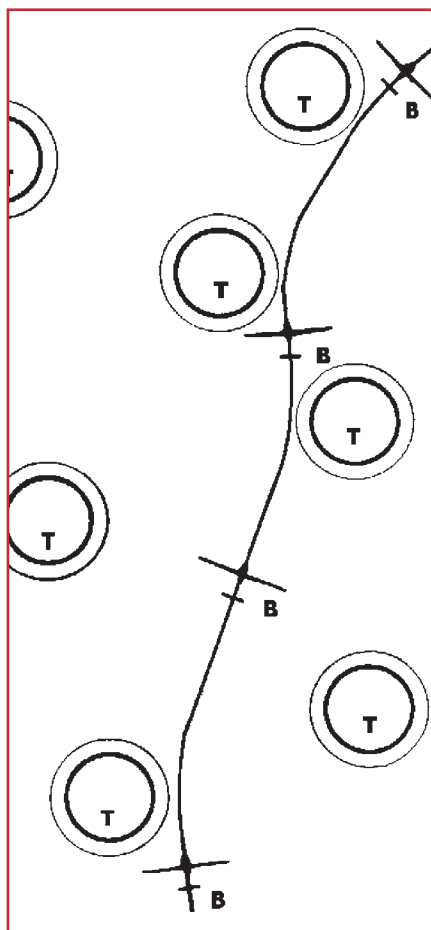


Figure 32

the worst habits of many pilots is not maintaining a positive line when flying from one place to another while seeking lift on the way.

Figure 31 shows how glider (A) flown on a steady course is likely to find a thermal within a reasonable distance. Several other courses held straight could also be productive.

Figure 32 shows the likely path of glider (B) being allowed to be influenced by weak lift as it passes the fringes of thermals and being turned away gently by that lift. "T" represents the thermal with their weaker outer fringes. Both sketches are hypothetical.

Take the case of the pilot who, having just left some lift, decides to head off in a search for something better. Only too often the glider's heading will change of its own accord with the pilot being blissfully unaware of the change taking place and so follows a wandering course to a vague position further on.

If you look at Figure 31 you will see, given that thermals are randomly placed, if one flies straight the chances of hitting one are much improved.

Thermals, especially weak ones, often have areas of weaker lift around the stronger inner core, lift perhaps too weak for the pilot to feel but nevertheless giving the glider's wingtip a gentle lift and so moving it away from the thermal. Should the pilot fly with

a heavy hand, watch the instruments, not take notice of air movements, or introduce unnecessary control inputs as he flies along, lifting of one wing may well go unnoticed unless it is quite strong indeed.

In such cases, the glider moves in a path somewhat akin to that shown in Figure 32, effectively missing ALL thermals and forced to join circuit before long.

This is a very common habit with some pilots. These pilots do not fly the glider, but the opposite is true – the glider flies the pilot!

More often than not, flights where the glider is allowed to wander around prove to be rather short indeed. Certainly, one should be considering all possible signs of lift-producing features on the ground and in the air but, equally so, one must be aware of any tendency for the glider's heading to wander. Should it do so, there is a good possibility that it may have been lifted by the edge of a thermal and a quick turn towards the lifted wing may well put you in lift.

Confidence: It is very easy to say that one should be quite confident of staying up when there is lift about. This comes in time but only if one works on the basics.

Over-trying often contributes to poor climbing or lift-finding as much, at times, as poor techniques. How often have you worked and sweated to climb to a decent height and then, when wishing to come down voluntarily, have found lift everywhere.

Confident and having stopped worrying, you are obviously able to concentrate in a much more relaxed way and find things so much easier. Only too often it is this relaxed and confident mental attitude which allows the experienced pilot to find lift and climb more effectively rather than that he finds lift more easily or better conditions.

For the very early pilot, once the hurdle of "staying up" is overcome when flying locally, you will have gained a big confidence builder. Confidence in your own soaring ability comes with repeated and regular long flights. However, regular long flights only eventuate if early solo pilots keep working on their thermalling skills and make a constant and ongoing effort of putting theoretical knowledge into practice. Do not rely on good luck but trust in good management.

The time to practice soaring is in the winter time. Almost anyone can soar when the thermals are roaring. The weak ones are the challenge for the beginner and although winter will be long gone as you read this there are always those weak days ahead.

You know the old story: "You should have been here last weekend, the lift was fantastic!"

## 2.21 Thinking ahead

In this context I would like to touch on the subject of "thinking ahead". When we learned to fly, our instructor undoubtedly told us to expect the unexpected. Another aircraft appearing out of the blue, changing weather conditions, a tailwind springing up on short final, just to mention a few. Because we are prepared for the unexpected we can cope much better when difficult situations arise.

Why don't we take the matter one step further and always mentally prepare ourselves for the next stage of our flight or the next decision to be made?

I call this process "thinking ahead" and in my opinion it is absolutely essential for safe and successful soaring. Decisions have to be made all the time – such is the nature of our sport. The sooner we start thinking about the next decision the better our chances of getting it right. Being mentally "one step ahead" often makes the difference between success and failure.

Let me give you an example:

Say we are in a strong climb under a cumulus cloud and we are approaching cloud-base rapidly. Now we have only a few seconds before we must leave the thermal and whether we like it or not, we have to



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decide in a hurry on our next course of action. We have deprived ourselves of the opportunity to make a calculated and balanced decision on the best options available to us because we have left the decision making process rather late.

If, on the other hand, we start our decisionmaking process well before we reach cloudbase we are much better off. We can pick the most promising cloud far better and have a much better chance of finding the strongest lift without delay. Also, we can take matters relating to navigation and the best possible track across the ground into account.

Few rushed "ad hoc" decisions are likely to be good ones just as split-second decisions are unlikely to be perfect. The message is clear, we need to think ahead and make decisions concerning our next course of action in good time. Only well-considered courses of action are likely to be good ones.

## 2.22 Formula for success

A certain US Vice-President once said: *"If we don't succeed – we run the risk of failure."* A first class assessment Mr Vice-

President, based on my experience you got that one absolutely right.

But jokes aside, and back to our subject now. You need to be congratulated – you have read through a series of eight articles and learned quite a few things about thermals and thermalling. You have rolled up your sleeves and you got started – perhaps you have even identified areas of weakness and you have resolved that you will concentrate on fine-tuning one or two skills in particular. Very good indeed, you are now armed with the necessary knowledge and the theoretical background – a precondition for getting yourself onto the fast track for a successful implementation.

Don't worry if the first weeks or months do not show immediate results. You have embarked on a long and difficult road with every chance of an occasional setback. But if you stick by your guns you will begin to see the benefits before long. You have every right to feel confident; you can step into a glider with a more positive attitude, and be assured that you have done all you can to succeed.

What we need to do first, though, is to give you some inside secrets for keeping you on track. You might be lucky and have instant success when you try some of the suggestions, but it is more likely that you will not hit the jackpot on the first few attempts. There could be a number of reasons why your early attempts aren't met with success but it is vital to persevere and try again. Remember: *"If at first you don't succeed..."*

Giving up after a few unsuccessful attempts is just like getting a prescription for 100 pills to cure a longstanding ailment but then throwing the pills away after taking only two or three just because they have not shown any effect.

You can have every confidence that you are on the right path – you have read the articles and you have acquired some vital background knowledge. You now have the pills in your pocket and as long as you don't forget to take them you will succeed – no question at all.

The next article will deal with practical matters again. Stay tuned



# JUNE WAVE

Henry Leschen

ON TUESDAY, 25 JUNE 2002, I AWOKE EARLY TO SEE LOW CLOUD  
DRIFTING IN AN EASTERLY DIRECTION ABOVE ONE TREE HILL.

**I**n the east parallel bands of wave cloud glowed pink above Ararat township. Without delay my brother Richard and I drove to Ararat airfield and readied our Pik20B and the club's Callair towplane.

Forty minutes later Richard towed me due west. Climbing through 4,000ft the towplane rose suddenly in turbulent lift. Approaching 6,000ft the boisterous air gave way to silky smooth lift. Upon releasing I watched the rope snake away as the towplane dived left.

The village of Great Western appeared below and to the right. Some 20 miles ahead a blanket of cloud lay north and south of Lake Fyans obscuring Mt William and lake Wartook.

*"Golf Whisky Juliet. What is your position,"* asked Noell Lovell. *"Abeam Great Western, 10,000ft,"* I replied.

The hands of my altimeter indicated

I was approaching 11,000ft. Without delay I donned the oxygen mask and called Melbourne Centre who said my signal was very weak and fading. I had no choice but to return to the airfield and replace my battery, which later proved unable to hold its charge.

I landed on runway 22 and was assisted by the tow pilot to move the Pik well clear of the runway. After a quick lunch I noticed the wind was due south at ground level heralding a change in direction above 5,000ft.

At 3:45 I took off from runway 22.

I was surprised to see lenticular clouds south-west of Mt William. Strong smooth lift of 800ft/min was encountered all the way to 7,000ft where upon I released.

Seeking strong lift I flew upwind at 80kt towards the wave's leading edge. At 10,000ft the oxygen mask was fitted, snugly.

Inside the fibreglass and perspex cocoon the faint ticking of the barograph could be

heard above the slipstream. At 43kt the Pik flew hands off while straight below we hovered over the leading edge of a line of cumulus cloud, hundreds of yards wide and at least 12km long. A corridor of clear air lay to my right stretching from Great Western to Lake Fyans.

Passing through 14,000ft the rate of climb slowed as I turned left and moved slowly along the wave's edge seeking stronger lift to the south. Glancing over the cockpit's side bright rays of light dazzled me. What were they – search lights? No! It was the sunlight reflected from the plate glass windows of Ararat's large shops.

A chill draught made me look towards the left corner of the cockpit to see tiny ice crystals growing on the perspex.

At over 17,000ft the altimeter's hands stood still as the clouds collapsed. It was 5:40pm and time to return to the airfield, so lowering full flap we descended over Ararat prison.

After landing, the barograph trace clearly showed a maximum altitude of 17,250ft.

Aspiring pilots beware, make sure your batteries are fully charged before attempting any flight. It's so easy to be 'wise after the event'. A still better option is to ensure that one has at least two fully charged batteries aboard





# WHO – WHAT – WHY – WHERE – WHEN?

THIS SELECTION OF OLD PHOTOGRAPHS IS FROM  
A COLLECTION OWNED BY THE LATE MAURIE BRADNEY  
AND SUBMITTED BY ANN WOOLF.

IF ANYONE OUT THERE IS ABLE TO IDENTIFY ANY  
OF THEM PLEASE CONTACT THE GFA SUB-EDITOR  
ON EMAIL [ANNELL@HWY.COM.AU](mailto:ANNELL@HWY.COM.AU)



Can anyone recognise this person and glider?  
Where and when?



Does anyone recognise who these people are and  
the glider, where and when? Possibly early 1960s. There  
seems to be something very interesting on the ground.



Maurie Bradney at Benalla – who are the others? December 1968/January 1969



Does anyone recognise this airfield?



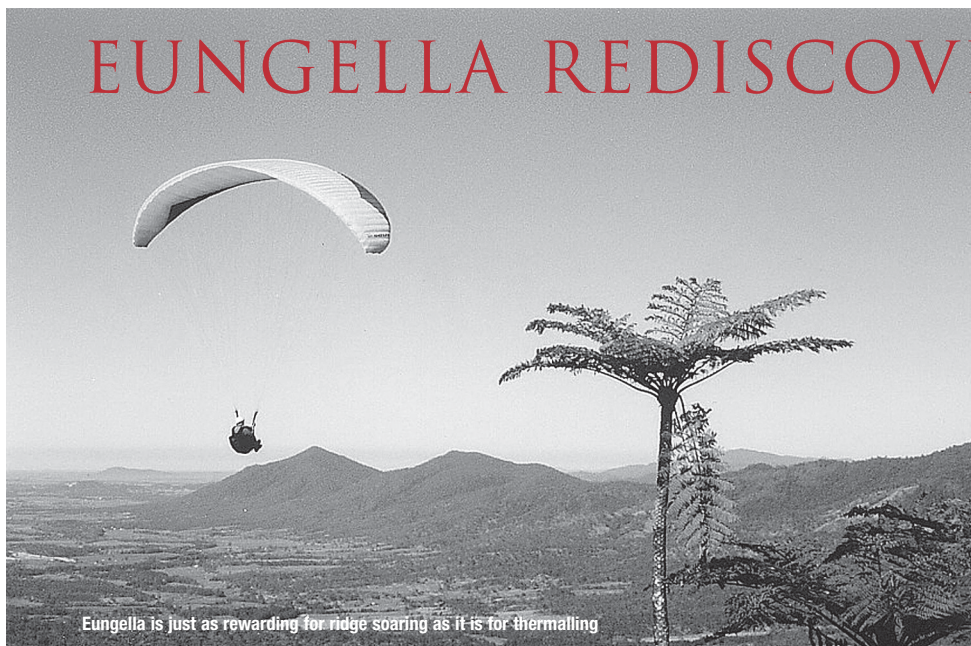
The short-wing Kookaburra (GFK) at Mt Isa gliderport, QLD.  
Who is by the car? March 1956 to April 1963



Possibly Mt Isa Gliding Club, March 1956 to April 1963.  
Can anyone identify these people?



# EUNGELLA REDISCOVERED



**Ian McFarlane**

WE SAILED INTO MACKAY  
ABOARD LILLY ANN, OUR  
38FT CRUISING YACHT.  
SINCE DEPARTING BRISBANE  
IN EARLY MAY, WE'D CRUISED  
THE CLEAR BLUE WATERS  
OF NORTH QUEENSLAND,

ANCHORED OFF PRISTINE SANDY BEACHES, WALKED REMOTE ISLANDS, AND RETURNED TO SAFE HARBOURS ONLY TO STOCK UP ON ESSENTIAL SUPPLIES. I HAD FLOWN A RANGE OF MAGNIFICENT COASTAL SITES, MANY OF WHICH HAVE NEVER SEEN A PARAGLIDER BEFORE. THERE COULDN'T BE ANYTHING MORE ONE COULD WANT, YOU MIGHT THINK. WELL, BEFORE THIS TRIP NEARLY ALL OF MY FLYING HOURS HAD BEEN INLAND AND I WAS SUFFERING A TOUCH OF 'BASE FEVER' – MISSING THE COLD AND MOIST FEELING OF CLOUDBASE.

**H**aving done my research before leaving Brisbane, I knew of an inland site at Eungella. Situated in the Pioneer Valley, it is approximately 85km west of Mackay in central Queensland. This same research revealed three launch options. These were the established hang glider ramp at the Chalet, the Caravan Park, or from the road cutting on the steep climb to the top of the Eungella escarpment.

Finding paraglider pilots that had flown Eungella was hard. From all accounts, this site fell into the category of "for the adventurous" or "for the slightly mad", and very few paraglider pilots have been known to fly Eungella. Some pilots declared the ramp as

the best of a bad bunch, others preferring to stop traffic to launch from the road, and a further believed in launching at the Caravan Park. My hopes weren't improved when I spoke to Graham Lee, the only local pilot in Mackay. *"I have never attempted to fly Eungella"*, he said. As I was still suffering 'base fever', we decided to hire a car and set off up the Pioneer Valley to check things out for ourselves.

At the end of the Pioneer Valley the road ascends the ridge via a series of switchbacks cut into the very steep ridges cloaked in dense, green rainforest. Thirty metres above the road, high voltage transmission lines rise steeply from the valley floor adding to my nervous anticipation of flying this valley. I slowed the car at each corner, looking for a brief break in the trees and tall elephant grass where it may just be possible to launch a glider from the road. *"I think this would need to be a last resort!"* I muttered to Trudy.

Pulling up at the Chalet carpark, I could already see the much talked about hang glider ramp extending perilously over the rainforest canopy. I spoke briefly to the Chalet manager, who was optimistic about today's weather conditions, and was quite positive

about paragliders using his site. With mounting trepidation, and a few deep breaths I climbed the ramp and looked back towards the swimming pool and beer garden. Trudy, never one for heights, stood well back from the edge of the ramp quietly wondering if I really knew what I was doing. I imagined laying out my glider on the lawn, and perhaps with a forward inflation, lifting the glider overhead and then charging up the two metre wide ramp whilst keeping the wing square above me, and then finally hurling down the windward side and launching into the wild valley below. I had butterflies in my stomach that reminded me how I felt on the first day I ever launched a glider as a student.

Remembering that this was one pilot's preferred launch site, we silently piled back into the car. *"Let's find the caravan park first, so I can assess all the options"*, I said. I think I really just wanted to delay the possibility of launching from the ramp!

We drove the short distance north to the caravan park. Here were nicely trimmed lawns, BBQs, and shady picnic tables with a convenience store. The lawn extended right to the spectacular edge of the escarpment,



**The hang glider ramp that strikes fear into most paraglider pilots**





**Samantha, park owner and manager welcomes paraglider pilots**

with a 25-metre break in the rainforest that afforded views into the Pioneer Valley. On one side stood a few tall tree ferns, which waved their fronds gently with each gust of wind. On the valley floor, there was a grassy landing zone that had an easy walk out to the road. After the Chalet ramp this site looked like heaven! Trudy and Brenna weren't far behind as I stood absorbing the breathtaking view. Brenna was more interested in the ice cream she was now clutching. "Well! What do you think?" asked Trudy. "Hmmm. Not bad!" I finally replied. "I think I can do this. I don't see why you'd choose to launch from anywhere else".

"Welcome to Eungella" announced a friendly voice. It was Samantha, the park owner and manager. Having recently cleared the launch of Lantana and Wild Tobacco bush, the site had been flown by a few visiting pilots. The last was only a couple of weeks earlier and had successfully launched a tandem glider with passenger. From accounts given by Samantha he later top landed at the cricket pitch.

It was already late afternoon and there was almost nil wind. Every couple of minutes a weak cycle would weakly lift the fronds on the tree ferns. I was keen, even for a sleddy. I setup on the launch and with the help of some campers holding up the leading edge to catch the failing breeze, I waited. On this occasion I was to disappoint the growing crowd of on-lookers and packed up after a half an hour.

It was another three days before I got to finally launch. Nevertheless we drove to Eungella each day, building a picture of the local conditions, and the relationship to those on the coast. I would take wind strength

March 2003

**Photos: Courtesy Ian McFarlane**

readings from the exposed ramp at the Chalet, and I watched how the trees would sway and the long grass in the valley below shimmered with each gust of wind, like schools of fish in crystal clear waters.

Finally, all the signs looked perfect for my first flight. Once again I setup my Gin Oasis. The crisp bright yellow and blue wing made an impressive sight for the intrigued campers against the lush green, backdrop of rainforest clad mountains.

With a whoosh, I inflated and turned, launching into the air. As I banked a turn in the smooth lift I waved to the crowd below. Exploring the point to the south, I found what I came to Eungella to find – a thermal! It was a blue day, and this thermal and all those that followed stopped at 3,500ft. Making sure not to drift too far over the back, I punched out into the valley. With each successive thermal I would climb back to 3,500ft and drift almost back to where I topped out the time before.

After weeks of coastal flying it was so sweet to once again ride the lift of strong thermal cores, and I soared high with waving canefields in the valley far below. Finally I landed a short distance past Netherdale in the Pioneer Valley an hour after take off. A gentle breeze persisted well into the afternoon. After a quick retrieve I wasted no time to launch again. This time there were fewer thermals. However I explored the edge of the escarpment in smooth ridge lift, just metres above the treetops. Flying to the south I soared over the Chalet and the swimming pool, which glistened like a perched lake in the afternoon light. One of its waving patrons called out, "Would you like a beer mate?" Without hesitating I yelled, "Yes, sir! A stubby of Thirsty Dog, please!"

Later one of the Chalet guests introduced himself as Graham Horchner, the cousin of my hometown, top-gun punter Andrew Horchner.

As I flew back towards the Caravan Park, startled Currawongs flew up from the rainforest canopy to chuckle noisily at the big blue and yellow bird. Judging the conditions to be light enough, I top landed at the cricket pitch. Not something to be taken lightly as rotor could be viscous in anything but very light conditions.

Finally I packed up my glider back at the caravan park. What a great day, I thought as I sat under a shady tree sipping a cold drink with Trudy and Brenna, taking in the view of the valley turning golden in the afternoon light.

On the final day Graham Lee joined me for a fly from the caravan park, his first from Eungella (see October 2002 issue).

The wind was light with few thermals.



**The launch is small but quite comfortable**



**The launch is well kept by the park owners**

As we sat in the Chalet for a few cold beers at the end of the day, the ear splitting grin on Graham's face was enough to tell the story of "Eungella Rediscovered".

Eungella is a great site for pilots with some experience or guidance on-hand. It is a fun and challenging inland site. The access, the facilities, and the friendly park owners I would rate 10 out of 10. Accommodation can be found in the campground a few steps from the launch, or for those requiring more comfort you can choose to stay in the cabin with a verandah overlooking the launch.



Ian, Trudy and their 14 month old daughter Brenna are currently on a six month cruise of the Queensland coast aboard their 38ft cruising yacht Lilly-Ann. When not cruising they live aboard in Manly, Brisbane. Ian is also a paraglider pilot, normally flying the Canungra and Mt Tamborine area. However, this cruise is different to others done in the past. As a keen pilot, Ian's mission is to fly and document as many mainland and offshore sites as possible. Details of Ian's venture to compile such a list of Queensland paragliding sites, nicknamed the Coolangatta to Cape project, can be found on his website [www/geocities.com/atweather/].



# HGFA News

## CLUB NEWS

### Cloudbase Club, WA

The Cloudbase Club has just purchased a second winch. Thanks to Rob Dunlop for building and supplying it ridiculously cheaply. It should be operational by the time you read this. Penny's tow paddock in York is available again.

There have been a number of accidents recently resulting in hospitalisation. All were in reasonable weather conditions and could have been avoided by more cautious flying. This sport is not forgiving of mistakes.

The club now has visiting pilot memberships available, please direct any pilots you come across without membership to the committee to get one.

The Australia Day long weekend started with an epic day's flying from Mt Bakewell; just about everyone who flew managed a personal best. Notable flights were Justin Post doubling his PB with just under 100km, Chris Stevenson flying about 60km, and Michael Dufty who broke the State Record with a 168km flight. All this after having to walk up the hill because the owner of the road access was on holiday – well worth a 30 minute hike.

Mike Dufty

## FAI NEWS

### Celebrating 100 Years of Powered Flight

The first powered flight of the Wright Brothers will be celebrated this year. Although not founded until two years after 1903, FAI wishes to pay tribute to this feat, which marked the beginning of an extraordinary human and technological era for mankind.

### Centennial events planned

As Wilbur and Orville Wright achieved their first sustained and controlled heavier-than-air powered flight on 17 December 1903, they probably didn't expect that, 100 years later, at least a million people would visit the Wright Brothers National Memorial at Kill Devil Hills, North Carolina. While the culminating event of the centennial year will most probably be the re-enactment of the Wright's first flight on 17 December 2003 with a reproduction of the Wright Flyer, numerous other events are planned in the USA and in all parts of the World.

### A central list of internet sites

Nobody is likely to be able to visit all these events, but each of them will have something of interest to offer. FAI has therefore opened a new web page displaying a comprehensive selection of links to sites dealing with the Wright Brothers Centennial at [www.fai.org/centenary/wright.asp](http://www.fai.org/centenary/wright.asp). Your contributions and reports on other interesting sources of information worthy of featuring on this page <[webmaster@fai.org](mailto:webmaster@fai.org)>.

### FAI Young Artists Contest and the Centennial

Each year, all member organisations of FAI are invited to hold a national aviation art contest for youngsters. The 2003 Young Artists Contest will give the opportunity to young people to express in painting "100 Years of Powered Flight". The Rules of the 2003 Contest and addresses of FAI members are available at [www.fai.org/education/contests/artists](http://www.fai.org/education/contests/artists).

### World Pilot Rankings Update Hang gliding (Class 1)

The Buenos Aires Flatlander was added, the Millau Classic 2001 deleted. Results of the Korean HG

League, South African HG Championships or the Open Canarias have still not been received, so were not added.

There are no changes to the top 10.

In the nations ranking there is very little change; Austria remains in 1st place, Germany 2nd and France 3rd.

### Paragliding

The Copa Ruitoque and the All Africa PG Champs were added. The PWC in Greece and Switzerland were deleted.

The top 10 stays the same.

There are some changes in the nations ranking top 10; Switzerland leads but Germany takes 2nd from France with Japan close behind. Great Britain stays 5th but New Zealand continues its rise into 6th above South Africa and Austria. Spain rises to 9th and Korea completes the top 10.

### Class 5

There are no changes to the rankings; Christian Ciech (ITA) is still in 1st place.

No change to the Nations rankings.

### Class 2

No changes; Brian Porter remains in 1st.

GBR is in the top spot followed by USA and Germany.

### Qualifying Competitions

#### Paragliding

Forthcoming paragliding competitions that qualify for WPRS points are:

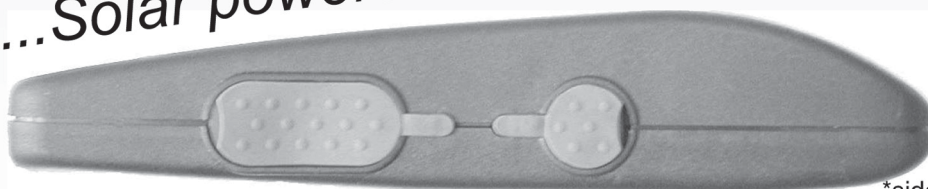
Category 2: Monarco PG Open (Mexico); South African Nats; Bright PG Champs; Australian Open; NZ Nats; WC Ibaraki (Japan); British Open (Mid-Wales); Russian Open (Austria); British Open (Spain); Lithuanian Open and British Open (France).

Category 1: PG Worlds (Portugal) 2003 and Asian Championship (2004).

## Flight Instruments .....

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### Hang gliding

Forthcoming HG competitions that qualify for WPRS points are:

Category 2: Bogong Cup; Australian Nationals; South African and Millau Classic; Flytec Champs; Wallaby and Lithuanian Open.

Category 1: 14th World Champs Brazil (2003) and European Champs Millau (2004).

### Rigid wings

Category 2: Bogong Cup; Australian Nationals and Flytec Championships.

### World Record Ratifications

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

#### Claim number 7391:

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

Type of record: Straight distance

Course/location: Zapata, TX (USA)

– South of Ozona, TX (USA)

Performance: 423.4km

Pilot: William Gadd (Canada)

Paraglider: Gin Boomerang Superfly

Date: 21/06/2002

Previous record : 335km (16/11/1998

– Godfrey Wenness, Australia)

FAI congratulates the pilot on his splendid achievement.

### Launch of the 3rd FAI WAG 2005

Inspired by the Olympic model, the leaders of the FAI collaborated to develop the World Air Games. This three-dimensional Olympiad of air sports is the elite forum where the world's finest aerial athletes are crowned champions in aerobatics, aeromodelling, air racing, ballooning, gliding, hang gliding, helicopters, microlights, paragliding and parachuting.

#### A new concept

The 3rd FAI World Air Games have evolved into a tightly choreographed one-week aerial extravaganza. A multitude of dramatic air sport competitions will be staged on a time-shared basis at three unique venues – all in close proximity to one another. Participation is limited to the world's top ranked athletes in each air sport, so the competition is assured to be at the highest level.

The 3rd FAI WAG have been designed with the public in mind – both for on-site spectators and for TV audiences. Each event will be presented using the latest

in digital technology, including aerial bird's-eye-view cameras, video walls, computer graphics, GPS displays and professional announcers.

In addition to viewing the competition events, spectators will be able to get up close and

personal with air sports by visiting the fascinating static displays of aircraft and equipment used by the athletes. Interactive display booths will also be on-site – manned by the top athletes when they're not up in the sky competing. There will even be opportunities for the public to participate as passengers in most of the air sports featured in the World Air Games.

#### Interested in Hosting the

#### 3rd FAI World Air Games ?

FAI is now inviting professional event organisers to collaborate with National Aero Clubs, pro-active municipalities and geographic regions, and other interested entities to participate in the bid process to select the host and organiser for the next quadrennial FAI World Air Games.

For event organisers with minimal aviation knowledge, FAI representatives can provide the technical expertise required to conduct the World Air Games.

#### A Dedicated Internet Page

All the relevant information on how to bid for the 3rd FAI WAG has been published at [www.worldairgames.org]. This dedicated FAI web page will be the home of the 3rd FAI WAG, from the beginning of the bid process to the conclusion of the farewell celebration in 2005. There, you will find the following WAG material:

##### a) WAG Structure Document:

*Comprehensive presentation of the WAG framework.*

##### b) 36 FAI-approved competition events available for inclusion in the WAG.

##### c) Instructions for prospective WAG bidders: Describes the detailed procedures to be followed when bidding to host and organise the 3rd FAI World Air Games.

If, having studied these documents, you think your country should pursue this exciting challenge, please contact your national body.

Note that applications received after 15 April 2003 will not be considered for the 2005 WAG. All candidates who submit applications before this date will be informed of the results of their applications by 30 April 2003 at the latest.

FAI especially looks forward to receiving applications from event organisers with strong track records in organising sports and outdoor events, and who wish to move into an exciting new dimension of air sports.

FAI World Air Games, email: <wag2005@fai.org>, Internet: [www.fai.org].



## X-COUNTRY TRAINING CLINIC

## COMING UP NEXT MONTH!

Due to the success of the last tow clinic in December, our next scheduled tow course and XC courses will be from

10 to 14 February 2003  
and  
24 to 29 March 2003

This five-day program will incorporate tow endorsements and X-country in-flight training.

Accommodation can be organised at Gunnedah as the road system is better from there than Tamworth and Gunnedah has about

15 hotels and motels of good quality and price to choose from. Onsite camping at the tow paddock also available.

I can only take 10 persons at one time, so could you please secure your spot as early as possible by emailing me or calling me on

**1800 063 648**

Cost of the 5 days will be \$500 including XC pick-up and tow endorsement, trolley and tow bridle hire.

Contact: Lee Scott  
on 1800 063 648  
or email on  
leescott@highadventure.com.au



# Teaching Practical Scanning

Harry Medicott

THERE IS NO SUBSTITUTE FOR ACTUALLY PHYSICALLY PERFORMING SKILLS WHICH WE INTEND TO USE. WE CAN READ FOREVER ABOUT VARIOUS ASPECTS OF TRAINING BUT ACTUALLY DOING IT IS THE ONLY WAY WE DEVELOP THE BRAIN TRACES WHICH ENABLE US TO LEARN AND REMEMBER THE PROCEDURE.

Teaching lookout is particularly difficult as the instructor is not really aware of how much the student actually recognises – as an example he cannot judge lookout performance in the same way he can landings or balanced turns. The purpose of this program is to physically demonstrate to trainees

1. *The limitations of their vision.*
2. *An appreciation of the area that needs regular scanning.*
3. *A scanning system which is practical for them to use and how they should apply it to ensure they actually see and identify objects in the scanned area.*
4. *The amount of head movement and scanning required before initiating turns.*
5. *The restriction to vision of wearing a baseball type cap and the need to physically move the head back to scan above when reducing speed.*

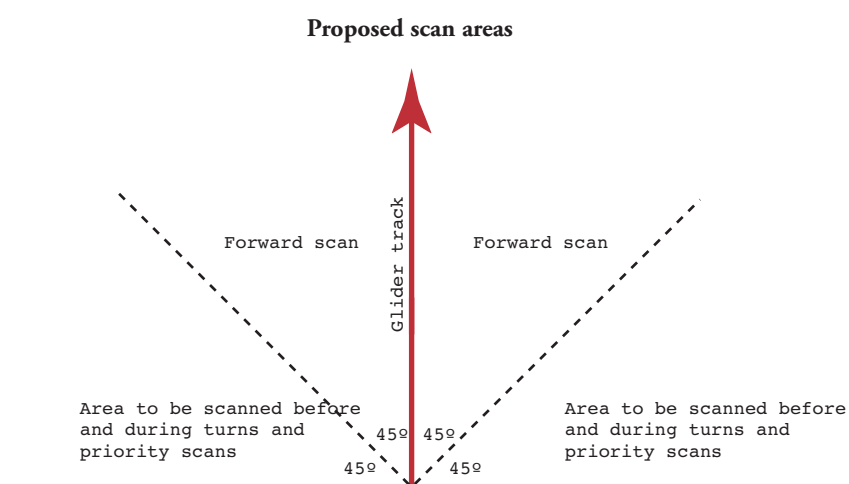
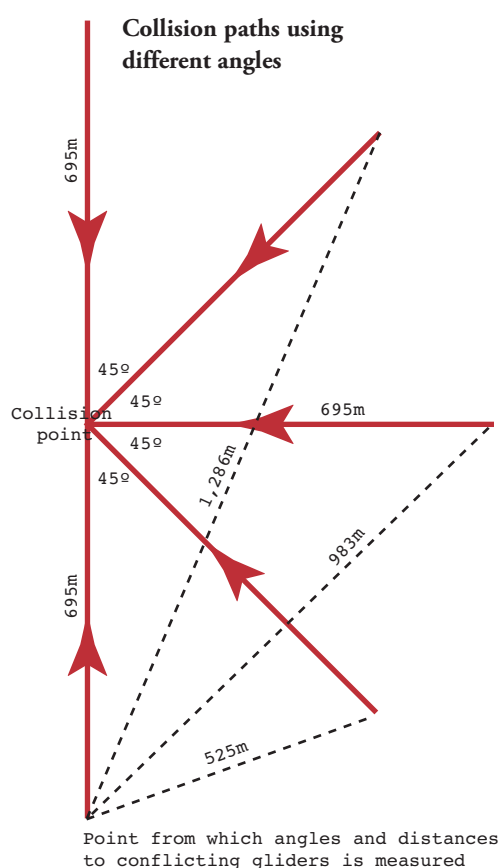
The trainee sits in a chair and assumes he is in a glider and the nose of the glider is straight ahead. With the help of assistants the following is demonstrated using lettered cards approximately 60mm square displayed four metres away at about eye level. Cards can be made of white paper or cardboard 120mm by 60mm, folded in half which stand up quite well on suitably placed tables. The exercise could be enhanced by using large photographs of gliders with a suitable background as they would appear at different distances and angles.

To demonstrate the limited arc through which the eyes can identify an object a row of cards is placed on a table 37cm apart, which equates to a five-degree angle of vision. Whilst having one card as the focus point how many cards to the side can be identified? The nearest card at five-degree is reasonably clear, the next one at 10-degree less so but identifiable and the third card at 15-degree well outside a clear sighting. The 10-degree range (if this applies to other pilots other than those I have tested) also fits in nicely with the danger area of 10-degree above and below the horizon.

The size of the object to be identified is also of importance as larger objects can be identified further away even if they are not clearly in focus. The next exercise involves placing cards a considerable distance apart

and a third one in the centre. The student is asked to look closely at a card to one side and then look quickly to the card on the other side. He will have seen almost nothing of the card in the centre. These examples demonstrate to the student that it is necessary to move the eyes from focus point to focus point and that the focus points must be reasonably close together to avoid missing an object in between. The student has been shown what a 10-degree range looks like in practical terms rather than being left to his imagination.

The next demonstration is to determine the field of view which it is practical to include in the normal look-where-we-are-going scan. It cannot take too long or be too tiring or it will never become a feature of the student's flying. The 60mm square cards are arranged in a semi-circle at a distance of four metres from the student. He is asked to use the 10-degree focus point to focus point scan and experiment with different procedures. My own preference is start straight ahead, move to one side then go back to the centre and move to the other side and then back to the centre or instruments again. The reason for this is to give maximum attention to the centre of the scan where a glider on a collision course is far less visible than one coming at an angle. It is also the area where there is a risk of colliding with a circling glider. About 45-degrees to each side seems to be the





maximum that meets the criteria of comfort and time. Occasional wider head movements can also be made to enhance lookout.

We now demonstrate the scan needed before and during turns. We have already scanned the 45-degrees to each side, which means we need to look at the sector from 45-degrees to about 90-degrees from our forward vision. We arrange some cards in this arc and ask the student to simulate a turning lookout by moving his head enough to identify a card at 90-degrees. My suggestion is that a pilot's first focal point should be the wingtip or the horizon above it and then move his lookout forward in a series of steps to cover the area not included in his forward scan. Explain that this is the type of careful lookout he must undertake before turning, even if there are no other gliders around. Promise him that one day, which may be tomorrow, or perhaps years later, there will be an aircraft in that area and that he will be extremely glad he had undertaken this careful check. At the same time as undergoing this demonstration peripheral vision can be checked and explained by holding still a card in the turning zone whilst the student is still looking straight ahead and then gently moving it. He will see that he cannot identify the object while it is still but it is brought to his attention when moving and in the real world his eyes will be drawn to the moving object. Explain that a glider on a collision course to one side does not move on the canopy but as the other glider is moving against the horizon it might still be picked up and that peripheral vision can be a useful aid.

*Emphasise that when looking at a focus point the eyes should remain there until a physical feature such as a wingtip or feature on the horizon is recognised. Only by doing this can*

*we be sure that our eyes are focused on the search area and a conflicting aircraft recognised.*

The last part of the exercise concerns pulling up or accelerating which is difficult to physically demonstrate. Put a baseball type cap on the student's head and let him see the extent it obstructs his upward vision. The restriction is much more apparent in a room with physical features than in a glider. Tell the student that hats with broad visors are banned in England, (pilots are expected to wear blockout rather than have their vision obstructed) but under harsh Australian conditions this may not be so practical. Ask the student to imagine he is flying a ballasted high performance glider rather than a club two-seater and that it will pull up several hundred feet over about 10 seconds when reducing speed. Then tell him that if there is another glider behind and above him then he will be in the other glider's blind spot. Explain that this is a worldwide problem and has caused accidents. He should always reduce speed as gradually as possible and in any case look as far above and behind him as he can. Point out that this can be difficult depending on the sun's position. If the position of the sun makes a good lookout above impossible then he must be extremely cautious when pulling up. Ask him to always increase speed gently as there is a substantial blind spot underneath and he can easily run into a slower glider below when accelerating suddenly and losing a couple of hundred feet to pick up the needed energy.

Finally, the student should be advised to use an audio vario to determine lift, to scan the ASI, altimeter and particularly GPS in the shortest possible time. These items would probably be better left to another training session.

## GLIDING AND GENERAL AVIATION

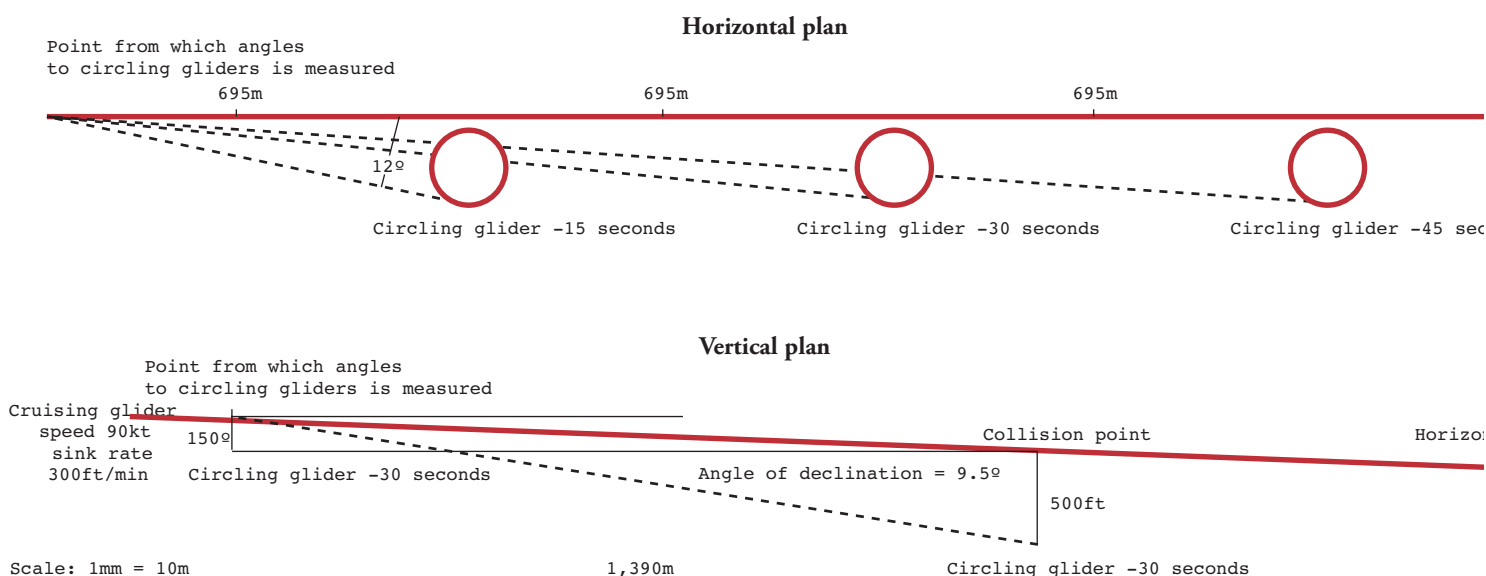
We have an entirely different scenario to general aviation when developing effective scanning procedures. In general aviation pilots fly at different altitudes depending on whether they are IFR, VFR and the direction in which they are heading. Pilots are carefully trained to maintain the appropriate altitude and altimeters are adjusted before and during a flight. Before climbing or descending through intersecting different flight levels radio calls are made to alert other aircraft on a possibly conflicting course.

General aviation pilots do not fly in groups as we do. The lack of conflicting head on traffic and not having semi stationary obstructions such as thermalling gliders, means that their risk of en-route conflict is mainly confined to either aircraft flying in the same general direction or overtaking situations. This, plus the much larger visual target which general aviation aircraft provide, means that general aviation pilots have much more time to determine a conflicting situation.

The visual scan, which is advocated in Basic Gliding Knowledge and derived from ICAO circular 213 – AN/130 takes no less than 20 seconds to complete, is appropriate for general aviation but not for the entirely different situation in gliding, particularly competitive flying. The problems we have are well known and do not need repeating. It is most difficult to regularly scan effectively and still perform the visual tasks we need to do. Pilots need to understand where the greater risks are and how to use their eyesight as effectively as possible.

## EN ROUTE SCANNING

This is one situation only – there are any number of possible variations.





## Assumptions

A worst-case-scenario has been selected of two 15m gliders flying on a collision course at 90kt with angles from the collision point being 00°, 135°, 90° and 45°. The time scale of 15 seconds was used to take into account the 10 to 12 seconds needed to take avoidance action. Relative size of gliders at four metres to coincide with previous demonstrations. At 00° the cockpit fuselage area would be three millimetres at four metres. At 135° the fuselage length would be eight millimetres at four metres. At 90° the fuselage length would be 18mm at four metres. At 45° the fuselage length would be 45mm at four metres.

## CONCLUSION

Gliders on a collision course are far more visible at the same time and speed parameters as the angle changes from the head-on situation. To such a large extent that while 10° between focus points is necessary when looking straight ahead or nearly so, the distance between focus points might well be increased at the wider angles as the gliders would be far more visible to each other. The relative size of glider visibility is 15 times greater for gliders flying at a 45° angle to

each other compared to a head-on situation at the same time to a collision point. This could well be taken into account when designing an optimum scan and considering time constraints. The historical frequency of gliders colliding from a narrow converging course needs to be considered when designing an effective scan.

If the gliders were travelling at 60kt the angles would be the same but the relative size of the gliders would be 50% greater and the gliders one-third closer using the 15 second scenario. The higher the speed the greater the difficulty in making an effective scan. The scenario of a converging angle of 45° poses a problem in that a scan of 45° to the side would mean that the gliders would be outside the widest focus point. The much larger size of the gliders in this situation and the possibility of peripheral vision being enhanced by the gliders moving relative to the horizon would almost certainly draw attention. My own tests suggest that a glider being reasonably close and a larger target together with some peripheral input would be noticed even if up to 25° past the focus point being used.

## Turning gliders

The foregoing relates to gliders flying a reasonably straight course but an even greater risk occurs in competitions where a number of gliders are flying in the same general direction at about the same time. Gliders spend about 30% of their time circling so it follows that a substantial number of competing gliders are turning at any one time presenting both an opportunity and a semi-stationary hazard.

The areas of concern needing scanning where a cruising pilot is at risk of colliding with a circling glider can be defined fairly accurately and are illustrated in the diagrams. Any circling glider outside a 10° scan to the side would be passed safely. A turning glider on a collision course can be climbing at up to 1,000ft/min

and the calculations supported by practical evidence from dataloggers involved in a collision indicate that a downward scan of 10° would be sufficient. Depending on pilot height and glider type a cruising glider appears to have a downward scan of about 10° available over the highest part of the instrument panel. This coincides with the 10° up and down scan relative to the horizon which is generally advocated.

The preceding comments do not apply when a cruising glider has identified thermalling glider(s), which it is planning to join.

Assisted by peripheral vision extending by about a further 20°, the 45° scan to each side is our normal see-where-we-are-going lookout and should be a more or less continuous process. It not only helps maintain clearance from other aircraft, but is invaluable in identifying sources of lift eg: turning gliders, dust devils on track and thermalling birds, etc.

There are times when a priority scan is needed which involves careful inspection of the airspace as far rearward as we can see, certainly as far as the glider wing and hopefully somewhat further. It is absolutely essential to make priority scans when:

- *Approaching an airfield – you must be aware of any other traffic – use of a radio can assist situational awareness*
- *When joining downwind, base and final – to both sides*
- *Prior to joining a thermal – the most dangerous part of the sky for glider pilots*
- *When approaching a cloud – other pilots may be also checking it out*
- *When reaching a start or turnpoint in a competition*
- *Prior to releasing from a tug – you will increase the safety of the combination by also scanning regularly during the launch*
- *Before initiating a turn*

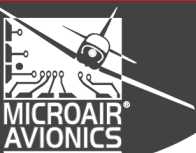
When should scanning be introduced into the training process? The trainee should be aware on every flight that the instructor is carefully checking the airspace. Obviously while teaching co-ordination it would be impossible to put an additional load on the student, but once he is doing most of the flying good lookout should be part of, and insisted upon, every flight and will hopefully become a lifelong habit. The laws of primacy are extremely strong.



## Editors note:

Harry is co-ordinator of the GFA National Competition Safety Committee but this article is written in a private capacity.

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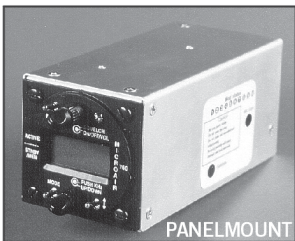
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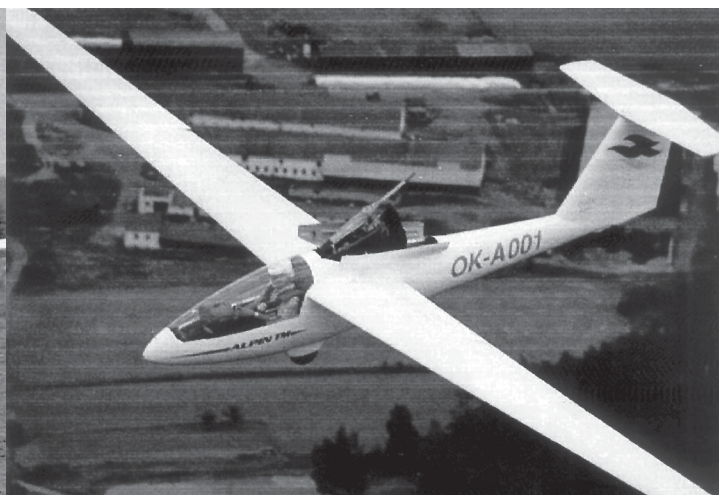


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# REVIEW: AVA Tangra-Integral Paragliding Harness

Hakim Mentès



## OVERVIEW

We tend to spend a lot of time choosing the right/best glider when it is time to buy a new one, but fail to show the same diligence for other flying gear. The harness is one of the most essential pieces of equipment we use. Without a comfortable one, long cross-country flights can be a painful experience.

In the Equipment Review series of articles, I will be looking into various pieces of flying equipment. The AVA Integral harness is the first one. The harness was tested at various locations, but none of the flights were long cross-countries due to weather conditions.

## SPECIFICATIONS

Manufacturer:	AVA Sports
Model:	Tangra Integral
Size:	Medium (for pilots 150-160cm tall)
Harness weight:	5.1kg

## CONSTRUCTION

The main material used for the Integral is proven Cordura cloth, which is known for its strength and wear resistance. A T-buckle system is used to make sure that leg straps are done up before take off.

Crash protection comes at various levels. There is a rigid plastic plate under the seat to protect the bum and keep the rigidity, as well as thick foam back protection covering the bottom and back of the harness. Side protection is provided with thick foam on both sides.

A reserve could be located either at the bottom or at the back. It incorporates a double pin pull mechanism.

There are two elastic cords (one at each side) with a metal ring at the end to pull in the speed system when it is not in use. Despite the description, I was not able to figure out how to utilise it (though I'm sure there are pilots out there much smarter than I).

The side pockets are deep and big enough to accommodate a three course lunch and snacks.

The Integral is equipped with very wide leg straps for better leg support, but I did not notice any difference at comfort level because of the extra with (and contrarily, found it more fiddling to get into the harness).

## LOOK FACTOR

Well, this is a personal issue, but the Integral is a very good looking harness, standing alone or on your back. The one I tested came in blue and red, which looked really sexy.

## COMFORT FACTOR

This is the first time I've tried a harness where the shoulder straps did not slip off my shoulders. The straps are wide and semi-rigid so they stayed there regardless of what I did.

Although I did not have good conditions to try long thermic flights in it to find out long term comfort levels, my few short flights showed that it was very comfortable. However I can't say the same when it was time to walk on the ground while wearing the harness. There was a constant pressure on my back pushing me to bend over. It is okay for a short walk, but would be an annoyance if you often walk around with the harness on your back. This could be because of the size of the harness I was using. I should have been using a large size one (recommended for pilots 160-178cm tall) instead of a medium size one.

## ADJUSTMENT

Seat depth and shoulder straps length can be adjusted, but travel length is very limited. Better get the right size in the first place. There are five different sizes to choose from.

Adjustment buckles are easy to operate in flight, and to reduce the chances of slippage buckles are protected with elastic straps.

## SPEED SYSTEM

The harness comes with a basic speed system, but I was provided with one of Andrew's new bent aluminium two steps speed systems which was great. With this system, no need to search for the speed bar when needed, it sits straight under your feet. I'm not sure whether this is an extra or comes with the harness.

## CONTACTS

To test fly AVA Sports harnesses, contact Andrew Polidano from Poliglide <info@poliglide.com>.





# LANDING IN DEEP WATER

Steve Hocking

IT HAS LONG BEEN HOLY WRIT THAT LANDING IN DEEP WATER IN A HANG GLIDER IS UNSURVIVABLE. PILOTS GO TO GREAT LENGTHS TO AVOID IT, CHOOSING TO LAND IN THE SURF OR ON THE ROCKS OR THE CLIFF FACE AND SUFFER FRACTURES, SPRAINS, LACERATIONS AND OTHER AGONIES RATHER THAN DITCH IN THE DRINK. KATABATIC, ROTOR AND UNEXPECTED CHANGES IN WIND SPEED AND DIRECTION ARE ALWAYS A PROBLEM ON THE ESCARPMENT.

A great deal of our flying is over the ocean, and the threat of a forced landing is always there. So the Stanwell Park Club decided early this year it was time to take a close look at this problem and see what could be done about it.

In calm water a glider will sink in about five minutes. Underneath is the pilot in his harness with its umbilical hang strap and carabiner, together with his A-frame and half a dozen wires holding things together.

Getting out of the harness under water can be difficult. Some harnesses are heavy and sink, some will have an air pocket at the rear and tilt head down, and others will tend to jam up against the keel bar and trap the pilot's neck in the top of the A-frame. Releasing the carabiner is bound to be difficult if not impossible. Disorientation, even panic, can set in quickly, especially if the water is rough or cold.

You escape from some harnesses by unzipping and swimming forwards, from others by unzipping and swimming backwards, but zips can snag clothing and refuse to budge, especially when wet. Boots are usually heavy and fill with water, and can snag on the harness fittings and the wires, and there is no time to unlace them when you are in the water. And once you are out of the harness and away from the glider you are still some distance from the shore, the surf or the rocks.

After much debate and conjecture it was decided three crucial elements were involved – flotation to keep the glider from sinking; breathing space to enable the pilot to unbuckle the carabineer and/or exit from the harness; and flotation for the pilot to await rescue or to paddle ashore.

A plastic tube, 1.5m x 0.2m, that could be inflated by a capsule that dissolved on contact with water or by a ripcord or by mouth, fitted into the cavity of each wing and held in place on the wing spar by a strip of velcro, ensured the glider remained afloat. These could be fitted to the glider at any time and remain in place all the time. Tubes of

polystyrene foam of the same size worked just as well, but had to be removed before packing up the glider after each flight. The added weight was negligible, and there was no interference with the wing's aerodynamics.

The zip allowing access to the wing cavity above the pilot's head can be opened to enable the pilot to breathe as the glider floats above him, allowing him as much time as he needs to unbuckle and exit the harness. He can then slide onto the top of the wing to await rescue or he could take out one of the tubes in the wing and use it as a float to paddle to shore, leaving the glider semi-submerged to be recovered later.

Members of the Stanwell Park Club demonstrated these principles at the Sutherland Olympic Pool on Sunday, 18 August 2002, first without the flotation, which proved all too convincingly how life threatening landing in water was even with fully equipped divers with air masks at the ready, and then with the tubes, which enabled the pilot simply to extricate himself, sit on top of the glider – and take a bow.

The CEO of the NSW Sporting Injuries Insurance Scheme invited us to submit an outline of this program to their Sports Safety Panel made up of various professional, business and academic judges, together with a dozen or more photographs of the significant features of the trials, and as a result we were awarded the NSW Sports Safety Gold Medal for

2002 (and a voucher for sporting goods from the Peter Wynn Sports Store, Parramatta) at a function held at the Olympic Park, Homebush, on Saturday, 30 November 2002. Black tie.

The tests prove that pilots now have an option to safely land in deep water and survive by simply inserting flotation capsules in their wings and knowing the drill how to discard their boots and get out of their harness should ever such an emergency occur.

The flotation system is available from either the Stanwell Park or Sydney clubs (see contacts page). Cost is around \$300.



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## THE PILOT FROM SNOWY RIVER







Alastair Bass

There was movement at the station,  
for the word had passed around,  
That the fire up in the Alps had got away,  
And was threatening Falls and Hotham  
on the rugged, higher ground,  
With a strong north-wester forecast  
for the day.  
But the locals acted quickly  
as they mustered to defend,  
And then battled for their homes  
all day and night.  
Then once the fire had moved  
away and work was at an end,  
One such local stole  
a memorable flight.



*Sub-ed note: We would like to thank Alastair for his amazing photos and insightful poem and also join him in expressing our condolences to all who lost friends, family or possessions in the horrible spate of fires that swept our country this season. It was heartening indeed to hear of the many HGFA pilots who threw themselves into the volunteer fire-fighting efforts across the states.*



## Australian National Club and Sports Class Nationals Temora – 13 to 24 January 2003

### Overall Competition Results

CLUB CLASS	POINTS
1 Terry Cubley	955.6
2 Tom Gilbert	951.5
3 Hank Kauffman	947.3

### CLUB CLASS TWO-SEATER

1 Mark Laird/Ian McPhee

### HANDICAP SPEED TROPHY

Scott Lennon	117.4
	(actual 115.1)

### HIGHEST PLACED LIBELLE

Tom Gilbert, CK

### MENTOR AND PUPIL TROPHY

Rolf Buelter	910.7
and Jarek Mosiejewski	871.9

### BATTLERS TROPHY

Mike Morris

### BEST WOODEN AIRCRAFT PERFORMANCE

Mark Laird/Ian McPhee

### TEAMS TROPHY

Geelong 1, Terry Cubley and Rolf Buelter	931.2
--	-------

### HIGHEST PLACED NOVICE

Jarek Mosiejewski, UKA

## IGC NEWS

### 3,000km World Record Claim

Klaus Ohlmann (Germany) and his co-pilot Karl Rabeder (Austria) have claimed a fantastic World record in the sub-class

DO (Open Class glider) for a flight in the waves of the Andes on 1 January 2003: 3,008.8km over a free distance around three turnpoints.

If the record is validated, Klaus will have broken his own world record in this category by more than 500km! The bare (provisional) details:

**Claim number 7605:**

**Sub-class DO (Open Class Gliders)**

**– General Category**

**Type of record:** Free distance using up to 3 turnpoints

**Course/location:** Chapelco, Airport of San Martin de los Andes (Argentina)

**Performance:** 3,008.8km

**Pilot:** Klaus Ohlmann (Germany)

**Co-pilot:** Karl Rabeder (Austria)

**Glider:** Nimbus 4 DM

**Date:** 21.01.2003

**Current record:** 2,463.7km

(26.11.2000 – Klaus Ohlmann, Germany.)

## GFA AIRWORTHINESS DIRECTIVES

### GFA AD277 (issue 6)

**Type Affected:** All sailplanes fitted with Tost releases.

**Subject:** Inspection and maintenance of Tost releases.

### GFA AD 578 (issue 2)

**Type affected:** Ventus 2cM, serial number 44 and 36 to 120; Discus bM, serial numbers 1 to 9; Nimbus 4DM, serial numbers 1, 3 to 8, 10 to 19 and 21 to 48.

**Subject:** Installation of a new propeller hub and spindle overload device to the above-listed aircraft.

### GFA AD 584 (issue 1)

**Type affected:** H-205 Club Libelle; H-206 Hornet and Hornet C.

**Subject:** Rudder gimbal drive, rear actuator arm.

### GFA AD 585 (issue 1)

**Type affected:** H-303 Mosquito and Mosquito B; 304 (not 304B or 304CZ).

**Subject:** Rudder gimbal drive, rear actuator arm.





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# Just One More Climb

Chris Woolley

WELL IT HARDLY SEEMS LIKE A YEAR HAS PASSED SINCE MY LAST TRIP TO NARROMINE WITH MY SON ADAM.

**T**he gang from Queensland this year were Adam Woolley and myself, Matt Anglim, Heath L'Estrange, Michael O'Brien, Stewart Addinell, Dan Byrnes, Ross Dungavell, Martin Hurst, Greg Kolb, Bevan Lane and Frank Turner.

Needless to say, apart from rest and recreation, long distance flying was high on the agenda.

On the morning of 4 January Harry Medlicott gave the weather briefing. He suggested that a good task for the day would be Narromine – Walgett – Lake Keepit – Narramine for 750km.

Matt and I were after an 800km, so we extended the first leg to Bairnkine 32km north of Walgett. Heath and Michael decided to stick with the 750km.

My map did not cover the northern area of the task so I borrowed one from Harry and his wife Wendy, promising to return it when I arrived back at the end of the day. Harry, who has completed many long distance flights, mentioned that the first turn should be reached by 2:30 to give a realistic chance of completing the task.

The rush was on to the grid. Heath (Cirrus 75 – GQT) and Michael (LS1f – GWR) were out of the starting blocks first, followed by myself (LS4 – HDL) then Matt (Discus A – BK). I was seventh to be launched at 12:01 followed by Matt shortly after.

I made a start at 12:15 and the race against time was on. I must admit I hadn't given any thought to the finish time of 8:15 if I was to achieve 100km/h. All I knew was that I had to make the first turn by 2:30.

I was now chasing Michael and Heath and trying to keep ahead of Matt for as long as possible. Michael was briefly spotted at Walgett whilst on my way to Bairnkine.

The run-up to the first turn was going to plan reaching the first turn on schedule at 2:31 closely followed by Matt.

After turning Bairnkine the five-knot tailwind turned into a five-knot headwind. Matt had also passed me so I was now behind everyone. Such is life! The task was now to focus on getting to Lake Keepit by 5pm.

I briefly saw Matt again. This time, well above me in a thermal just as we were about

to cross the north-east section of the Pilliga scrub, 110km short of Lake Keepit.

It was time to give Adam an update, which I did by phone. It went something like this: *"Hi Adam, I'm not in a paddock and everything is going well."*

Shortly after the call to Adam I found myself at 3,500ft 35km from Lake Keepit looking for another climb. This was a difficult time in the flight as the thermals were rough and broken. Eventually I recovered with a four-knot climb to 7,500ft and I was back on my way. I turned Lake Keepit at 5:16 with 263km to go. Conditions ahead appeared to be decaying. At this stage Matt was about 20km ahead and Michael 20km behind me. I had not heard anything from Heath for a while.

As Michael was turning Lake Keepit I heard Trevor West trying to entice him to land out for a beer!

It wasn't long before I found myself low. This time I mean low. I was 2,500ft approximately 1,500ft above terrain 70km south west of Lake Keepit at 5:55. So much for staying high at the end of the day! At this point I opened the taps and started dumping water, then a bump, which turned into four knots. I could see Matt at cloud base above me. He confirmed that conditions were decaying so I stuck with this climb for 10 minutes until I was near cloud base. I now had a comfortable glide to Coonabarabran.

I found a three-and-a-half knot climb at Coonabarabran, which took me to 9,500ft at 7:00 with 150km to go and one-and-a-half hours of daylight left. By this time Michael was slightly ahead of me. There I was, last again. Oh well you get that!

I rang Adam on the phone again, advising him that I now had a comfortable glide to Gilgandra. He asked whether he should hook the trailer on and get ready. Trying to keep positive, I said "no".

At this stage I heard Heath and Matt talking ahead saying that if they kept high there might be a chance of getting home. By this time I estimated that Michael and I were 40km behind them.

As I was approaching the last of the clouds 100km from Narromine I was thinking to myself: *"Just one more climb."* Well, right on



Chris Woolley celebrates his first 800km flight



The big task boys, Matt Anglim, Heath L'Estrange and Chris Woolley



Some of the Queensland team – Tom Claffey, Greg Kolb, Ross Dungavell, Michael O'Brien, Chris Woolley, Frank Turner, Matt Anglim and Martin Hurst

## Photos: Adam Woolley

cue, at 7:25 I was delivered a 4.6kt average climb to 9,900ft which gave me final glide with 1,500ft to spare. I immediately rang Adam and said *"I should get home."*

Some time after I started final glide I heard Heath and Matt cross the finish line.

Unfortunately, when I was 20km, out I heard Michael electing to land in a paddock 12km short of Narromine. So close yet so far!

I crossed the finish line at 8:25 after eight hours and 10 minutes on task to average 98km/h. It was great to be home.

Congratulations must also go to Heath L'Estrange for completing 750km in a Cirrus and to Matt Anglim for completing 800km, in a Discus.

What a great day.





# Letters to the Editors • • • • •



## Thank you to Airborne

Just a short note to say a big thank you to Airborne for providing a perpetual trophy for the National CMAC XC league. Enda Murphy (winner of the 2001 Summer League) and Mike Dufty (winner of the 2002 Winter League) will have the honour of being the first names on the trophy.

Mark Thompson

## The Use (and Misuse) of Parachutes in Gliding

Ralph Keller's letter in the January, 2003 issue of 'Soaring Australia' was very interesting and kept the discussion alive on the topic of bailing out of a disabled glider. However, there are a couple of points which are at variance to the views of the Australian Parachuting Federation. Firstly, the advice we received was to pull the handle (rip cord) immediately on exiting the glider.

For anyone inexperienced in parachuting, the dangers of starting to spin are considerable, with the possibility of being unable to reach the handle and of tangling the lines. Dropping through space is not the

time to start learning about stable positions. Secondly, there appears to be little advantage in learning how to jump with a parachuting club. Stepping out of an aircraft in straight and level flight is a vastly different situation to getting out of a disabled glider.

Another important point, not mentioned in his article, is the importance of being able to reach the handle with either (or both) hand(s). One arm might well be injured and that is not the time to find that you can't reach the handle with your other hand. A full discussion appeared in the July 2002 edition of 'Soaring Australia'

John White, Canberra

## Mt Wellington Off Limits

Seeing the front cover of the December issue of the Soaring magazine with a paraglider pilot launching off Mt Wellington certainly was spectacular and I would imagine exhilarating. Without trying to sound like a bunch of sour grapes and a pilot with a grudge, there are issues that need to be raised to prevent every pilot and his glider jumping on the next plane in pursuit of flying Mt Wellington.

Mt Wellington has been a site keenly sought by para and hang gliders alike, but it has been fraught with bureaucracy and environmental concerns for a number of years. Past members of the THGA have spent enormous amount of time and effort to negotiate with the Hobart Council, The Mt Welling trust and United Breweries to gain permission to fly from Mt Wellington. Politically, the site is very sensitive, and all the "correct" channels

have been approached, but lack of motivation and finances have yielded to bureaucracy. We would like to have the opportunity to reconsider the site when there is a justified demand and the recourses available to pursue it. Technically, the council have given us permission to fly the site provided that a ramp at the launch site be constructed to protect and prevent further damaged to the surrounding flora. If pilots continue flying the site as it stands, we run the risk of losing that site altogether, denying pilots now and in the future of ever gaining the opportunity to fly Mt Wellington.

Secondly, we do not have permission to land at the United breweries property. Permission was granted several years ago to land there but they required a separate insurance policy to cover possible damage to property, which back then, cost several hundred dollars per year. That policy no longer exists, which means that whoever continues to operate that landing paddock is not insured and would certainly not have permission from United Breweries to land there.

Lastly, there is the issue of self regulation. One of the conditions, set by the THGA and the other three parties, was that any pilot who flies from there would have to have an advanced rating. (Permission to fly was given to intermediate pilots, provided that they were in the company of an advanced pilot). The landing site is not ideal and is suitable only in certain conditions. Frequently the weather conditions are quite different from the launch site, particularly when the sea-breeze wedges in at the foothills of the mountain.

I welcome any person who feels passionate enough (and has the finances) to get Mt Wellington back on the agenda. A lot of effort has been made by past president and secretaries of the THGA to get Mt Wellington listed as one of "our sites." In my opinion, Mt Wellington may satisfy a few at the expense of many who would seldom get the chance to fly Mt Wellington. I would rather see the resources spent on building up our membership and skill levels. Once the THGA membership levels are high enough to support and sustain such a venture, then it would be worthwhile.

Anthony Mountain, President THGA



**Keith Willis is trying to put together three complete sets of all Australian Gliding/ Soaring Australia magazines. Of the 582 editions printed to January 2003 he only needs 29 more to finish set one, 47 in set two and 99 in set three. He is looking for any spare copies of Australian Gliding from December 1951 to December 1961 to complete the three sets. Keith can be contacted by phone: 08 87532306 or email: <GliderKeith@bigpond.com>.**





# USA VISIT – 2002

**Keith Willis**

Keith waiting to launch

I WAS INVITED TO COMPETE IN THE US WORLD CLASS NATIONALS AT UVALDE, TEXAS IN AUGUST LAST YEAR, AND PRIOR TO THIS TO CREW FOR STERLING STARR AT THE US 15-METRE NATIONALS AT TONOPAH, NEVADA.

When Philippe Athuil heard that I was arriving in the US he arranged to pick me up from the airport and stay at his home that night. He also arranged for me to crew for him the next day.

Philippe is a member of the “Crystal Squadron”, a group of glider pilots who, each Saturday, fly out from Crystal airport as far as possible. One of this group of 10 has carried out over 200 500km straight out flights from this site.

With jetlag, and about three hours sleep, I drove his 4WD Mercedes Benz all the next day through California and well into Nevada to Gabbs airport.

The next day I started crewing for Sterling.

On day one at the Nationals, he averaged just over 150km/h in his LS6. This sounds great, but he came 50th! The first 32 placings were over 160km/h and the winning speed was 179km/h.

After that contest I hitched a ride with Charlie Minner to Lubbock, Texas to the sports and 18m Nationals where I crewed for two gliders from Colorado – an open Jantar, the first week, and a Duo Discus the second week. The pilots covered all my costs – motels, meals, beers, etc – for both these Nationals.

The three strips at Lubbock are large, with the longest being 10,500ft and 150ft

wide. The tie-down areas occupy about 100 acres. It would be possible to run a nationals with 100 gliders from this area alone without even using any of the strips!

On a rest day I was able to fly about two hours in a Duo Discus. Of the 87 types of gliders that I have flown I would put this one in the first five for performance. During my stay in the US I also flew in three other new types – the GP1, 1-34 and a three-seater glider, the 2-32.

Then it was on to Uvalde, Texas to compete in the US World Class National Championships.

On day one I was in the air for two-and-a-half hours, and only managed to gain 500ft to 2,500ft, with most of the time spent between 600ft and 1,200ft. By this time, nine of the 15 PW5s had outlanded, including one in a stony creek bed. This glider was subsequently out of the contest. At 3pm I had to land back at Uvalde: the score for day one – zero!

Seeking out the reason for the poor flying conditions I was told that 33 inches of rain had fallen in the area during the previous month which resulted in a huge amount of lush green growth.

The best height I managed in the two-week long event was 5,800ft. One day, caught out with no safe place to land for 10 kilometres I was committed to land on

**Photos: Keith Willis**



After the highway landing – note the SWER lines which Keith flew under



**Hans Heydrick**

a Texas highway, between traffic and under a SWER line. This was an experience I will never forget!

Overall, the contest was a great learning experience and I managed to come 10th out of 15, with two almost zero scoring days.

After Uvalde I returned the PW5 to Tucson then went to Phoenix and stayed with Hans Heydrick who had resided in Adelaide several years ago. On the day I was due to leave Phoenix Hans and I went to the Turf Gliding Club site where I helped him rig, and subsequently launch, his Ventus. I then left the airfield and departed for Los Angeles from where I returned home to Australia.

Seven days later I received an email advising me that Hans had been killed in an outlanding, close to Turf.



**Dick Johnson with Keith Willis**





# A Farewell to my Friend's Dad

Kathy Robinson

WE ALL KNOW HOW SATISFYING IT IS TO GET UP IN THE AIR AND FLY THE AIRWAVES. IN MY TRAVELS AROUND AUSTRALIA FLYING MY TRIKE I HAVE MET MANY PEOPLE WHO ENJOY FLYING PLANES, GLIDERS, TRIKES, ETC. SOME PEOPLE LIKE FLYING ON THEIR OWN, BUT TO ME ONE OF THE GREATEST JOYS I HAVE IS BEING ABLE TO SHARE THE EXPERIENCE WITH SOMEONE ELSE. PARTICULARLY PEOPLE WHO HAVE NEVER FLOWN BEFORE AND ALSO PEOPLE WHO HAVE NEVER BEEN IN A TRIKE BEFORE...

I have been flying my trike for the past five years. I bought an Edge with a Rotax 503 motor and learnt in Bunbury with Brendan Watts. I was Western Australia's first licensed female trike pilot.

For the past two years I have been travelling around our big country and doing some flying with my trike. In fact, I have been recording my experiences and hope to publish a book in the future. In the meantime they can be found at my personal website [www.users.bigpond/kiwikathy].

Like I said, I like sharing my flying by taking up passengers. One of my greatest moments was very recently.

I have been in Central Queensland for the past ten months. Before leaving Western Australia I was given the address of a friend's father. "When you get there you must look him up," my friend told me. Although she hadn't been up flying with me I had taken her husband flying on a club cross-country jaunt previously.

The address had become forgotten in my bag until recently, when one day I was sifting through it and I discovered the name and address. I was now living at a small seaside place called Grasstree Beach. My friend's



Kathy and Alma with Andrew's ashes

dad, I realised, was the next beach up. So I got on the phone and dialled the number.

I didn't have his wife's name, only my friend's dad's name. He had remarried four years previously. A voice answered the phone.

"Is Andrew there?" I inquired.

"Who's there?" was the reply from the female voice.

I explained the nature of my call to the person on the end of the phone.

"You obviously haven't been told," she said, "but Andrew's dead. He died in June this year."

Well, did I feel terrible!

She told me he discovered he had cancer, and although he had some treatment he died soon after. His scattered grown children were

all able to visit and say their farewell before he died. My friend back in Western Australia didn't know that I was living in the vicinity at the time, so didn't contact me. I had only been about two hundred kilometres away at the time!

I told my new friend, named Alma, that I would go and visit her the next day, which I did. She is a sweet old lady and very active with craft work. In our conversation she told me her husband had been cremated and she wanted to scatter his ashes over the sea where he had spent his last

days, and particularly over his favourite fishing spot. So I suggested to her that maybe she might like to come up with me in my trike and scatter them out at sea that way.

Now, this lady is in her seventies and had never been in a small plane before, let alone a trike! So I wasn't sure what her reaction would be to the idea. Because I didn't get to meet him and he was the father of a friend, I thought that this was the least I could do. She had been feeling quite lonely without him and I thought it would help give her some closure.

When I suggested the idea her face lit up and she replied, "Would you do that? That would be good." So it was arranged that as soon as the weather was suitable and the tide out, this is what we would do.

I had heard somewhere a story of someone else doing a similar thing and ending up with the ashes scattered all over their wing,



Far left: Taking off to scatter the ashes, Salonika Beach, Central Queensland

Left: Flying towards Salonika Beach

Photos: Tom Scheumack  
(using a Canon Digital G1)





prop, etc. I didn't want the same thing to happen to us, so we thought about different ways to overcome this problem.

Eventually Alma decided to have them in a cardboard box, and she wrapped it with crossword puzzles because that's what he loved doing when not fishing.

A few weeks later, late in the afternoon, the beach and wind conditions were perfect. I flew over with another friend who takes brilliant photos with his digital camera to record the occasion. The flight over was perfect. We landed on the beach where she was

waiting with her husband's ashes. I got her strapped in and explained everything to her.

We soon climbed out and gained some height. Then flew out over the water, out from his favourite fishing spot. At about eight hundred feet I did a steep turn and she threw the box down into the water. We continued the turn and watched as the box hit the water. It appeared to break up on impact which is what she wanted...

We said our farewells and waved to him, then flew back to the quiet beach where she

got out. I then departed for home as the sun was getting close to setting.

At the time of writing I am in New Zealand, my home country, and when I return I am visiting Alma again with prints of the photos taken. I've also got a copy of our Northland paper because the story made the news here. I know she will be delighted with this and it gives me great satisfaction that I have been able to use my hobby to bring this happiness to such a lovely old lady.



## My First One

**Harry Buckle (Harry the Happy Hangie!)**

I'M SURE THAT EVERYONE REMEMBERS THEIR FIRST ONE, AND HOW SWEET MEMORIES FLOOD BACK WHEN YOU LOOK BACK ON THAT 'SPECIAL' MOMENT. I'D LIKE TO SHARE MY 'FIRST ONE' WITH YOU.

**F**or me it wasn't in the back seat of a car, or at home when the oldies were away, but in fact in a hot, dusty paddock at Birchip on Sunday, 15 December 2002.

I went to Birchip to fly in a two day comp, but arrived late on Saturday. Whilst driving to the tow paddock I came upon Sam Prest who was breaking down his glider in a paddock. I stopped, gave him a hand and then we both set out to the tow paddock. Went got about two kilometres before we found another pilot sitting on the side of the road reading a book, so we stopped and retrieved him as well. Subsequently we arrived at the paddock a bit late for a tow, so put it off to the next day.

I was going to fly in the comp, but I decided to join up with Rohan, Paul and Steve from Dynamic Flight and pay for a day's instruction in thermalling instead. I had only 'felt' a few little ones during my tow endorsement and I wasn't confident that I'd know what to do if I found one a real one (a bit like a dog chasing a car... he catches one and then doesn't know what to do with it!).

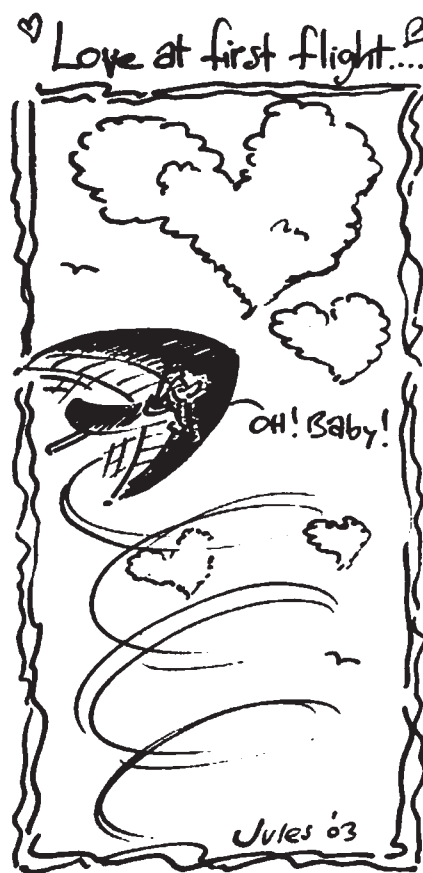
I was set up in the paddock at around 10am, then waited and waited till the wind came in from the south-west end of the paddock. I watched the "dusties" prowling down the paddock and marvelled at how

they always seemed to make a beeline for any unattended gliders, which they proceeded to beat up as the hapless pilots ran to hold them down. Rohan and Paul told us stories of people who had flown into dusties at low level and what the consequences were, so we all crossed them off our list of things we would like to fly into.

Waiting, waiting, sweating, sweating as the temperature climbed – I hadn't brought a hat with me and Rohan told me if I didn't keep in the shade then I wouldn't be in any fit condition to fly, as I'd probably get heat stroke. So I sat in the shade under the wing of my Fun 190 (the glider was the only fun part of the day at this stage) and knocked back heaps of water. The wind finally settled at around 4pm and pilots started to tow out. I helped the other pilots and in between launches ran back under the shade. Everyone launched well and it was great laying back (in the dust with the friendly flies as company) watching a few lucky ones who soared up out of sight... No one seemed to be having any dramas, so my expectations were high that I'd get my first one without any problems.

Sitting there I again went through many of the words of advice that mum and dad had given me:

Never do it without protection...  
Yep, got the helmet.



Cartoon: Jules Makk

It's better if it's wet... Yep, got the Camelbak.

Size isn't really important, but a little on the big size is generally better than being a bit small... Yep, the Fun 190 is just the right size.

Be prepared to pull out at any time...  
Yep, I knew how to exit a thermal.

Only do it with "nice" people...  
Yep, everyone looked okay to me.

With everything checked off, I was ready to go.

Sitting hooked up with Vanessa Sparke alongside on the next tow, word came through on the radio that there had been an accident in the comp paddock. Bruce





Butterworth had come down and broken both arms. Fear surged through me and as I looked across to Vanessa I'm sure we were both sharing the same thoughts about getting mangled. Vanessa is a nurse and she unhooked and went to give assistance until the ambulance arrived. I was left there all alone on tow.

I was really thinking about pulling the pin, but I'd waited so long and Rohan didn't look concerned so I held in there. The wind puffed in and Rohan gave me the nod. Wings level, tension came on (tow line tension, not mine) a few steps and then I was off... Ahhh! That wonderful feeling as the wings fill, the glider rises and you are lifted away from the earth and into the sky... People ask me what hang gliding "feels like" and I always wish that I could translate the sensations into words so they could understand. Instead I babble a few words about it being "unreal" and "in-describable" and then go all glassy eyed and retire to a corner until my wife comes over and beats me about the ears and brings me back to "reality".

I towed up to 1200ft, pinned off, then set off on a nice glide back down the paddock. After my crash at Tawonga Gap in November I just wanted to get into the air with wide open space all around me and get

the "feel" of the glider. I looked on getting a thermal just as a bonus to a good day. Back at the launch end of the paddock I found I had actually climbed to 1,600ft and Rohan radioed in that if I went across to my left about 100m I should find ONE (!).

I glided across, and exactly where Rohan said it would be it was (how does the guy do it?). I felt a bump under the left wing, weightshifted across to that side, and eased the bar out slightly... BEEP BEEP BEEP went the vario, and away I went!

No dramas, no getting tipped upside down, just soft and smooth (just the way your first one should be).

Gee, this works just like it says in the book... *"You hold your weight over to the side and ease out the bar and up you go."*

I went up to 2,800ft and started to feel a bit ordinary. It wasn't air sickness, just a feeling of being a bit 'flat'. I radioed this in to Rohan and he said that it was probably a combination of a bit of heat exhaustion and my adrenaline levels coming back down after launch. He said just to take it easy and glide back to the landing area, so I 'pulled out' and headed back.

It was everything I had thought it would be... The world looks absolutely beautiful when viewed from a wing tip.

But there I was, gliding back to the

landing paddock and slowly losing height when the nose lifted and I was into another one... Two on the first try? This was great.

I took this second one up to 4,000ft with Rohan giving me feedback on my bank angle and technique. That 'flat' feeling returned, so I pulled out again and flew back for a landing with the pilot behind me taking that same thermal to over 8,000ft! Should have stayed in it... Next time!

I set up a nice landing and landed right between the two windsocks where Rohan directed. I walked back to the set up area with pats on the backs and congratulations from everyone.

I was bursting with excitement, so I just had to stop on the way home and share the magic of the moment with someone. I rang Chook and told him that I'd just had my first one. He congratulated me on my loss of virginity and innocence.

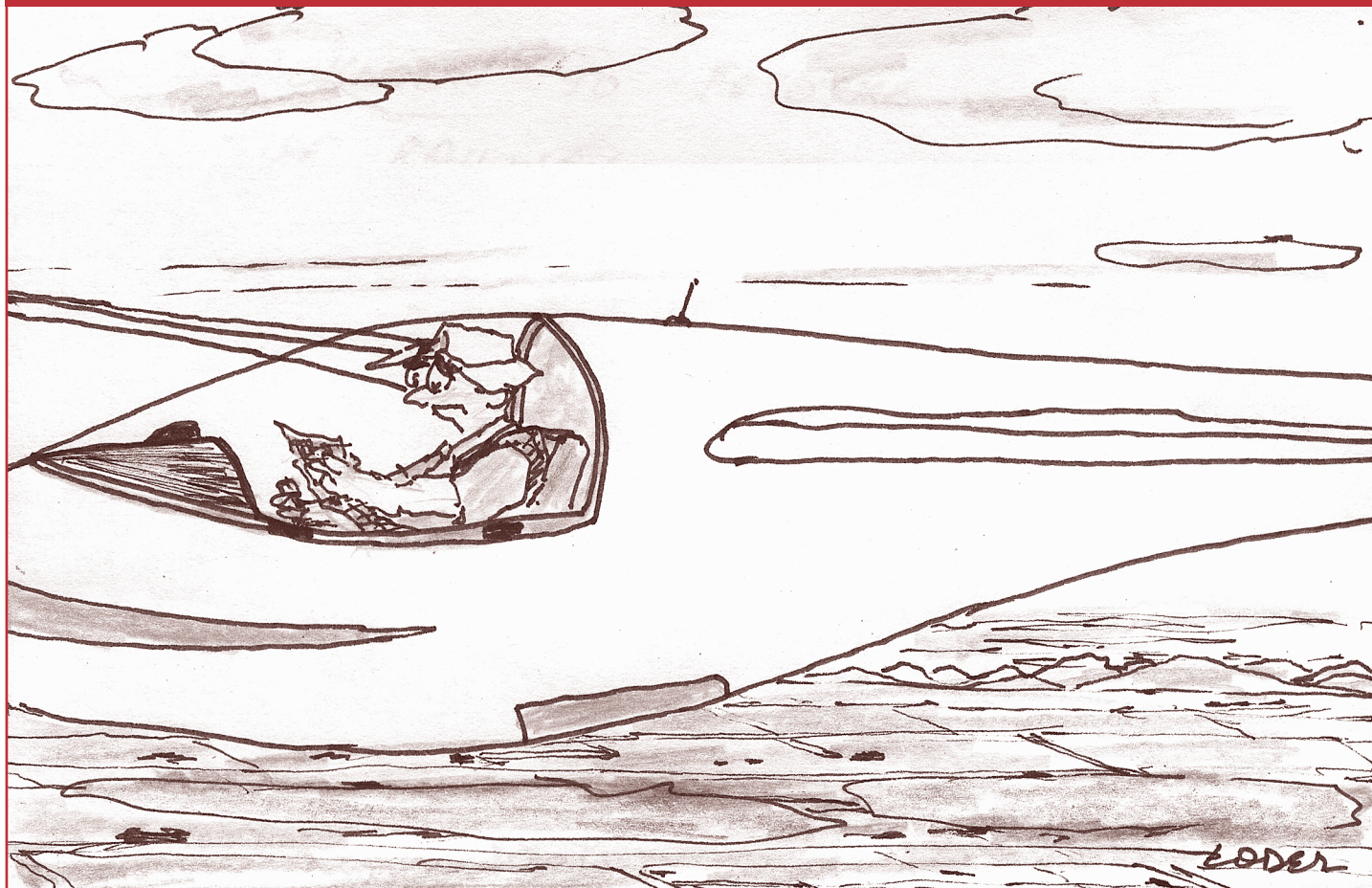
Where to from here? Well, I've heard about "glider swapping" and "group thermalling", but I don't think I'm ready to try these just yet. So I'll just keep moving along at my own pace and see what happens next. I'm really enjoy-ing going down to Spion and doing it there, especially with that lovely salty taste it leaves in my mouth.

Catch up with you on a hill somewhere...



Unbeknown to Fosdyke the railway line had been removed...

Cartoon by Codez





# FLYING AT CAROLS

Michael Porter

THIS IS A STORY OF A FLIGHT I HAD AT CAROLS LAST DECEMBER... THE WEATHER WAS FORECAST TO BE WEST NORTH-WEST AT 15-20KT, TURNING SOUTH-WEST LATER IN THE DAY FOR THE CANBERRA AREA. THIS MEANT IT WOULD BE TOO STRONG FOR PARAGLIDING, SO WE (CHAPO, DEB, GARY WILKINS, FOXY, PETER DALL AND I) DECIDED THAT CAROLS WAS THE GO WITH THE HANG GLIDERS. WE HEADED OUT TO THE YASS SERVICE CENTRE WHERE WE LEFT CHAPO'S CAR AS A RETRIEVE VEHICLE.

**C**arols is on the road to the Burrinjuck dam wall and is some 2,500ft amsl. It's only a small hill above ground level, but works quite well in a west north-west wind and warm thermic conditions.

We arrived around 12:30pm to find the wind square on and at around 25mph+ in gusts. The thermic cycles were quite long, with only short periods of lighter strength winds. An inversion layer was present which was stopping cloud development, so there were no lift indicators. After setting up our gliders, Gary decided he would take off first and launched during a lull. As he climbed out he flew into some nice lift and was well above the hill. Within a matter of minutes this inspired us all to hurry up and get going. Chapo went next, followed closely by Deb in her new Shark 132. The flight for Deb was cut a bit short due to harness hang position problems; she had to go and land prematurely. I took off next in my Litespeed, followed closely by Peter Dall in his Atos, and shortly after by Foxy. We all started working the three kilometre long ridge trying to find the best thermic lift.

We all managed to find a good thermal early in the flight, and took these up to between 4,500ft and 5,500ft amsl. But due to the strength of the wind and the acute angle of the thermals we sort of chickened out about going over the back in what we thought were low height thermals (over the back is the Burrinjuck dam and very few roads or flat landing options). So we all tended to fly forward to pick up another thermal and try to get back at a height greater than 5,000ft. This proved to be our undoing, as the earlier height gains were some of the better ones for the day. Slowly over the next hour everyone either gave up

through frustration or got sick of the rough conditions found low on the ridge and went out and landed near the road.

This left Peter Dall and myself persisting with the quest to get that thermal of the day and get out of there. Peter did get a good one and got very high, but still being unsure of the landing options over the back decided to push west in buoyant air to find something to take him through the inversion layer. Meanwhile, after one and a half hours of this up and down ridge soaring, I was about to give up and land when I found a small but punchy thermal at the north end. I watched my vario like a hawk, making sure that I stayed in the best part of the lift. I gradually got higher and further over the back of the range until I was committed... but was still at only 1,500ft over launch when the bubble burst and I lost the lift. Meanwhile Peter was getting lower on the ridge and had also decided that it was time to land.

Once I had lost the thermal I turned north-west and headed over to the main road that leads back to the highway to Sydney. I had the intention of landing alongside this to make an easier pick up. The Litespeed 5 was performing well as usual, and even with the strong wind was moving crosswind at over 70km/h over the ground (GPS) with only half VG pulled on. As I was getting near the road and down to 500ft over the terrain I decided to turn east slightly to see if any thermals were coming of a small hill nearby. My luck was in and I started to climb in a 2-300ft/min bubble that got stronger as I drifted north-east, until it peaked for a few seconds at over 1,200ft/min. It settled back to 2-300ft as I reached the inversion at around 6,500ft amsl. During the climb I was joined by one of the resident wedge-tailed eagles, who kept me company

until the drift took me over the north end of Burrinjuck dam and on towards Yass. Once at the inversion layer the air remained very buoyant and I was able to get a fantastic view of the area whilst flying along downwind at up to 105km/h groundspeed.

The day was staying blue with no cloud activity at all, so it was a flight where you looked for likely trigger points and flew over them, only slowing down to get a feel for the bumps, and then stopping and turning in anything that was 300ft up or better. The terrain between Carols and Yass is undulating hills with some very rocky areas and ploughed paddocks. The distance between thermals was around five kilometres, but the good ones were nearly double that apart.

The flight continued on past the turn off to Canberra. I topped up just before the road junction to 5,500ft and continued on towards Gunning. By this time (5:30pm) the day had started to slow down and the thermals were fewer and harder to find. This meant flying slower and taking lighter lift to stay in the air. At around 55km from Carols the thermals eluded me. I could see Gunning off to my left and I was losing height. After flying over everything within a glideable distance from the road to find the last thermal of the day and lucking out, I called in to Chapo who was following me by car. I advised him I was going to land a few kilometres past Gunning next to the highway. A good landing was then made in a paddock alongside the road for a total distance of 61.7km in one hour and 40 minutes from leaving Carols.

Many thanks to Chapo, Deb and Peter D for supplying the radio contact and pickup... I owe you guys.





# NO CHAMPIONS IN SOUTH AUSTRALIA

Emilis Prelgauskas

**T**he South Australian State Gliding Championship 2002 was held alongside the host club's own inaugural Gawler Week event being run between Christmas and New Year. The host, on behalf of the state gliding association, was the Adelaide Soaring Club at Gawler, north of Adelaide. Underpinning the event were the organisational efforts of Andrew Wright, and the willing contributions by club luminaries including Steve Pegler (President), Paul Mason (CFI), Paul Marshall and others. Airspace clearances were secured including to FL120 for individual high wave days.

South Australia has a number of features which set the format of a gliding contest in this region.

The weather. As experienced in preceding years at international and national contests held at this site, the summer weather's dominating feature is a continent-wide low pressure trough establishing itself west of the contest area and extending north-south

across the whole land mass. This can either create good soaring conditions or, with a small lateral re-positioning eastward, can lead to no-contest conditions. In 2002 the first three days were the former, the last three days the latter. The competition began with good convection, high cloud and some wave across the contest area. During the weeks preceding this, local club pilots had some long flights north into the hills and northern remote areas in strong conditions unusually early for this time of summer. The end of the state contest period saw the trough relocate slightly east, with high cloud and strong wind. No flying occurred for the last three days. As a result, the winner (Gabby Hayes in Mini-Nimbus FQH) could be declared, but there weren't enough days flown to achieve class champions. The fleet. South Australia, over the long term, has gathered together a very diverse fleet of glider types. Once the entry list for the year had settled down, from Ventus to Super Arrow, only a club class format could be run.

An early fixed task in the contest saw the results pretty much in line with glider performance, with the two lowest performance gliders landing out. POST has the positives of higher finish numbers, and the handicap balancing out the diverse pilot-selected tracks and distances. The future. This approach is likely to remain. For the short term, while entry numbers remain small, and then in the longer term, while the clubs and private owners overall still have a regional fleet of divergent types, together representing an earlier era.

In an ideal world, the contest would include traditional class sections. In 2002 there weren't enough entries to separate out even a sports class category. The year before, at Waikerie, there had even been sufficient 'long ears' to justify an open class. This year, club class gathered everything from flapped types through to old simple gliders under one class. Pilots. There is a path to ease access to advanced flying for the region's pilots through the sports coach program. This is still in its infancy, and yet to bear fruit. In the short term, top pilots may feel there is no worthwhile competition to attract them to the state contest; and the unblooded nascent generation may feel they aren't up to competition. Therefore, for a while, the state contest may remain its current size. Some chat did test whether the contest timing, format, and/or location had any bearing on the entrant numbers. Possibly the end of the calendar year is, for many people, already committed to family holiday pursuits. Yet this time of year also enables pilot flying without them needing to take extra holidays. The general feeling was that if this hadn't been a state contest most of the entrants would still have flown at Gawler in the local Gawler Week contest.

However, there were plenty of pilots and gliders who usually attend events, and pilots with gliders rigged in private hangars at Gawler, who didn't take part in this competition.

One comment made was that the hassle and time-wasting arising from outlanding is a deterrent to contest flying. Money, we are told, is not a barrier. The obvious longer-term answer is to reactivate a state contest once enough clubs and private owners have bought a self-launch current generation racer. Contest. The scoring lacked a computer-literate person so Andrew took on this additional task, with help from each pilot sitting alongside, one at a time. The pilot scrolled their day's track on screen while the turnpoints entries were verified on each pilot's GPS or logger, and the penalties, speed and scores were worked out on a calculator. By next morning, scores were available.

## BATHURST SOARING CLUB

now offers monthly 5-day courses, Monday to Friday, commencing February 2003.

Bunkhouse accommodation included.

All club facilities available including clubhouse, kitchen, etc.

For information contact:  
Bob McDonald

Ph: 02 6337 6618

Fax: 02 6337 6681

email: <bobjmcd@tpg.com.au>

Details also available  
on our website at  
<www.bathurstsoaring.org.au/>

## GLIDING FEDERATION OF AUSTRALIA

### Airworthiness Inspection

### FORM 2 NOTICE

- ☐ A Form 2 inspection is due  
Cheque for \$137\* is enclosed
- ☐ A 20, 30 yearly, etc is due  
Cheque for \$247\* is enclosed  
with copy of aircraft log book
- ☐ An initial C of A inspection  
and initial registration is due  
Cheque for \$511\* is enclosed  
(tick appropriate box)  
on the following aircraft:

TYPE .....

VH.....

Please forward relevant  
airworthiness documents to:

.....

.....

..... Postcode  
\* prices include GST

Forward to:  
GFA Secretariat, 130 Wirraway  
Road, Essendon Airport VIC 3041





# COMMON SENSE – OR IS IT?

Leigh Evans, Bundaberg Soaring Club

## THE INSTRUCTORS' SIDE:

From our Blanik cruising at about 3,000ft above the field we watched as the Twin Astir, being flown solo, began an aerobatic check, well to our right. Check completed, the Twin Astir then started a gentle turn to the left, stopped, dropped the right wing and began rapidly take out turn to the right, nose well down, in a classic spin manoeuvre. We counted the turns, one, two, three, four, five... How many turns is this fellow doing? The experienced pilot in the twin tells his side of the story: Solo in the twin with just minimum weight. It should spin, but sometimes it just won't. So here I go in slow, turn, rudder in... The speed dropping off, full rudder, a shudder, down goes a wing and around she goes. Okay, she is beginning to spin, not spiral! Just lucky! Now recovery. Full opposite rudder. Centralise stick and moving forward – strange, still

turning? Controls feel light. Another turn. Am I going to meet my maker? Maybe the air-flow is blanket-

ing the tail. Another turn, disturb the airflow. Rudder. Centralise and try full direction the other way to disturb the airflow. Centralise stick, go forward now... Whoa! The Twin stops and points straight down! Pull up. I am facing downwind in the circuit with just enough height to join late downwind, base and land. Land, sit, contemplate and shake. It all happened that quickly! The instructors' side: Above, we watch as, at last, the Twin stops spinning! It looks low as it turns and lands! What a show-off! Bet he gets ticked off for such low aerobatics! We talk to the pilot and he tells his story... still shaking. "Yes, I slowed down and put in full left rudder, and as she started to spin I then put in full opposite rudder." "We gasped – WHAT?"

"Which rudder did you put in to recover?" "Full opposite rudder, right!"

"But you were spinning to the right! Did you think to check the direction of the spin?"

"NOPE! Did the rudder thing automatically.

*I was really checking that it was a spin not a spiral. Only meant to do one turn then put in the opposite rudder. Things happened fast! Then I wondered if the ballast was too light. Didn't think to check the direction of the spin. I just presumed it was left because I used left rudder to start with! Where is a direction check in our procedures anyway?" "Well, when we say, full opposite rudder, we mean full opposite rudder to the direction of the spin! Not full opposite rudder to what you put in to start the spin!... Everybody should know that! It's common sense!"*

Or is it? A simple teaching point perhaps, but often overlooked. The light controls should have been a warning too! It may be worth drawing attention to the pressure on the rudder, as the rudder is used, as part of the spin recovery procedure. Commercial Power Instructors may spin in cloud or during instrument training. Identifying spin direction is important for them! Maybe in gliding, we need to think and show a little more to pilots about the simple spin! Maybe even revise spins with a check in the direction of the spin too! A simple error of automatically doing something and not really checking, can lead to a disaster in flying! One experienced pilot is very much aware of this simple fact.



# Soaring Calendar

## AUSTRALIA

### NSW State Gliding Championships 1-8 March 2003

Cudgong Soaring Club will host the NSW State Gliding Championships at Gulgong from 1-8 March 2003. All classes catered for including Club and Sports Class. Enquiries to Christine Meertens Ph: 02 9452 2777 Fax: 02 9453 0777 email: meertens@ozemail.com.au

### Australian PG Open 1-7 (reserve day: 8) March 2003

Manilla, NSW. Final rego on Friday, 28 Feb at Manilla Town Hall HQ. Entry fee: \$160 before 1 Jan (\$180 after). CIVL Cat 2, HGFA AAA. Over A\$5,000 worth of prizes in various categories. Max entry of 120 + five wild cards. Min pilot level is Int with inland experience. Enter online via [www.flymanilla.com]. Credit Cards accepted.

### New Zealand PG Nationals 9-15 March 2003

Manilla, NSW. Final rego on Friday, 28 Feb and Saturday, 8 March at Manilla Town Hall HQ. Entry fee of \$150 before 1 Jan (\$170 after). CIVL Cat 2, HGFA A. Over A\$3,000 worth of prizes in various categories. Max entry of 120 + 5 wild cards. Min pilot level is Int with inland experience. Enter online via [www.flymanilla.com]. Credit cards accepted.

Pilots entering both above comps receive an entry fee discount – two comps for A\$280 (Euro140) if paid before 1 Jan. Note: These are some of the last FAI/ CIVL Cat 2 comps that count for PG Worlds Team size in 2003 and as a result we expect them to be full.

Early entry registration is advised to ensure a place. For more information on both above comps refer to the comp web site or email Godfrey Wenness, Manilla Competitions Organiser, on <skygodfrey@aol.com>.

### QSA Easter Competition '03 18-26 April 2003

To be held at the Dalby Aerodrome. Practice and registration day is Friday, 18 April, final dinner on 26 April. For more information contact Ralph Henderson on 07 38436178 (h) or 0409 596579 or Libby Matuszczak on 07 46344879 (h) or 0409 140954, email: <libbymat@optusnet.com.au>.

### PG State of Origin 2003 Easter long weekend, 18-20 April

Mt Borah, Manilla NSW. The goal of State of Origin is to encourage pilots to fly cross-country with an emphasis on team flying and fun. Many of the participating pilots may have had little or no experience thermalling, spending much of their time ridge soaring coastal sites. State of Origin is also a good stepping-stone for pilots interested in entering national competitions. Pilots are awarded scores for open distance flights according to their level of experience, eg: novice pilots are awarded 3 points per km and advance pilots 1 point per km. With this handicap scoring system it is possible for anyone to win regardless of level of experience, just like the National CMAC Cross Country League. The beauty of State of Origin is that top competition pilots and local instructors are available to share information with new comers on cross-country flying and local site knowledge. Registration will be held at the Royal Hotel, Manilla between 9am – 10am Friday 18 April. (If for any reason we can't fly Mt Borah, towing is available at nearby Breezer with our National champ

Rhett Rockman. Alternatively you can enjoy an ultralight flight with Willi at Lake Keepit Skyranch or a tandem sailplane flight from the soaring club.) Contact Paul Cox on 0417 355 897 or <coxy@ccpara gliding.com.au>.

### National Gathering of Trikes 3-4 May 2003

Wangaratta Airfield, VIC. This will be an event of social flying and flying activities such as day trips in the local area, informative seminars and skills improvement exercises. Contact: Ian Rees 03 97621364.

## OVERSEAS

### Third Junior World Gliding Championships 2003 5-19 July 2003

Nitra, Slovakia. Preliminary entries for the event will close on 15 January 2003 and final entries must be made by 31 March 2003. If you are interested in taking part in the event contact: Tim Shirley 0417 268073 or <tshirley@bigpond.net.au> for further information.

### Bolu PG Festival 2003 July 20-26

Turkey. Festival includes an international paragliding festival. All expenses during the festival are covered by the organisation, including accommodation, meals and transportation. Registration fee: 45 Euro. All PG pilots are invited. Email <info@bogaziciparagliding.com>, ph: +905325600692, see [www.bogaziciparagliding.com].



# Official IGC Pilot Ranking List to 200

## January 2003

Rank	Rating Score	Name	Nationality	Best Performance	Class	Rank	Rating Score	Name	Nationality	Best Performance	Class
1	978.7	Steve Jones	GBR	Worlds	18m	72	902.9	Didier Hauss	FRA	Worlds	Open
1	978.7	Giorgio Galetto	ITA	Worlds	15m	73	903.7	Andreas Allenspach	SUI	Europeans	Standard
3	977.9	J. M. Caillard	FRA	Worlds	Standard	74	901.3	Ferdi Kuijpers	NED	Worlds	15m
4	975.1	Laurent Aboulin	FRA	Worlds	Standard	75	900.8	J. Sorri	Fin	Europeans	Standard
5	974.6	Werner Meuser	GER	Worlds	15m	76	899.8	T. Koivunen	FIN	Europeans	Standard
6	972.9	Tomas Suchanek	CZE	Europeans	Standard	76	898.3	U. Schwenk	GER	Europeans	Open
7	970.7	Steven Raimond	NED	Worlds	15m	76	898.3	A. Kunath	BRA	Worlds	Open
8	967.7	F. Hoyeau	FRA	Europeans	15m	79	897.7	Heimo Demmerer	AUT	Coppa Intl del Mediterraneo	15m
9	967.3	Mike Young	GBR	Worlds	Standard	80	897.6	J. Stormats	SWE	Europeans	Standard
10	963.8	Bruno Gantenbrink	GER	Europeans	Open	81	896.7	Pawel Frackowiak	POL	Worlds	Standard
11	962.0	John Coutts	NZL	Worlds	Standard	81	895.6	Jeremy Hood	GBR	Junior Worlds	Standard
12	961.6	Dave Watt	GBR	Europeans	15m	83	895.3	Jay Rebbeck	GBR	Junior Worlds	Standard
13	961.1	Holger Karow	GER	Worlds	Open	83	894.5	R. Schramme	Ger	Europeans	Standard
14	959.9	J. W. Andersen	DEN	Worlds	Open	83	893.9	Alena Netusilova	CZE	Europeans	15m
15	959.8	Olivier Darroze	FRA	Worlds	World	86	893.6	Gyorgy Gulyas	HUN	Europeans	15m
16	958.6	Goeran Ax	SWE	Europeans	15m	86	893.2	Owain Walters	GBR	Junior Worlds	Club
17	958.3	Oscar Goudriaan	RSA	Worlds	Open	88	890.5	Vytautas Sabeckis	LTU	Worlds	18m
18	956.3	T. Bode	GER	Europeans	Open	88	890.0	Robert Sleczkowski	POL	Europeans	Open
19	954.9	Holger Back	GER	Europeans	Open	89	889.2	A. Horn	GER	Worlds	15m
20	952.6	William Bartell	USA	Worlds	15m	90	889.0	Gillian Spreckley	GBR	Women's Worlds	15m
20	952.1	J. Henry	FRA	Worlds	World	91	888.6	M. Kovalchuk	UKR	Europeans	15m
22	951.8	Stefano Giorzo	ITA	Worlds	15m	92	887.8	Dariusz Zawirski	POL	Europeans	15m
23	948.7	Z. Nieradka	POL	Worlds	World	93	887.5	Thorsten Tacke	GER	Europeans	Open
25	948.1	Claus Triebel	GER	Europeans	Standard	93	887.2	Valentina Toporova	UKR	Women's Europeans	15m
25	947.2	Y. Jeanmotte	BEL	Europeans	Standard	96	886.5	Rien Bastiaanse	NED	Europeans	Standard
25	946.1	G. Ittner	USA	Worlds	15m	97	885.7	Doug Jacobs	USA	US Nationals	15m
27	944.6	Alister Kay	GBR	Europeans	15m	97	884.2	Angelika Machinek	GER	Women's Worlds	15m
27	944.4	H. A. Breidahl	DEN	Europeans	15m	99	882.6	Pavel Louzecky	CZE	Worlds	Club
29	943.2	Janusz Centka	POL	Worlds	15m	100	882.0	W. Janowitsch	AUT	Worlds	15m
30	942.8	R. Brigliadori	ITA	Europeans	Standard	101	881.6	Werner Danz	CZE	Worlds	18m
31	942.1	Gerrit Kurstjens	NED	Worlds	Open	101	880.2	H. Muszczynski	POL	Worlds	Standard
32	941.7	Mariusz Pozniak	POL	Worlds	15m	103	880.1	O. Blankenzee	NED	Europeans	Standard
32	941.5	Peter Harvey	GBR	British Nat's	Standard	103	879.9	D. Schmid	SUI	Worlds	Open
34	939.5	Antti Lehto	FIN	Europeans	15m	105	879.7	Ray Gimmey	USA	Worlds	Open
34	939.4	Richard Hood	GBR	Worlds	Club	106	879.1	Bernd Gauger	GER	Worlds	18m
36	937.1	Martyn Wells	GBR	British O'seas Nat's	Handicap	107	878.8	Mario Kiessling	GER	Worlds	Standard
37	936.1	Sarah Steinberg	GBR	Worlds	World	108	877.8	Manfred Hahn	SUI	Europeans	18m
37	935.6	Andy Davis	GBR	Worlds	Standard	108	876.4	A. Silvanovitch	RUS	Worlds	World
39	935.4	Michael Grund	GER	Worlds	15m	110	875.8	Bostjan Pristavec	SLO	Europeans	18m
39	935.3	L. J. Goudriaan	RSA	Worlds	Open	110	875.5	I. Renner	AUS	Worlds	Open
41	932.0	Sebastian Kawa	POL	Worlds	World	112	875.4	Peter Toft	DEN	Junior Worlds	Club
42	931.3	Henry Romeijn	NED	Worlds	15m	113	875.0	Ruedi Schild	SUI	Worlds	Open
43	930.3	Erwin Ziegler	GER	Worlds	Standard	114	874.7	A. J. Boye-Moller	DEN	Europeans	Standard
44	930.0	Paul G. Crabb	IRL	Europeans	Standard	114	874.6	Sylvain Gerbaud	FRA	Junior Worlds	Club
45	929.3	Laszlo Halasz	HUN	Europeans	Standard	116	872.8	Claire Luyat	FRA	Women's Europeans	Club
46	928.9	Petr Krejcirik	CZE	Europeans	18m	117	871.9	L. Lejeune	FRA	Europeans	15m
46	928.2	Gerard Lherm	FRA	Worlds	Open	118	871.6	Karl Striedieck	USA	Worlds	15m
48	927.3	Stephen Grabb	IRL	British O'seas Nat's	Handicap	118	870.4	J. Payne	USA	Worlds	Open
48	926.3	Eric Napoleon	FRA	Worlds	Open	120	868.1	D. Van Landeghem	FRA	Junior Worlds	Club
50	925.3	Sebastien Dubreuil	FRA	Worlds	World	121	867.9	Marcel Duenner	SUI	Europeans	Open
51	923.8	Ronald Termaat	NED	Europeans	15m	121	867.7	T. Kiiha	FIN	US Nationals	15m
52	923.4	Luciano Avanzini	ITA	Worlds	Standard	121	867.7	Tamara Sviridova	RUS	Women's Worlds	Club
53	923.0	Russell Cheetham	GBR	Worlds	Open	123	866.9	H. Weiss	GER	Europeans	Standard
54	922.7	Gilles Navas	FRA	Worlds	15m	124	866.3	Stig Oye	DEN	Europeans	18m
55	922.6	T. Gostner	ITA	Worlds	15m	124	865.3	Dirk Reich	SUI	Worlds	Club
56	922.3	Leigh Wells	GBR	British O'seas Nat's	Handicap	126	864.9	Peter Hartmann	AUT	Worlds	Standard
57	920.1	Mak Ichikawa	JPN	Worlds	Standard	126	864.9	John Buchanan	AUS	Worlds	Open
58	920.0	Ed Johnston	GBR	British Nat's	Standard	125	864.9	Rubaj Tomasz	POL	Europeans	Open
59	919.8	Pete Masson	GBR	Worlds	Club	130	864.5	John Tanner	GBR	Junior Worlds	Club
60	918.1	B. Selen	NZL	Worlds	Standard	130	864.0	P. Szabo	HUN	Europeans	Standard
60	918.1	Boerje Eriksson	SWE	Worlds	15m	130	862.6	Sander't Hart	NED	Junior Worlds	Club
62	917.8	Stanislaw Wujczak	POL	Worlds	15m	131	862.0	Paul Wijsmann	NED	Worlds	Club
63	915.1	Jose Jaime	BEL	Europeans	Standard	132	861.0	J. Rouaux	FRA	French Nat's	Open
63	914.4	Robert Scheiffart	GER	Junior Worlds	Club	133	859.6	Gyoergy Kubitsch	HUN	Worlds	Open
65	913.9	Tim Scott	GBR	Worlds	Open	134	859.0	Afandi Darlington	GBR	Worlds	Club
66	912.8	Rolf Friedli	SUI	Europeans	Standard	136	858.1	M. Van Bree	NED	Europeans	Standard
66	911.6	R. Lindell	SWE	Europeans	Standard	137	858.0	B. De Boer	NED	Europeans	Standard
68	910.7	Justin Wills	GBR	Worlds	15m	139	857.8	Mischa Konings	NED	Europeans	Standard
68	908.8	M. Sommer	GER	Worlds	Open						
70	907.2	Milos Dederer	CZE	Europeans	15m						
71	904.5	Martin Smit	NED	Worlds	Standard						



Rank	Rating Score	Name	Nationality	Best Performance	Class
137	857.8	Barthélémy Gras	FRA	Junior Worlds	Club
139	857.7	Gee Dale	GBR	British O'seas Nat's	Handicap
140	855.9	Katrin Senne	GER	Women's Worlds	15m
141	854.5	Matthias Sturm	GER	Worlds	Club
142	853.8	Claudio B. Duarte	BRA	Worlds	World
144	852.7	Annette Klossok	GER	Women's Worlds	15m
145	853.2	Luke Rebbeck	GBR	Junior Worlds	Club
145	852.6	Viliam Kubovcik	SVK	Worlds	Club
146	850.3	Krystyna Marszalek	POL	Women's Worlds	Club
147	849.9	Karl Rabeder	AUT	Coppa Intl del Mediterraneo	15m
148	849.3	M. Holliday	RSA	Worlds	15m
150	849.0	Jesper Engstroem	SWE	Worlds	Standard
150	848.6	Axel Reich	GER	Worlds	World
151	848.4	K. Staryszak	POL	Worlds	Club
153	847.3	Igor Kolaric	SLO	Europeans	Open
153	846.0	Christian Auer	AUT	Europeans	15m
156	843.7	Jan Cesnek	SVK	Europeans	Standard
156	843.4	G. C. Harrison	NZL	Worlds	Standard
156	843.4	N. Ternholt	DEN	Europeans	Standard
158	840.5	Esko Lehtonen	FIN	Worlds	18m
158	839.5	Thomas Wartha	GER	Worlds	World
160	839.0	Dave Allison	GBR	Junior Worlds	Standard
162	838.5	Mogens Hoelgard	DEN	Europeans	Standard
161	838.3	Sandor Laurinyecz	HUN	Europeans	18m
163	837.3	Philippe De Pechy	FRA	Worlds	18m
164	837.0	Josef Kozar	SLK	Worlds	18m
163	837.0	Hank Nixon	USA	Worlds	Club
165	836.7	Markus Gaeumann	SUI	Worlds	Open
166	836.1	Patrick Tuckey	USA	Worlds	World
167	835.4	Ron Tabery	USA	Worlds	Open
167	835.4	Bozena Demczenko	POL	Women's Europeans	15m
169	835.0	Holger Spangenberg	GER	Junior Worlds	Club
170	834.8	Benjamin Schulz	GER	Junior Worlds	Standard

Rank	Rating Score	Name	Nationality	Best Performance	Class
171	834.7	Jana Veprekova	CZE	Women's Europeans	15m
172	833.6	Bengt Aronsson	SWE	Worlds	Open
173	832.8	Thorsten Mauritsen	DEN	Junior Worlds	Standard
174	832.7	Daniel Thut	SUI	Worlds	Open
176	831.8	Eric Soubrier	FRA	Worlds	Standard
176	831.3	Erazem Polutnik	SLO	Europeans	Open
178	830.5	John Byrd	USA	Worlds	Standard
177	830.5	François Pin	USA	Worlds	World
181	829.1	G. Parker	AUS	Worlds	15m
182	827.1	Christophe Ruch	FRA	Worlds	Club
183	826.4	Dave Mockler	USA	US Nationals	15m
184	826.3	Hana Zejdova	CZE	Women's Worlds	15m
185	824.7	T. Claffey	Aus	Worlds	Standard
186	824.6	Steen Elmgaard	DEN	Worlds	Club
187	824.3	Hana Vokrinkova	CZE	Women's Worlds	Club
188	824.1	Ludwig Starkl	AUT	Worlds	Open
189	823.6	Benjamin Neglais	FRA	Junior Worlds	Standard
190	823.5	M. Pechanec	CZE	Europeans	Open
191	820.5	Arkadiusz Downar	POL	Junior Worlds	Standard
192	818.6	Henry Rebbeck	GBR	British O'seas Nat's	Handicap
193	817.9	Luis F. Improta	BRA	Worlds	World
194	817.8	M. Gaumann	SUI	Europeans	Open
195	816.0	Vittorio Squarciafico	ITA	Coppa Intl del Mediterraneo	15m
196	815.8	Thomas Gilbert	AUS	Worlds	Club Class
197	815.6	Peter Baker	GBR	British O'seas Nat's	Handicap
198	815.2	Gunther Stahl	GER	Junior Worlds	Standard
199	813.7	Maros Divok	SVK	Europeans	18m
200	813.0	Kovalchuk Mykola	KM	Worlds	18m

This is the first such list and will be improved over the next few years. Club class has not been included as a Level 1 event but will be in the future.

The complete list can be viewed on website [www.fai.org].

It was not without a little pride that Carruthers, ever vigilant, spotted the four birds thermalling in the distance.

Cartoon by Codez





# THE GATHERING OF MOTHS

## Mt Beauty 2002

**Michael (Sky Cruiser) Rose**

BARRY (BARKY) WOOD AND I DECIDED TO STRIKE OUT FROM OUR HOME BASE AT BENALLA AND TRAILER MY MICROLIGHT 'SKY CRUISER' TO THE "THE GATHERING OF MOTHS" AT MOUNT BEAUTY ON 23 NOVEMBER LAST YEAR. WE HAD NOT ATTEMPTED TO TRANSPORT A TRIKE BEFORE, PREFERRING TO OPERATE OUT OF BENALLA, SO THIS WAS TO BE QUITE AN ADVENTURE FOR BOTH OF US. FORTUNATELY PETER LUCAS HAD DECIDED TO COME UP TO SAMPLE SOME OF OUR EXCELLENT BENALLA FLYING WEATHER (WE HOPE) SO HIS "SUPERVISION" (COMPLETE WITH DIRECTOR'S CHAIR AND REFRESHMENTS WHILE WE DID THE ACTUAL WORK) WAS VERY MUCH APPRECIATED.

Our first lesson was a reminder to beware of the tail-heavy tendency of a de-winged trike. We were trying to guide the wheels up the ramp onto the trailer and everyone was concentrating on the wheels (so forgot to hold the nose down) and the trike tipped over almost onto its butt. Luckily everyone grabbed it and the propeller only just touched the ground with no damage done – thank goodness, thought I would have to tell my wife to forget about Christmas presents this year.

Finally after at least an hour (we were being coached you must realise) 'Sky Cruiser' was securely tied to the trailer and we were ready to depart for Mt Beauty.

We arrived at Mt Beauty around 4pm and thought we had arrived in Trike Heaven. Great scenery, God's country, with mountains on all sides and everywhere we looked there were trikes and more trikes, many from the Southern Microlight Club. It was good to catch up with many of our friends and fellow club before knuckling down to the task of putting Sky Cruiser back together again. This time we had even more assistance, with a lot of help from Wally Weiner (you should be an instructor Wally). Set up took about 30 minutes and we were ready to get flying again.

Now we had completed all the hard work we could look around the airfield and talk flying. In addition to trikes there was a good turnout of ultralights, powered parachutes, powered paragliders and one gyrocopter with very long legs and an 'interesting' cabin heater.

There was also at least one Russian origin war bird and a number of newer and vintage light aircraft and some glider types.

Finally the word went around that it was microlight flying time because the thermals were reducing. Well, talk about rush hour with every person and his dog (or was that a strange looking passenger?) pre-fighting their aircraft, moving aircraft, starting up engines, discussing local procedures and frequencies, and of course running up engines and taking off. Anyone know how to insert a new frequency into the darned radio?

In next to no time the air was full of everything that could fly and a lot of very happy pilots. The area frequency was used for local traffic, which became a little congested with all the commercial types trying to submit flight plans and other traffic services. I reckon there should be a special frequency for this type of event.

Talk about a gathering of moths – there certainly was a gathering of trikes! They were everywhere – above us, below us and at the same height. There were powered parachutes closer to the ground exploring the paddocks which they are well suited for, and it looked like some other aircraft were planning to fly over Mt Bogong, Victoria's highest mountain, judging by their altitude.

Barry was busy video filming in the back seat and every now and then a camera would pop over my shoulder, but by the time I realised I may be on camera and was about to put on a cheesy smile it disappeared again.



Cruising down the valley



On final at the airstrip



Sky Cruiser arrives at Mt Beauty





The flying up the Kiewa Valley was pretty well hands off and very smooth. We decided to follow the river valley with green paddocks and mountains on both sides. We got as far as the Dederang substation before we decided to return, being mindful that the sun was on its way down and in the mountains it tends to get dark quickly. We wanted to find our way home safely.

Landing on runway 32 was quite an experience; first flying towards some hills/mountains then making a sharp turn parallel to the hills for base, and turning final and descending down the hill for final approach. We were a bit high on our approach – but we didn't want to upset the locals by knocking off their TV aerials (that's my excuse and I'm sticking to it). It would be better to have used runway 14, but most were using 32 and we didn't want to be different. We had one go around due to traffic congestion and kept clear for a while until a fast tinny landed (not met this much traffic since my light aircraft days at Moorabbin).

Quite a few aircraft arrived back at the strip as the sun was setting behind the mountains. These aircraft were still illuminated by the sun's rays and the engines purred away as they do in nil wind conditions. The lights fitted to most trikes were an obvious visual aid when approaching and within the circuit. A powered paraglider was the last to arrive and demonstrated its incredible manoeuvrability with a precision landing in his pack-up area; a great flying machine if you have strong legs.

We finished the day by enjoying some great company, food and other refreshments at the Country Club. Most of the large turnout kept in their applicable 'squadron' depending on what you flew, clubs and usual airfield.

Sunday morning dawned with someone taking off and flying over the hotel at about 5:45 am. No wonder the locals sometimes get upset at us. At least it wasn't a trike (we don't do that sort of thing, do we?). There was a slight wind which gave indications of increasing in strength, so Barry and I decided to limit our flight duration as we had to pack up the trike, trailer it back to Benalla and then have a three hour drive back to good old Melbourne. There were fewer aircraft in the air compared with the previous evening – some heavy partying last night, or were we the only masochists who get up at 6 am on Sunday? We were high again on landing (same excuse).

Someone apparently 'accidentally' activated an emergency beacon. I'm not sure how you manage to do this; my unit has been designed to prevent this happening. Of course, this tends to upset the authorities, who have to try and determine if it's for real or not. If you keep upsetting authorities they increase the rules and that can't be good for recreational flying.

All in all it was a great weekend adventure with some four hours flying. My congratulations and thanks to the organisers of the "Gathering of Moths". We enjoyed the sausage sizzle breakfast, those cold drinks, and look forward to attending next year and meeting some more of the pilots and learning more about their different flying machines.

We both wish to fly over Victoria's highest mountain – so we'll be back with both trikes in the future.



Photos: Barry (Barky) Wood

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# HGFA General Manager's Report

**F**irstly on a personal note, I have some health problems at the moment which are taking a lot of my time. The office staff, Kev Magennis and the Safety and Ops Committee reps, Comps Committee reps and the Board members will be covering for me for a while. The office staff are able to deal with most matters, and if not, they can pass your inquiry on to someone who can.

## Constitutional Ballot Result

Thanks for your response to the constitutional ballot. An unanticipated delay from the printer resulted in the mail-out being so close to Christmas. Despite this, there were 372 ballots lodged, with members obviously identifying that the changes are desirable, results were:

Votes for the resolution:	371
Vote against the resolution:	0
Invalid vote:	1

A copy of the updated Constitution is available for downloading from the HGFA web site or as a hard copy from the national office.

## Smokin'

Our summer flying events suffered from the fires and smoke affected weather, with the five kilometre minimum visibility requirement for our operations affecting many flying days. Some event round numbers were down as a result, though the Corryong hang gliding event couldn't even get started. Obviously many lost more than just air time!

## When to Fly?

As predicted, radical summer weather conditions prevailed; and several "conditions related" serious injury accidents occurred, particularly in paragliding. Several accidents involved very experienced Aussie pilots flying in conditions bordering on being safe; several accidents involved pilots from overseas, without similar experience. Prior to a couple of these latter accidents, local pilots had advised the visiting pilots that conditions would be potentially dangerous in the middle of the day, and on several occasions pilots were specifically advised against flying. Despite this advice, there were a couple of pilots injured attempting to land in rough air.

Our obligation here can only be to offer advice on request, the onus of safety always remains on the individual pilot. Sure, we can provide advice against flying, but sadly having travelled around the world to fly here, the pressure visitors place on

themselves to fly, regardless of conditions, is often considerable.

## Compliance and Disciplinary Issues

Following on from control of operations at hang gliding and paragliding sites, the following clarifications were sought by the South West Microlight Club in WA.

### Q. What authority does a Microlighting Chief Flight Instructor have on an airfield?

A. The authority of a microlighting CFI regarding any operational requirement is provided in the HGFA Operations Manual under Sections 6.3 & 7.8.

Section 6.3 refers to the general control of operations at any airfield. The first subsection outlines the requirement for a duty pilot to be elected from the pilot certificate holders present with the aim of seeking to ensure that all operations are conducted in a safe manner – particularly where there are a variety of aircraft types operating together.

Section 6.3.1 (b) states: "*Where aircraft operations are operating from an airfield that is a training field, the Chief Flight Instructor of the Training Facility will have the authority to control and direct weightshift microlighting operations.*"

A CFI accepts the responsibility to foster compliance with CFI appointment (as per 7.8.3.4 (h)). Similarly hang gliding and paragliding CFIs are obliged to set and monitor high standards of operational compliance. Where the CFI deems it necessary, this can include checking pilots, aircraft logs, pilot log books or aircraft.

### Q. Once a pilot gains a certificate, isn't he/she more or less a free agent regarding operations?

A. In microlighting this is basically the case (in hang gliding and paragliding the pilot is initially restricted to fly with more experienced pilots). However, as required by the HGFA Operations Manual and the HGFA Constitution, all pilot certificate holders are obliged to operate in accordance with regulatory and operational requirements. In lieu of having oversight restrictions as per our gliding sports, microlight pilots undergo additional supervised CFI training (this is basically equivalent to the "intermediate" gliding certificates – the next rating up from the restricted certificate).

### Q. What process is utilised and what penalties apply when illegal incidents are reported to CASA?

A. Under the HGFA contract with CASA to administer our sports, the federation is obliged to "seek to ensure" that all members

of the federation operate their aircraft in accordance with legal requirements. Additionally under the same contract, the HGFA is obliged to investigate alleged breaches to the Civil Aviation Regulations (CARs) and Civil Aviation Orders (CAOs).

The federation has for some time sought to establish a formal protocol with CASA outlining how various complaints and reports of illegal flying operations are handled. Despite our efforts, there is not yet a joint written policy – that the federation is aware of anyway – though CASA would likely have something documented to establish internal policy for CASA Officers. I have always had a belief that the federation disciplining members is preferable to having a CASA Officer or a Public Prosecutor draft a case for a Court of Law. This policy of self-disciplining members is supported by the HGFA Management Board.

In practice, complaints are handled as follows:

A pilot is reported for a breach to operational requirements either by a member of the public to the Police or CASA; or by a federation member or club executive to me as the HGFA General Manager or to the National Office. Complaints can include any breach to CAOs, CARs, Ops Manual, club rules, HGFA training requirements, etc.

The Police usually seek advice from CASA or the federation as to what to do about the complaint. Most police officers are reluctant to become involved in dealing with breaches to the Civil Aviation Regulations and Civil Aviation Orders, so once CASA or we advise that the federation is able and willing to take action, the police are generally happy to pass the complaint to us. However, there have been instances in the past where the police have insisted that a Public Prosecutor be involved in drafting a case for the Courts (though to my knowledge this has only happened where the pilots involved had let their federation membership lapse).

CASA will usually pass the complaint on to the federation for action, with a request for feedback to be provided outlining what action the federation takes in dealing with the complaint. CASA have stated that if they determine that the federation's action is inadequate in dealing with a complaint, they reserve the right to have a case put to the Dept of Public Prosecutor (through the CASA Compliance Division). I am unaware of this ever happening to date. In reality sport aviators are low priority for CASA, and providing we can retain our reputation of being a reasonably responsible group of pilots, this will hopefully continue to be the case.

The federation deals with complaints in accordance with Part 5 of the HGFA



Constitution utilising a Disciplinary Tribunal and Appeals Tribunal system (for the information of members these rules are reprinted in the Operation Manual Section 7.2). This procedure entails making investigations into the incident (which I do either in person or through delegation to a club executive member, senior safety officer or instructor examiner). Written witness reports are sought; then a written complaint is set out and put to the pilot for a formal response in writing. The pilot's response may be accompanied by any supporting statements or submissions relating to the matter; or other aspects of the pilot's flying (of whatever relevance); and on penalty should the matter be found proven and considered by the tribunal to warrant a penalty being applied. However, a pilot may request that penalty be addressed subsequent to the tribunal's finding as to guilt.

HGFA tribunals can only apply penalties by warning pilots or removing privileges or qualifications that the federation has provided; ie: pilot certificates, endorsements or membership can be suspended for a set period or revoked.

Over the past 10 years there have been around two or three serious complaints received by the federation per annum. Half of these have led to tribunals being used to determine an appropriate course of action. Penalties applied have varied from warnings to suspension of pilot certificates, membership and several instructors have had their instructor qualifications suspended. As a guide, on several occasions in the past pilots have blatantly ignored requirements and flown into a CTA approach corridor resulting in near-misses with small capacity passenger aircraft – the penalties were pilot certificate suspension for three or six months. Over the years there have been several pilot's utilise the appeal tribunal system, though generally the appeal tribunals have supported the original decision.

Where a pilot complaint is taken on by CASA and put to a Court, the penalty would be applied by the judge or presiding magistrate.

There was an ex-HGFA member carrying out illegal joy-flights in WA some years ago charged by the public prosecutor. The magistrate asked how much his microlight was worth and the fine matched that figure!

The vast majority of pilots see that our operating requirements are not onerous, being drafted with the aim of fostering safety - that is safety of the public, other airspace users or pilots themselves.

I believe that our current system best provides us the opportunity to safely and  
March 2003

responsibly enjoy our flying without having "big brother" unduly ruffle our feathers.

## Accident Reports

### No 1.

**Pilot:** Adv PG certificate holder  
**Experience:** 250 hours total,  
20 hours last 90 days  
**Glider:** High performance PG  
**Pilot injury:** Fractured elbow (ulna)  
**Glider damage:** Nil  
**Location:** Inland mountain site  
**Conditions:** 5-15 kt head/crosswind,  
high temperature,  
strong turbulence

#### Description:

Just after launch, wind increased considerably; gained 100-150ft then 50% collapse on RH side; did one spiral then stopped spiral but canopy fell backwards – stalled. Remained stalled/collapsed for about the 10 seconds it took to fall back into hill. Hit backwards, hard; helmet back protection, boots did their job, must have had elbow stuck out, resulted in fracture.

#### Comment:

Time of the incident was 3pm, conditions certainly appear to have played a major part.

### No 2.

**Pilot:** Adv PG certificate holder  
**Experience:** 173 hours total,  
21 hours last 90 days  
**Glider:** High performance PG  
**Pilot injury:** Puncture wound to leg  
requiring hospitalisation  
**Glider damage:** Small canopy tear  
**Location:** Inland mountain site  
**Conditions:** 2kt headwind, high  
temperature (35°C),  
moderate turbulence

#### Description:

Alpine launch into weak cycle. Glider inflated well and cleared launch slope, flew straight away from hill. Glider entered full frontal collapse and fell quickly to tree height. Glider partially re-inflated and turned toward hill. Pilot was swung into trees and glider was caught in trees. Pilot collided with tree base and ground using rear of harness to minimise injury.

#### Comment:

Again the time of the incident was 3 p.m. - the pilot commented that there was nothing that could be done to have averted the collapse. Similar comments on other reports filed over the summer are of major concern - safety cannot be a lottery - it isn't that long ago that no-one would fly during the extreme conditions midday / midsummer - and from what I hear current equipment isn't that much more forgiving than in the past.

Fly safely, Craig Worth



# High Adventures



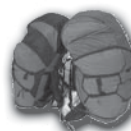
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# GFA Development Officer's Report

Terry Cubley

**I have been talking to a few small clubs recently about some of their issues. Many of these issues are a result of their small size, something that larger clubs just don't have to worry about.**

One of the biggest issue revolves around insurance. Aircraft insurance is one item: a small club cannot afford to lose its one and only glider and therefore has to insure. Many larger clubs self-insure or reduce the value insured. If you have five to six gliders you can afford to lose one for some time if it is damaged. When you have one or two gliders then some damage makes a major impact on your operation. Airfield public liability insurance is another matter, especially if the club doesn't own the field. The real owner may become a little nervous if you don't take out liability insurance.

Now, let's divide the premium for all of this insurance between 10 to 15 members. All of a sudden, the annual membership fee becomes quite significant. If you can divide this premium between 80-100 members you are in a much better situation.

One small club is currently considering its option in this regard. One consideration is to join forces with another larger club, possibly becoming a 'wing' of the larger club. This has certainly got some potential benefits – to both clubs. The smaller club will benefit from some financial support, the larger club will benefit from having alternative sites to fly from. Provided this is done carefully, without fear of a 'takeover', then some mutual benefits can be provided.

Even if they don't go to this extreme of 'amalgamating', there are potential benefits from a close alliance between small clubs and large clubs.

The major problems for small clubs relate to

- receiving enough income from their operation to cover costs
- getting maintenance performed on club gliders when you only have one maintenance person
- providing instruction on a regular basis so that new members are encouraged (if you have to instruct every weekend then it becomes a little demanding over time)

By forming an alliance with a large club, some of these issues can be addressed.

Visits to the country site by the large club can bring in good income from additional launching, glider hire and catering/bar profits.

The large club can provide support by performing an annual inspection on the glider, possibly loaning another glider for the period involved.

The large club can support through running training camps for new students at set times of the year.

For example, consider the Temora club. This is a very small club which owns only one two-seat glider and has a limited number of instructors. The Temora site is one of the better soaring sites in Australia, and many of the Sydney and Canberra clubs visit over summer for their club camps and for badge flying. Temora cannot really provide regular instruction and the club therefore has a problem in trying to increase its membership.

It will obviously need support from the big city clubs to ensure that the facility remains available into the future. This support can come from regular visits to the site, and possibly from the provision of some training camps at Temora, run by larger clubs, with the intention of increasing the number of local members at Temora. I believe that some of the larger clubs are considering some options here.

Of course, there are a number of small clubs in the Wagga area which may actually benefit by increased cooperation. The three or four small clubs in this area may get some benefit by sharing some resources and some of the workload.

There are many such examples around the country. More than half of our clubs have fewer than 20 members. It appears that 30 to 40 members is the size for a club to be at critical mass, so there are many opportunities for us to make sure that our country clubs remain viable into the future. What can your club do about this?

If gliding ends up with only the large city clubs existing then we will have some major problems in the future. We need to ensure that the sport continues throughout the country regions, this way the city clubs will have a place to go for their camps, competitions and badge flying.

## Cross-country camps

Many clubs have run cross-country camps over the recent new year period – these certainly provide some excellent flying opportunities for our members – many hours are flown, personal goals achieved.

This is reflected in your club's financial results for the year – a good Christmas camp results in a significant increase in income for the year.

My own club sent three of its club gliders to the Australian Club and Sports

Class Nationals at Temora. Even though the competition was impacted by smoke from the many fires at that time, each glider still flew in excess of 40 hours. Great fun for the pilots and great income for the club.

Many clubs run a series of club camps, other than at Christmas. Easter is another good opportunity. Victorian clubs head for the mountains or the Grampians. South Australian clubs head for the Gawler Easter regatta, and the Queensland Easter competitions are well known and attended by most southern Queensland clubs.

The most popular events around the country, at times other than Christmas and Easter, tend to be small regattas or competitions. Western Australia and Queensland tend to focus on their state championship, whilst in other states other events are more popular.

The South Australian coaching week is gaining in popularity, with some excellent flying and coaching available. Some very inexperienced pilots are getting the benefit from those who have many years of flying experience. Also, the regular visits to the Flinders Ranges by many clubs now means that there are gliders there for at least three to four weeks each year. This is supplemented by the Ridge camps at Black Springs.

The New South Wales' event that attracts a lot of involvement is the Narromine Cup Week. This is a non-competition, where pilots get together to attempt personal goals, from Silver C through to 1,000km flights.

Whatever the event, the overall result is that people have a great time socialising and doing some great flights. Enjoyment and enthusiasm increases, and the club receives a financial benefit, both immediately and with the follow -up flying.

I have come across a number of clubs who never promote their members to attend special events, and never arrange special events themselves. You can certainly notice a fairly conservative atmosphere and a lack of enthusiasm in many of these clubs. There are many clubs, however, who do provide significant number of opportunities for their members.

One example is the Geelong Club in Victoria which arranges a Christmas camp for two to three weeks, an Easter camp for one week, a wave soaring weekend in the Grampians plus leaves at least one glider in the Grampians for much of winter (three Diamond Heights last winter), sends club gliders to attend Horsham Week, the Club Class Nationals and State Championships, and ran a cross-country coaching weekend.



The overall result is that glider utilisation is increasing and member participation is improving.

As well as providing a variety of experiences for its members, and giving them experience at flying from a number of different sites, those clubs who do arrange visits to other locations or arrange special events at home, motivate their members to fly more.

It would be good to see some reports of these events in the pages of Soaring Australia – send some of your club magazine articles to the Soaring Australia GFA editor, Anne Elliott, email <annell@hwy.com.au>.

Have a look at our new promotional web site [www.soaring.com.au](http://www.soaring.com.au), click on the gliding icon and see what we are promoting to interested visitors.

Is your club listed? Maybe you haven't returned your club's self assessment? Maybe your contact details haven't been updated? See January edition of Soaring Australia for details.



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## GFA BADGES & CERTIFICATES

### FAI Report – February 2003

#### A CERTIFICATE

Papacek Benjamin D	10778	Qld Air TC
Ledwidge Adam William	10779	Qld Air TC
Flood Robert Patrick	10780	Darling Downs
Austin David Harold	10782	Caboolture
Carter Adrian Thomas	10783	Caboolture
Goda Akinori	10784	Orana
Westlake Mitchell Hugh	10792	QLD AIR TC

#### C CERTIFICATE

David Jo	10727	Darling Downs
Moffitt Peter Anthony	10624	Southern Cross
Midwood Alan Reginald	10667	Darling Downs
Marshall Trevor James	10774	Kingaroy
Fawcett Steve	10724	Port Augusta

#### A B C CERTIFICATE

Ollivier David Keith	10775	Bathurst
Addinell Stuart James	10776	Southern Downs
Wharington John M	10777	GCV
Radloff Trevor Alan	10781	Sunraysia
Behrmdt Robert Bruce	10785	Caboolture
Coleman Benjamin James	10786	Hunter Valley
Izatt Douglas William	10787	Boonah
Gillman John Robert	10788	Beaufort
Eriksson Bengt Johan	10789	Sthn Riverina
Ueda Junzo	10790	Sthn Riverina
Sherriff Patrick Douglas	10791	Sthn Riverina

#### SILVER C

Hudson William John	4446	Waikerie
Semmel Philip John	4449	GCV
Addinell Stuart James	4450	Southern Downs
Dungavell Ross Andrew	4451	Kingaroy
Pryde Richard Fairlie	4452	Southern Downs
Harris Trevor James	4453	Southern Downs
Nash David Anthony	4454	GCV
Newton Mark	4455	Adelaide Uni
Mistry Bhupendra	4456	Bathurst

March 2003

#### SILVER C

Stott Adam Mark	4457	Adelaide Uni
Bart Paul	4458	Darling Downs
Gillman John Robert	4459	B'teaufort
Euda Junzo	4460	Sthn Riverina
Sherriff Patrick Douglas	4461	Sthn Riverina
Berry-Brown Steven	4462	GCV
Thompson Graeme H	4463	Orana
Godden Russ	4464	Lake Keepit
Tankard Lewis Arthur	4465	GCV

#### GOLD C

Raner Keith David	1564	Geelong
Ranftl Erny Lothar	1565	Sydney Gliding
Long David Andrew	1566	Geelong
Jackson Paul Martin	1567	Sydney Gliding

#### DIAMOND GOAL

Addinell Stuart James	Southern Downs
Dungavell Ross Andrew	Kingaroy
Hayhow Bryan	Southern Cross
Ranftl Erny Lothar	Sydney Gliding
Nash David Anthony	GCV
Long David Andrew	Geelong
Jackson Paul Martin	Sydney Gliding
Sherriff Patrick Douglas	Sthn Riverina
Holding Simon Edward	Alice Springs

#### DIAMOND DISTANCE

Raner Keith David	Geelong
Addinell Stuart James	Southern Downs
Johnson Grant Lawrence G	Wagga Wagga
Sanders Norman Karl	Canberra

#### DIAMOND C

Geissler Hilmer Frank	206	Adelaide
Johann Frank Josef	207	Adelaide
Rock Graham Frederick	208	RAAF Richmond

#### 600KM DISTANCE FLIGHT

Bull Richard Philip	83	Bathurst
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#### 700KM DISTANCE FLIGHT

William Malcolm Ross	17	Canberra
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#### 750KM DISTANCE FLIGHT

L'Estrange Heath Edmund	104	Southern Downs
Millott Lindsay John	105	GCV
Lanau Clement	106	Adelaide
Hoye John Michael	107	Lake Keepit
Rickert Graeme Barrie	108	Canberra
Hirotsune Akemi	109	Orana
Edwards Robert Haywood	110	Bathurst

#### 800KM DISTANCE FLIGHT

Anglim Matthew James	7	Southern Downs
Wooley Chris	8	Central Qld
Williams Malcolm Ross	9	Canberra

#### 900KM DISTANCE FLIGHT

Whelan Mark Leonard	10	GCV
---------------------	----	-----

#### 1,000KM DISTANCE FLIGHT

Eckey Bernard Ferdinand	28	Balaklava
Pietsch David Alexander	29	Canberra

Claims for all badges and certificates to:

FAI Certificates Officer Beryl Hartley

PO Box 275, Narromine NSW 2821

Ph: 02 6889 2733 (w), 02 6889 1250 (h)

Fax: 02 6889 2933, Email <[hartley@avionics.com.au](mailto:hartley@avionics.com.au)>

Decentralised Competition entries to:

Chris Stephens

PO Box W48 Wanniasa ACT 2903

Ph: 02 6231 4121, Email <[poboxw48@dynamite.com.au](mailto:poboxw48@dynamite.com.au)>

# Contact Addresses

G L

## 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 66847627, 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

16 Fuller Rd, Arrawarra Headland  
NSW 2456, 02 66541638, <bobgking@  
hotmail.com>.

#### Greenethorpe Gliding Club

Weerona Young Rd, Grenfell NSW 2810,  
02 63431375, 02 63431375.

#### Harden Gliding Club

78 Badenoch Crs., Evatt ACT 2617, 02  
62585554, 02 62578280, 0418 670291,  
[users.bigpond.com/richard.hart/hgc/default.  
html], Sec: Richard Hart 02 62585554.

#### 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 Williamtown Gliding Club

C/o Mr AJ Lee, 10 Federation Dr.,  
Medowie NSW 2318.

#### Royal Australian Naval Gliding Association

PO Box A37, Naval Air Base, Nowra  
NSW 2540.

#### Scout Association NSW Gliding

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

#### Soar Narromine Pty Ltd

PO Box 56, Narromine NSW 2821,  
02 68891856, 02 68892488.

#### Southern Cross Gliding Club

PO Box 132, Camden NSW 2570.

#### Sportavia Soaring

PO Box 78, Tocumwal NSW 2714,  
03 58742063.

#### Summerland Gliding Club

PO Box 820, Lismore NSW 2480,

Sec: David Wright, 02 6621 6495 (w), email:  
<wrights@nor.com.au>

#### Sydney Gliding Inc. (Concordia GC)

PO Box 633, Camden NSW 2570, 0412  
145144.

#### Temora Gliding Club

PO Box 206, Temora NSW 2666,  
02 69772733.

#### Tumut Gliding Club

PO Box 112, Tumut NSW 2720,  
02 69471148.

#### Wagga Wagga Gliding Club

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

#### 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 54632630.

#### 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, Wandoo QLD 4419,  
07 46274080.

### SA Gliding Association (SAGA)

#### Adelaide Hills Soaring Group

PO Box 1, Bridgewater SA 5155.

#### Adelaide Soaring Club

PO Box 94, Gawler SA 5118,  
08 85221877, 08 85223177.

#### Adelaide Uni Gliding Club Inc., Adelaide

#### Uni Sports Association

The University of Adelaide, SA 5005,  
08 88262203.

#### Alice Springs Gliding Club

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

#### Balaklava Gliding Club

PO Box 257, Balaklava SA 5461,  
08 88645062.

#### Barossa Valley Gliding Club

PO Box 123, Stonefield via Truro  
SA 5356, 08 85640240.

#### Blanchetown Gliding Club

C/o 12 Altola 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.

#### Grampians Soaring Club

PO Box 468, Ararat VIC 3377,  
0417 514438.

#### Latrobe Valley Gliding Club

PO Box 625, Morwell VIC 3840.

#### Mangalore Gliding Club

PO Box 80, Avenel VIC 3664.

#### Mount Beauty Gliding Club

44 Roper 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, Tocumwal NSW 2714,  
03 58742063, 03 58742705.

#### Stawell Gliding Club

20 Jones St, Stawell VIC 3380,  
03 53582713.

#### Sunraysia Gliding Club

PO Box 647, Mildura VIC 3500.

#### Swan Hill Gliding Club

PO Box 160, Nyah VIC 3594.

#### Tumbarumba Gliding Club

Mundaroo, Tumbarumba NSW 2653.

#### Victorian Motorless Flight Group

GPO Box 1096J, Melbourne VIC 3001, 0402  
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 232, Narrogin WA 6312, 0407  
088314 or 08 98811795 (weekends).

#### 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>.

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

### Board Members

#### Keith Lush (President)

Unit 1/35 Coode St, South Perth WA 6151,  
08 93673479, 0405 476857, <keith.lush@  
inet.net.au>.

#### 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>.

Stewart Dennis PO Box 118, Dickson ACT  
2602, ph/fax 02 62470008, 0429 158721,  
<sdd20@telstra.com>.

## GFA MEMBERSHIP FEES 2002-2003

Membership:	Normal	Family
NSW/WA/QLD	\$171	\$135
Victoria	\$172	\$136
South Australia	\$175	\$139

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Zone Five
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**Nigel LeLean** 11 Mullaway Rd, Lake Cathie NSW 2445, ph/fax 02 65854723, 0419 442597 (m).  
**Bill Moyes** 173 Bronte St, Waverley NSW 2024, 02 93875114, fax: 02 93693342, <Bill\_Moyes@hgfa.asn.au>.  
**John Reynoldson** 68 Teddington St, Hampton VIC 3188, 03 95970527, fax: 03 9598 1302, <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.

#### States & Regions

##### ACTHGA

PO Box 3496, Manuka ACT 2603; Pres: Steve Foggett 0417 313589 <stephen.foggett@bigpond.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, Peter Kestel, Rene Sedlmaier; SSO: Peter Bowyer 0412 486114. Meetings: 1st Tue/month 7:30pm, Yamba sports Club, Phillip.

##### Hang Gliding Association of WA

PO Box 82, South Perth WA 6151; <hang\_gliding\_association\_wa@hotmail.com>. Admin: Richard Williams 08 92943962, <rickandalice@hotmail.com>; HG Rep: Mike Thorn/Sam Blight 08 92988174 & Steve Hoefs/Dave Wellington 08 93977250; 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@snet.com.au>; Trs: Robert Woodward 08 82977532 (h), <rob\_woodward@alternatopositioning.com>.

##### Tasmanian Hang Gliding Association

19 Christella Rd, Kingston TAS 7050, [www.thga.net]; Pres: Anthony Mountain 03 6229 9011, <anthony.mountain@hydro.com.au>; Sec/Trs: Mico Skoklevski 0418 398624.

##### Victorian HG and PG Association

PO Box 544 Northcote Plaza Northcote, VIC 3070, [www.vhpa.org.au/]. Pres: Geoff Tozer 03 97583250 (h), <gtozer@bigpond.com>; Sec: Adam Dixon 03 96895739 (h), <dna@smartchat.com.au>; SSO: Rob Van Der Klooster 03 52223019 (h). Site weather-boxes: Three Sisters 0409 864700, Buck-land 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 Cattleog Tavern, Mamre Rd, St Clair. March 2003

##### Byron Bay Hang Gliding Club Inc.

PO Box 1903, Byron Bay NSW 2481, [http://bbhg.tripod.com/]. Chairperson: Andrew Polidano 02 66843510, <info@poliglidge.com>; V-Pres: Brett Cook 02 66876907; Sec: Brian Rushton <byronair@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.

##### 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>.

##### Hunter Skysailors

Pres: James Thompson 0418 686199, <james.b.t@hunterlink.net.au>; Sec/Trs: Neil Bright 0412 689067, <enzobright@bigpond.com>; SSO: James Thompson 0418 686199.

##### Illawarra Hang Gliding Club Inc.

Pres: Mark Ryan 0412 424760; Sec: Tim Causser 02 42948110, <timcau@ozemail.com.au>; SSO: James Nathaniel 02 4262 7677, 0413 737077.

##### Kosciusko Alpine Paragliding Club

[www.homestead.com/kapc]; Pres: James Ryrrie 02 62359120, <ryrrialago@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.FlyManilla.com]. Pres: Kevin Chisholm 0404 944395; V-Pres: Suzy Smith 02 6785 6545; Sec: Paul Cox 0417 355897; Trs: JJ Bastion 0427 161504; SSO (HG): Patrick Lenders 02 67783484; SSO (PG): Godfrey Wenness 02 67856545, SSO (Towing): Rhett Rockman 0428 428962; Trikes: Will Ewig 02 67697771.

##### Mid North Coast HG Association

HG contact: Trevor Kee 02 65871213 or 0418 569 660; PG/WM contact: Lee Scott 02 65598655, 0429 844961.

##### Newcastle Hang Gliding Club

PO Box 64 Broadmeadow NSW 2292; Pres: Mick Hurley <fly176@hotmail.com>, 02 49432903; Sec: Adam Donaldson <adnsnic@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 4951 4581 & 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 Vesik; 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: Adrian Le Gras 0417 027 771; SSO: Rob Lepre (HG), Martin Wykoski 0410 575025 (PG). Editor: Nick Purcell 0414 779191, <nnpurcell@ihug.com.au>.

##### Sydney Paragliding Club

PO Box 225, Helensburgh NSW 2508, [www.

sydneyparagliding.com/club/], <sydneyparaglidingclub@yahoo.com>. Pres: Enda Murphy 0412 445741.

#### Victoria

##### Dynasoarers Hang Gliding Club

Pres: Darren Brown 03 5222 8625, 0417 377292, <dbrown@berrymaloney.com.au>; Sec: Dale Appleton 0408 382635; Trs: Greg Holt 0418 516058; SSO: Rob Van Der Klooster 03 52223019, 0408 335559; Publicity Officer: Harry Buckle 03 5221 4544, <monument@pipeline.com.au>. Meetings: 1st Fri/month, venue see: [vhpa.org.au/dyna].

##### Melbourne Hang Gliding Club Inc.

PO Box 8057, Camberwell North VIC 3124; [www.vhpa.org.au/melbourne/], <melbourne@vhpa.org.au>. Pres: Andrew Medew 0425 702957; 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

[www.skyhighparagliding.org]; Pres: Geoff Guest, <president@skyhighparagliding.org>; VPs: John Styles, Alister Johnson; Trs: Clinton Amall, <membership@skyhighparagliding.org>; Sec: Malcolm Marker, <secretary@skyhighparagliding.org>. Meetings: 1st Wed/mth 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, <shnorma@optusnet.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.

#### 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: David Philp 07 55450378, 0407 375035, <pandion2@bigpond.com>; V-Pres: Raphael Mackay 07 55345190; Sec: Karen Sexton 07 55277636, 0410 433711, <kazbahtoo@yahoo.com.au>; Trs: Cameron McNeill 0419 706326, <cameronmcneill@energex.com.au>; SSO (PG): Andrew Horchner 0412 807516, <afactor@gil.com.au>; SSO (HG): Ken Hill 07 55435631, 0418 188655, <kenhill@iprimus.com.au>.

##### 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: Russell 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.

##### Mount Isa Soarers

John Ennis 07 47494834, 07 47433847 (w), 0409 591701, <ennisfamily@bigpond.com>. Visitors must contact John before flying local site.

##### Sunshine Coast Hang Gliding Club

PO Box 222, 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 Ethern 0427 831797.

##### Whitsundays HG Club

Pres: Graham Lee 07 49546726, <gdsrlee@hotmail.com>; Sec/Trs: Ron Huxhagen 07 49552913, fax: 07 49555122, <sitework@mackay.net.au>

#### Northern Territory

##### Alice Springs HG and PG Club

Pres: Brett Lewis 0411 677705.

#### 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, <pblachford@bigpond.com.au>; Sec: Phil Wainwright, <phil@iqpc.net.au>; Trs: Graeme Sharp 08 94457044, <GSharp@stothoare.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.



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