



Soaring

AUSTRALIA

June 2003



**Dusty Demons
Fly It Up**



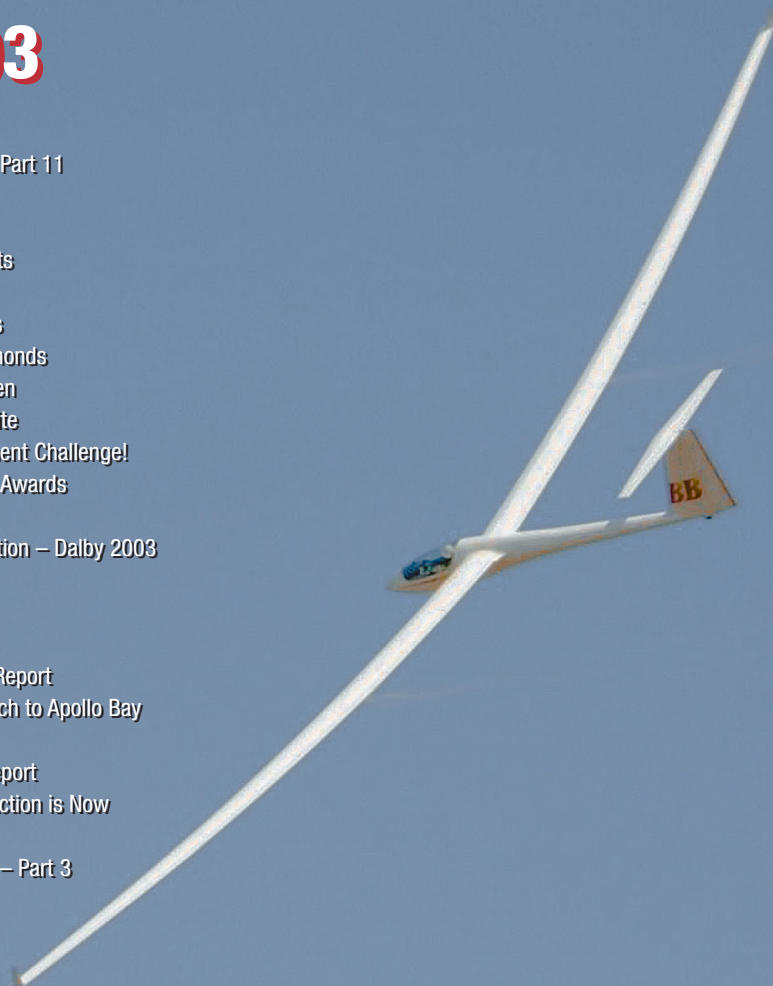
**Queensland Easter
Competition**



**1,500km – The Cross
Continent Challenge**

June 2003

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Good finish BB
Photo: Adam Woolley



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DUSTY DEMONS FLY IT UP

Scott Hannaford

A SMALL GROUP OF PILOTS FROM AROUND SOUTH-EASTERN NEW SOUTH WALES HAD BEEN FLYING A LOT TOGETHER IN CANBERRA, CORYONG AND AT THE COMPS, AND DECIDED IT WAS TIME TO CONTRIBUTE SOMETHING TO THE SPORT AND HOPEFULLY COMBAT THE AILING PILOT NUMBERS IN OUR AREA. WITH AN ATTITUDE OF NOT TAKING OURSELVES TOO SERIOUSLY, WE SETTLED ON THE NAME DUSTY DEMONS AND THUS THE CLUB WAS BORN. SINCE ITS RECENT INCEPTION, SIGNED UP MEMBERS ARE NOW APPROACHING A NUMBER OF 40, AND EVERY FLYING WEEKEND IS MET WITH A GOOD CROWD FROM NEAR AND FAR.

There's nothing quite like organising a fly-in to bring on a good dose of drought-breaking rain. After months of signing up new members and organising our group of flying friends into a proper club, we decided it was time to kick the thing off in style, by planning a big opening weekend to celebrate the birth of Australia's newest hang gliding club, the Dusty Demons.

So it was that with rain all around, cloudbase at 500ft and a very average sound- ing forecast for the weekend, we set off for Tarago Flight Park for our opening weekend.

Despite the less-than promising weather, we started setting up in anticipation of pilots arriving, and sure enough, by 11:30am the carpark was starting to fill. Dusty weekends had already proven to be a big success in the past, and club members from Sydney, Canberra, Wollongong and further afield started arriving.

By midday the sky was starting to appear much more promising and what had looked like being a spot-landing comp suddenly started to look like a very promising day with cu's popping all over the sky. Pilots responded by poking in battens at high-speed and suddenly it was game-on for flying. With a car tow and two trikes dragging gliders into the sky as fast as they could, pilots soon started disappearing from the flight park.

By 3pm most of the aerotowers were gone as well as many of the ground towers, most heading out towards Tarago, Lake Bathurst and towards Lake George.

Luckily for me, by the time I launched the sky had become a perfect patchwork of clouds and gliders, making it easy to bludge a thermal. As per usual, Grant towed me straight into a ripper. I don't know how he does it, but even on days with no lift, he always manages to drop me right in the guts of something promising, and it's usually an absolute no-brainer: release, start turning and up to cloudbase you go.

A quick out and return (well, I almost made it back!) to the Lake Bathurst township proved about the best I could muster for the day, given the increasing headwind. Most of the other pilots landed a reasonable distance from launch, but not far enough away that they were going to get back late and miss the spit roast and icy cold beer! Most pilots had been trying for out-and-returns or triangles.

El Presidente Leeroy, who swears he will never get married or have children, made around 20 small friends when he jumped into the back of a trike with Grant and flew over the kids, dropping bags of lollies attached to parachutes.

Just as the sun started to set, two of our visitors, Jon Durand Jr and Oli "der Hessenmeister" Barthelmes, decided to head up for a photo shoot. Oli jumped in the back of the trike with Joe, and as they towed Jon up, the towering thunderstorms in the distance lit up in a brilliant orange and red as the sun when down behind them.

Jon and Joe ducked and weaved around each other while Oli snapped away with the clouds as a backdrop. Upon landing, Jon very obligingly put on a spectacular show for those on the ground with a couple of loops and a high-speed dive to landing. He also gave club treasurer Dan Watters a lesson in spot landing, stopping around two feet from where Dan was trying to get his photo.

Needless to say that by around midnight once the beer had started to flow, 20km flights had turned into 30km, by 1am they were 50km and by the end of the night most of us were busy telling Jon, Oli and Grant how to fly.

By 10am on Sunday morning most of the sore heads had been dragged out of the back of their respective cars or tents, only to be greeted with a mirror image of the previous morning – grey and wet and looking like it was going to get worse.

But at least it was blowing east, so we headed over to Lake George for some ridge racing.



Grant Heaney overhead in his new toy



Ready for a ride



Some Dusty Demons



Towing the line



Setting up in the paddock

The light winds made it tricky staying up on take-off, but once in the air the sun came out and the day turned on, much to our surprise and delight. All along the ridge gliders were corkscrewing their way towards the clouds. Several of the pilots headed out on to the empty lake bed, picking up strong thermals in the sunny patches.

Many of the club's novices with little thermalling experience found themselves in small gaggles of three or four pilots, all pushing each other to head further on and hunt out the lift together.

It was the largest gathering of hang gliders I have ever seen in the air at the one time in the Canberra region, and with the excellent flying we've been having there of late, it isn't hard to see why.



Setting up at Lake George

Michael Porter and Phil Southgate made the most of a good 300ft up thermal to head over the back of the ridge towards Sutton. Michael's goal of flying to a dinner date near Sutton was thwarted when he arrived over his friend's property, only to find a very

unfriendly cu-nimb squatting over the pad-dock he wanted to land in, forcing him back to where Phil had landed for the same reason, north of Gundaroo.

Most of the rest of the pilots managed around two hours of thermalling around the



Weekend base

Photos: Courtesy Dan Watters

ridge, and those who bombed out earlier in the day were given a second chance at a fly when the seabreeze came in, leaving everyone with a smile on their face and a good story of the day's flying to take home.

Thanks to all who helped make the opening weekend a big success and stay tuned – the Dusties will be back! Check out the website [www.dustydemons.com] for more news on planned flying trips, club comps, or how to join up and come flying with us.



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LIFT – MAKING THE BEST OF IT:

Part 11

Bernard Eckey

CHAPTER 4 – OUTLANDINGS (PART 2)

Welcome back to our discussions on outlandings. Before we go deeper into part two we need to remind ourselves that we are uninvited guests whenever we land in a paddock. Strictly speaking it is trespassing, although we are not doing it by choice but necessity. Every farmer I have met so far had absolutely no problem with that at all and was most helpful in every respect. Sure, a bit of psychology often goes a long way and therefore I suggest you tell the farmer and any onlookers about your flight and explain to them that you were unfortunate enough to run out of lift. Be diplomatic. You will soon have everyone's sympathy and if you then let one or two of the kids sit in the cockpit for a minute or two you will also have an army of helpers going out of their way to make life bearable for you again and to provide company and entertainment until your crew arrives. Think about it and make every attempt to notify the farmer if at all possible – it is a matter of courtesy.

Enough on that, let us get back to paddock selection and the old "wisdom" of landing near a farm or even a pub. Landing safely and without risk to our glider is what matters most and we would be well advised to put convenience very low on our list of priorities. A suitable field is more important than anything else at this point in time. After all, we want to fly the glider the next day, not waste time making arrangements to get it fixed.

Last month we mainly dealt with circuit planning, but today I would like to discuss a few specific outlanding checks. Over the

years I have made a habit of doing them every time I descend through about 2,000ft above ground level and strongly recommend you do the same. Experienced "outlanders" have found an easy way to memorise this checklist because for some reason all items start with an "S" and although I'm not sure I think that's why it's called "5S checklist".

SIZE, SURFACE, SLOPE, STOCK, SWER LINES

Size

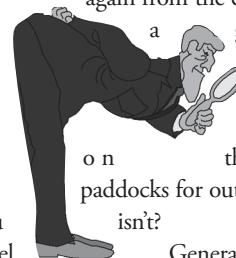
Without a doubt size is the simplest part of this checklist. With a bit of experience and a good dose of common sense every pilot should be able to judge whether the paddock is of a sufficient size to allow a landing without hitting the fence at the other end. Therefore we will not go into this much further especially since paddocks in Australia are generally huge compared with other parts of the world. Still, in the unlikely event that you approach an obstacle (eg: fence) on your ground run it might be advisable to put one wing firmly on the ground. Although this will result in a deliberate ground loop it is more often than not the lesser evil. Just make sure you push the stick forward to keep the tailwheel or the skid off the ground. Your glider will definitely thank you for it. Colliding with a fence is potentially very dangerous, because if the canopy fails the pilot can potentially be decapitated by the wire.

Some European countries have made it compulsory to fit a steel bar just below the perspex as a wire deflector for precisely this reason.

In this context a word or two on visual illusions. Relatively small paddocks will appear much bigger especially after flying at a low altitude for some time. A narrow field can appear longer than it is and a wide paddock would appear much shorter. These optical illusions should be taken into account especially if we have selected an outlanding field with obstructions in the approach path. The resulting touchdown further into the paddock could easily make for a very interesting landing indeed!

Surface

Pilots not born and bred on the land often find it difficult to properly judge the surface (or vegetation) of a paddock from the air, although this skill is much easier to acquire than first thought. Just remember to select a few suitable paddocks while driving to the airfield and later in the day look at them again from the cockpit of



a glider. Repeating the exercise weekend after weekend will soon give you a pretty good idea of the suitability of certain paddocks for outlanding purposes. Easy – isn't?

Generally speaking, paddocks with vegetation more than a foot high should be avoided. As a rough rule of thumb we can say that if we can't see the ground between the crop it is too high. If we can see the wind waving the crop it is clearly much too high and likely to result in a ground loop with some damage to the glider or even to ourselves. However, if we have no choice but to land in a crop we should pretend the top of the crop to be ground level and flare accordingly. Needless to say we should touch down with the slowest possible speed.

Ploughed paddocks should also be avoided at all costs as the ground is normally very soft and/or extremely rough. Some pilots advocate not extending the gear in such emergencies, but as circumstances vary and the type of glider also plays an important role, I prefer not to discuss this subject in greater depth.

By far the best options are fallow or stubble paddocks. Fallow paddocks are simply un-cropped fields, which viewed from the air appear to have a greyish colour. They are always my preferred option as the ground

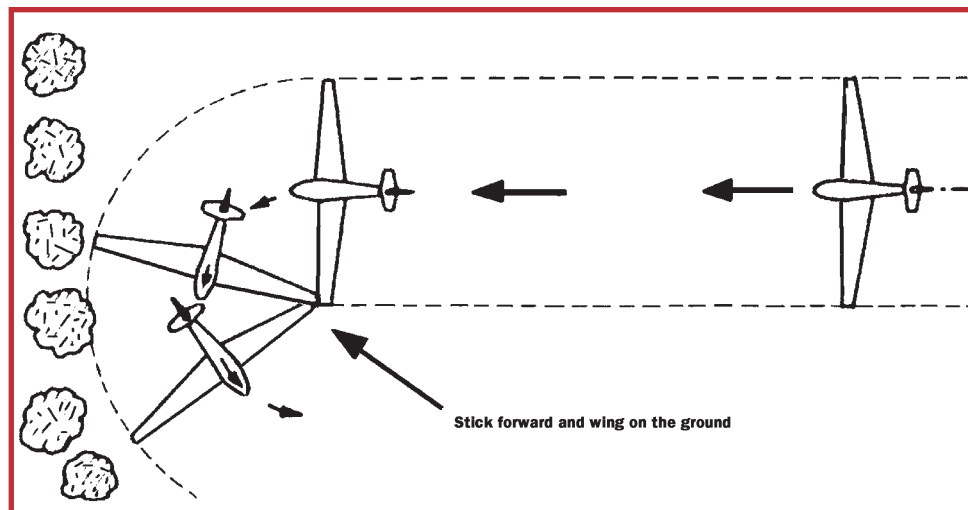


Figure 36: Deliberate groundloop to avoid obstacle

CHOOSING TOO SHORT A LANDING SPACE:*Nice of you to drop in but why did you use the long paddock?*

is generally quite firm with little risk of damaging a farmer's crop. The same applies, more or less, to stubble paddocks but we will usually find that the ground is not quite so firm. Also there is a risk of starting a fire when driving a retrieve vehicle with catalytic converter into them. On the other hand stubble paddocks are easily recognisable from the air due to the tracks left behind by headers and tractors.

Slope

If we can detect any slope from the air – let's forget it. The paddock is simply not suitable. Only in an extreme emergency will we consider landing in such a paddock as slope detectable from the air will prove to be much worse in reality. If committed to land in a steeply sloping paddock consider landing uphill but make sure to allow for the uphill run on our flare.

Australia is blessed with plenty of big, flat outlanding fields. Only when crossing a hilly part of the country with insufficient height can we possibly be faced with a difficult paddock selection. Less experienced pilots in particular should keep it in mind at all times and only venture into difficult terrain if they have the altitude to traverse it safely.

Never ever let a glider take you somewhere your brain didn't get to a few minutes earlier!

Stock

At all cost avoid landing in a paddock with stock in it. Even if we are absolutely sure we can avoid animals on our landing run, it is a good idea to select a different field as some stock is known to have a tendency towards

nibbling on the most expensive parts of our precious gliders.

Funny stories abound with pilots unable to get to a phone because they were kept busy chasing curious cattle away. Cattle seldom have third party liability insurance but still they seem to enjoy the company of gliders. They have managed to step on wings and like the taste of ailerons or elevators and the like. Just imagine you are trying to contact base and notify your crew but are surrounded by cattle and you want to fly the aircraft another day. Also be very suspicious of a single cow in a paddock. It could be a bull unappreciative of the fact that you are invading his territory.

Cartoons: Codez

Horses are known to have bolted and jumped fences. I guarantee that the farmer will not be impressed if he finds you in his paddock and his horses in his neighbour's crop.

Sheep are generally known to take little notice of gliders. When they see a glider dropping into their paddock they tend to run around a bit nervously at first but calm down quickly and reassemble in a remote corner of the paddock a few moments later.

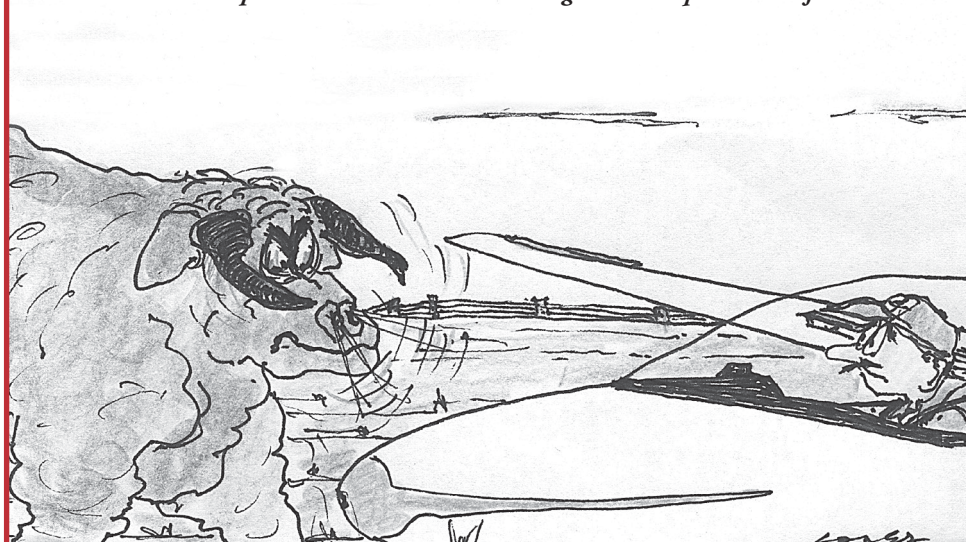
Still, it is a good idea to select another paddock provided this option is available.

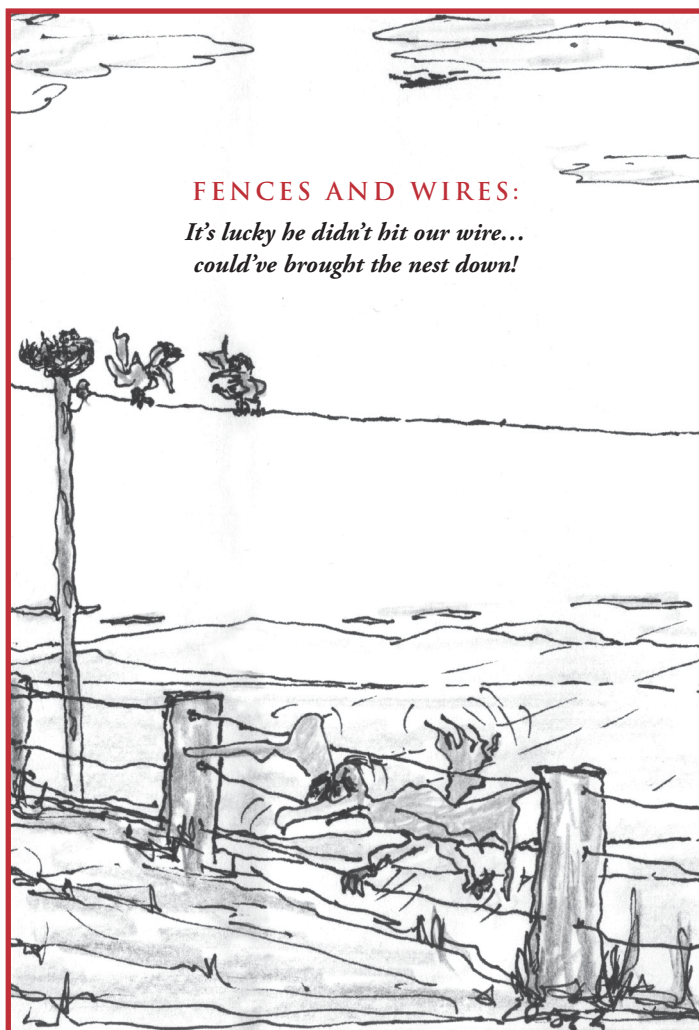
SWER Lines

If that word looks a bit strange to you, don't worry – you are not alone. It stands for Single Wire Earth Return, a method used almost exclusively to deliver electrical power to remote locations in this part of the world. It works fine, but it is a pain in the proverbial (as far as glider pilots are concerned) because these wires are very difficult to see from the air. In fact many pilots (including myself) have given up looking for the wire but search for the poles instead. The poles stand out far better as farmers can't get their heavy machinery close to them. As a result a small area around the poles usually remains uncropped and often this shows up quite well from the air.

The message is clear, never select a paddock without checking first to see if it is crossed (or partly surrounded) by powerlines.

Now that the theory and the "5S checklist" are behind us, let's talk about common sense. Sitting in a comfortable armchair and reading this article every sensible glider pilot

STOCK:*Until this point in time Pablo's outlanding had been quite successful.*



FENCES AND WIRES:

*It's lucky he didn't hit our wire...
could've brought the nest down!*

would agree that it is prudent to prepare for an outlanding when approaching 2,000ft above ground level.

I'm glad we all agree on that point but experience shows that many pilots react very differently indeed when they find themselves in such a situation. Many (fortunately not all of us) get tense and start thinking about the expense, the inconvenience, the competition scores and a potentially long wait for the retrieve crew. As a result pilots tend to cling to even the weakest or the most broken lift at very low levels. More often than not they get lower and lower in the process and fail to realise they have just followed a recipe for disaster. By dropping much below 2,000ft above ground we have deprived ourselves of otherwise available options and very valuable time. The result is we are often forced to rush through our normal landing checks and even forget items on the "5S" checklist. At this point I should remind you that it is high noon to dump any water ballast if we haven't already done so.

Not even the most experienced pilots are immune from wheel up landings, crosswind landings resulting in ground loops, collisions

with obstacles on the ground, landings into unsuitable paddocks etc. simply because they failed to flick the switch.

Yes, you got that right, we need to flick the switch in our brain from cross-country flying mode to outlanding mode. If that switch is not flicked at approximately 2,000ft then one day we will be in big trouble.

Don't get me wrong, it does not mean that we're committing to an outlanding when descending below 2,000ft above ground level. We don't do that in the immediate vicinity of our home airfield and there is no reason for doing it on a cross-country flight. However, it always means that we select at least one (preferably more) suitable paddocks (refer to "5S" checklist)

and ensure that during our ongoing search for lift we do not drift too far away from them.

Let proceed to the do's and don'ts of landing out:

- *do establish the wind direction on the ground and land into wind*
- *do make your decision to outland early enough*
- *do turn the radio off upon final decision on a certain paddock*
- *do not change your paddock at the last minute*
- *do perform your "5S" check before you do your normal FUST check*
- *do calm yourself down and think positive*
- *do ensure you maintain safe flying speed at all times*
- *do tie your glider down with the wings level – always!*
- *do take your drinking water when walking to the nearest phone*
- *do make every attempt to contact the farmer*

- *do inform your crew about your exact location and how to get there*
 - *do find the gate while waiting for your crew*
 - *do make every attempt to notify the farmer concerned*
 - *do maintain a listening watch on your radio while in the vicinity of the aircraft*
- Now onto the don'ts:
- *don't rush through your landing checks*
 - *don't lose concentration, keep focused*
 - *don't pay any attention to the altimeter*
 - *don't experiment in any way, just land the aircraft as normal*
 - *don't taxi towards the gate, keep the ground run short*

As long as these basic principles are adhered to there shouldn't be any problems when the time comes and we have to land away from our home airfield. Like anything else, outlandings can be learned and I suggest you check with your instructor whether he is happy to let you do the first one only a few paddocks down the road. If your first paddock landing is done voluntarily and does not happen with the additional pressure of a cross-country flight it can be a very effective learning experience. It will prepare you for the real thing and when the big day eventually comes you can truly say to yourself: "been there, done that – no worries"

I can honestly say that I have some very pleasant memories from quite a number of retrieves and the funny stories that often go with them. No doubt, the same holds true for quite a number of other committed glider pilots – only very few successfully completed flights are still in their minds, but I can guarantee they haven't forgotten a single paddock landing.

By the same token, outlandings are always inconvenient – they can hurt the pilot's hip pocket as well as his or her ego. Consequently they are not something we do for fun, but on the other hand they contribute a lot to making more refined and more competent pilots out of us.

Only when the initial disappointment of an outlanding is beginning to wear off can the learning process set in. The moment we start to examine why we are "paddock dwellers" and the reasons we are now awaiting our retrieve crew we will start to learn from our mistakes and the long term benefits are already beginning to set in.



To be continued

The GFA Safety Seminars

- Bi-annual safety seminars will again be conducted this year by the GFA in all parts of Australia
- These important safety focused seminars are open to all GFA members
- Meeting items include:
 - review of recent accidents/incidents
 - lookout
 - personal responsibility for safety
 - outlanding accidents
 - local area accidents/incidents
 - open discussion periods
 - questions and answers

LOCATION PROGRAMME AS FOLLOWS:

11 May 2003	Rockhampton (Qld)
24 May 2003	Perth (WA)
25 May 2003	Narrogin (WA)
22 June 2003	Narromine (NSW Northern)
5 July 2003	Canberra (NSW Southern)
19 July 2003	Gawler (SA)
20 July 2003	Balaklava (SA)
3 August 2003	Bacchus Marsh (Vic/Tas)
17 August 2003	Woodbury (Vic/Tas)
31 August 2003	Bordertown (SA)
7 September 2003	Camden (NSW Central)
20 September 2003	Boonah (Qld)
21 September 2003	Gympie (Qld)
5 October 2003	Gosford (NSW Central)
12 October 2003	Corowa (Vic/Tas)

Kevin Olerhead,
Chief Technical Officer Operations

FAI NEWS

Four bids received to host the Third FAI World Air Games

At the closing date for submission of bids to organise the next FAI World Air Games, four valid bids had been received. The bids, from Australia, Italy, Malaysia and Poland, are being evaluated by the World Air Games Coordinating Committee. A decision will be made shortly on which bids are allowed to proceed to Stage 2 of the bidding process.



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Gerrit Kurstjens Darling Downs Soaring Club

OVERALL RUNNER-UP, SPORTAVIA SHIELD

Mal Williams Canberra Gliding Club

LEAGUE I, BATHURST SOARING CLUB TROPHY (BEER STEIN)

Mak Ichikawa Orana Soaring Club

LEAGUE II, NSWGA SHIELD

James Cooper Gliding Club of Western Australia

LEAGUE III, NATIONAL TWO-SEATER TROPHY

Orana Soaring Club

LEAGUE IV, CORFU SHIELD

Stuart Ferguson Canberra Gliding Club

HIGHEST SCORING VISITING PILOT, GFA DCC CERTIFICATE

Ms Akemi Hirotsune Japan

GFA AIRWORTHINESS DIRECTIVES AND ADVICE NOTICE

GFA AD 588 – Issue 1

Type affected: Centrair 101 Pegase, all models, serial numbers 101xx001 to 101xx285 and 101D0501 to 101D0530, where both rudder pedals have not been previously replaced by reinforced pedals.
Subject: Cracking of rudder pedals.

GFA AD589 – Issue 1

Type affected: Pilatus B4-PC-11A and B4-PC11AF, all serial numbers.
Subject: Inspection/replacement of control-column support on frame two.

GFA AN 162 – Issue 2

Type affected: Diamond Aircraft HK-36 R and T series, all serial numbers
Subject: Miscellaneous airworthiness information.



TRIKER HOSPITALITY OUT WEST

Peter Lucas

CHRIS (MY WIFE) AND I ATTENDED A VIETNAM VETERANS REUNION IN PERTH LAST MARCH. A SMALL GROUP OF OLD SOLDIERS MEET EVERY TWO YEARS AND THIS TIME PERTH WAS THE VENUE. WE DECIDED TO MAKE AN EXTENDED TRIP OF IT, HEADING FROM PERTH UP TO BROOME THEN UP AND ACROSS TO DARWIN BEFORE TURNING FOR HOME. WE ALSO DECIDED TO TAKE THE TRIKE AND FLY OVER SOME OF THE PLACES WE HAD BEEN 28 YEARS PREVIOUS WHEN WE TRAVELLED AROUND AUSTRALIA. LAST YEAR WE TOWED THE TRIKE UP TO DARWIN AND FLEW WITH A GROUP OF TRIKERS AROUND KAKADU. THERE WE MET, FLEW AND CAMPED WITH TRIKERS FROM ALL OVER AUSTRALIA AND FORMED LASTING FRIENDSHIPS.



Mandurah from the air with the Peel Inlet and Harvey Estuary in the background

The trip from Melbourne to Perth took six days. We arrived in Perth on Wednesday ready for the reunion on the coming weekend. I called Angus Horwood, a triker we met in Darwin last year, to see if we could store our trike and trailer at his place for the weekend while we attended the reunion. Angus and his wife Cheryl (who we met for the first time) would not have us go to a caravan park for the night and before we knew it Cheryl had a bed ready for us, Angus had a beer in my hand and we were having dinner with them. The next day Angus let us set up the trike and put it in his large shed ready to fly. After our reunion weekend we returned and again we were made most welcome.

Tuesday afternoon Angus showed me his airstrip and I prepared for our first flight in Western Australia. Angus checked with Pearce Air Base to see if the local air space was inactive and we took off, Chris and I following Angus. We tracked for the coast then headed south over the northern suburbs of Perth. The view was fantastic in the late afternoon sun. We could see the Perth skyline in the distance with the northern suburbs below us. Unfortunately the time soon came to head back for Angus' airstrip. We landed in fading light, following Angus, who called to warn us that there were two kangaroos on the strip so we had to land late to avoid them. The next day we went sight seeing around Fremantle but arrived back at Angus'



Bunbury, looking north along the coast

farm too late to for a fly – bummer. The following day, as we packed up the trike, Phil Hodnett from Karratha arrived and started unpacking – it was a case of one in and one out. Angus and Cheryl had made us most welcome and Chris and I hope we can return the hospitality one day.

We had booked into a resort for the next week at Mandurah, about an hour south of Perth. Murray Field was about eight kilometres from where we were staying so I set up the trike and tied it down. The local GA instructors from the Royal Perth Flying Club, Joel and Tim, made us very welcome. We were only able to fly the once out of Murray Field, but again the view from the air was really



Left and above: Over the northern suburbs of Perth

spectacular. We flew coastal past the town of Mandurah with its waterways and beautiful beaches. I was planning to fly down to Bunbury, our next stop, but the weather didn't cooperate. I packed up just before the wind and rain started. Joel had predicted that there would be some sparks in the sky and he was right. We towed the trike down to Bunbury where we stayed as house guests of Roger and Jackie Bunny. We had also met Roger and Jackie in Darwin last year. Roger had spoken with Brendan (the local CFI) had arranged some short-term hangar space for us. This meant we didn't have to worry about the trike (as you do) and could relax that little bit more. Unfortunately I never got to meet Brendan as he and 12 or so trikers were flying around Coolgardie over the Easter holiday. We had been invited to join the group, and would have loved to, but decided it was a bit too far to back track (1,200km there and back). Brendan, thank you for the hangar space.

Chris and I went flying with Roger down along the coast to Busselton. We landed for a warm up and stretch at Busselton before returning back to Bunbury flying inland. Six trikes landed at Bunbury that day as the sun sank in the west. Roger and Jackie were heading to South Australia for a houseboat holiday and we were invited to house sit their home over Easter. It felt strange seeing them off and saying goodbye to them while we were staying in their



Chris getting ready to take off from Busselton. Roger in the background

Photos: Courtesy Peter Lucas

house. We ended up staying over a week at Bunbury and had some memorable flights.

So far we really have enjoyed our drive-fly holiday. Being a tourist in a trike is a great way to see a place and you can pick the places you want to explore further. Leaving Bunbury marked the end of the first part of our trip; from here we are heading up the west coast to Darwin, flying whenever the opportunity arises. The hospitality we have been shown by the trikers of Western Australia to date has been unforgettable. Camaraderie between trikers is something we should all treasure as it adds great value to our hobby.

I will be updating news from our holiday from time to time on the internet at [http://au.geocities.com/peterlucas_au/].



Above: Koombana Bay – Bunbury; right: Bunbury Airfield





Superman, phantoms, rabbits and bananas

Dirty Devils and White Rabbits

– CANUNGRA PUNTERS DRESS
UP TO CELEBRATE 10 YEARS
OF THE PARAGLIDING CENTRE

Karen Sexton

On Saturday, 5 April, local paraglider pilots turned out to help Phil Hystek and Barb Utech of 'The Paragliding Centre' (Canungra) celebrate 10 years of instruction. Phil, who has been teaching us regular people how to 'soar like an eagle', decided this was a great opportunity to stage a Fancy Dress and Accuracy Competition. After seeing the fun that the 'Phoenix Cup' in Bright creates, Phil, Barb and I decided to let the Canungra punters get creative. Most of the locals taught by Phil were encouraged to come along and get naughty. Roland Fenkart, a





Above and below left: The Dragon

student on Phil's first course, is still flying the local region and was a special identity on the hill that day.

It was a frustrating start to the day, as, of course, mention 'paragliding and competition' in one sentence and the weather plays with you. On Tambo it was soon decided to go to Beechmont, where the freshening south-south-easterly was expected. Maybe it was the thought of having a large white rabbit in the trees at Tambo – not a very good view for the media covering the day. Twenty-four pilots flew in the event, though we could only encourage ten of them into full costume. Maybe our pilots are still a little too self-conscious to get dressed up? But we did see Superman (Geoff Sexton), the Phantom (Rob Wilton), the Bananas in Pyjamas (Ian McFarlane and Shane Hill), a Bunny Rabbit (no name mentioned, but she was one *short* rabbit), Dirty Devils (Phil and Barbi in tandem), Surfer Boy (Brandon O'Donnell), The **Great** Leader (Mike Van Buuren), the Mop Chick (Eric from Manilla Rivergums) and the spectacular Dragon (Andrew Horchner).

The day turned out to be perfect for ridge soaring and provided the amazed tourists driving past quite a spectacle. The accuracy-spot landing however proved to be much more challenging. With the target placed in the main Beechmont bomb-out, the drilling sink encountered on the way there saw many fall a paddock or two short. Roland took out first place in the accuracy comp, showing that perhaps ten years of experience in the region comes in handy on tricky days! Phil and Barbi landed second closest, but kindly forfeited their position for the day.

The day ended with an alfresco barbecue at the 'Canungra Cafe' in Christie Street, Canungra. Beth and Tracy once again hosted a scrumptious barbecue, as they did during the 'Canungra Paragliding Cup 2002'. The night was sponsored with prizes donated by our favourite local eateries: Canungra Valley Vineyards, Possums Coffee Shoppe, The Owl Cove Restaurant and The Outpost Cafe. Mayor Ron Munn of the Beaudesert Shire Council and wife Jenny were

present to open the evening. No less than 50 people turned up, with old videos being shown and the old hands telling whopper stories to us spring chickens about the tough ol' days.

Winner of the Best Costume went to Andrew Horchner, flying the magical 10ft Dragon. Funniest Costume went to Eric from Manilla with The Mop Chick. The only thing left to do was to cut the special paragliding cake and hand out the vouchers. The day was so successful that Phil, Barb and I have decided to make it an annual event for Canungra. We hope to get the hangies in next year and support from the Beaudesert Shire Council. Plus maybe a few more dressed up, now they've seen how much fun it is!



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Reflections on Advances

Allan Ash

SOME PEOPLE WHO HAVE READ THE CONTRIBUTIONS I HAVE PREVIOUSLY MADE TO THIS MAGAZINE MAY HAVE GAINED THE IMPRESSION THAT I AM AN OLD FOGY WHO IS LIVING IN THE PAST, BUT THIS WOULD NOT BE ACCURATE.

Rather, I see myself as an old foggy who is trying to keep up with the present times, only to find that as soon as I get close to them they increase speed and leap ahead of me. Puffing and panting, I simply sit down and gasp, "Oh, what the hell! Why do I keep trying?"

It's not that I'm all that far behind the times. I exchanged my typewriter for a computer years ago and I know enough about modern technology to understand that a megabyte is not something needed to devour a Whopper Big Mac.

Why then my emphasis on the past? For a start, I was younger then and could do all the things that I now only wish

could do. Also, looking at what used to be helps me appreciate where I am now.

My object in telling how things were back then is the hope that it will help you appreciate where you are now, and perhaps also develop some appreciation of what was done for you by the people back then that provides you with the benefits you enjoy now.

It isn't that I want to go back to times past. I have no desire to go back to flying the sailplanes of the forties and fifties. Today's sailplanes are so much better in all respects. Heaven forbid that pilots today would have to fly Grunau Babies!

But I have fond memories of the Grunau Baby without any desire to be involved with them today. It's rather like one's memories of one's first girlfriend.

The Grunau was the aircraft in which I learned to soar and in which I had most of my early frights and experiences. In some ways it was a bit of a beast, with upright seating, comparatively poor control responses and no refinements like air brakes, elevator trim, landing wheel or cockpit canopy.

But it was gentle and forgiving. The stall was gradual and uncomplicated. It didn't spin readily and would suffer a hard landing without complaining.

Sometimes it might sound as though the Grunau Baby was the only type of sailplane I've flown. That would be wrong, for it is only one of the 50 types in my log book. In addition, I've flown 15 types of powered aircraft ranging from a lightwing microlight and the Millicer Air Tourer ultralight to a Piper Comanche and even a brief fiddle with an Apache twin.

The Olympia was one of the most pleasant sailplane types I have flown. I consider myself fortunate in having had the opportunity to fly all three distinct versions of this type – the original German Meise version, the Chilton variation and the Eon version. Apart from the fact that each version became progressively heavier, all retained the delightful handling qualities, including the well-balanced controls and the prompt, positive responses.

After the sluggish, lackadaisical control responses of the Grunau Baby, the harmonious controls of the Olympia were both startling and welcome improvements.

The extended speed range was also somewhat breathtaking. I well remember my first loop in the Olympia when the ASI reached 120mph during the inverted downward curve because I held the stick slightly forward of centre as I had habitually done in the Grunau during this final stage of the loop.

The Olympia also gave us the exciting prospect of being able to wander well outside the boundaries of the airfield in search of lift.

In 1961 the first Blanik was imported into Australia and it was taken on a tour of gliding clubs to drum up interest and sales. When it came to Camden I had two flights in it with Mervyn Waghorn. Once again, the advance in performance was impressive. The glide ratio of the Blanik was a 55% improvement on the Grunau Baby and a 12% improvement on the Olympia.

When Harry Schneider designed the Kookaburra as a basic trainer we saw a further advance in handling qualities which helped prepare pilots for the sailplanes that were to come in the sixties and seventies. The snappy ailerons and positive rudder and elevator responses gave pilots a better control in thermals and made up in some ways for the modest glide ratio of the Kookaburra.

The Kingfisher single-seater continued the trend for better control responses and, despite glide ratios in the lower twenties, both the Kookaburra and the Kingfisher were able to make flights of more than 300km for a number of pilots.

I've noticed that as sailplane design has advanced over the years there has been an increasing need for pilot skills to be improved, and that is how it should be. Today's flights of 500 to 1,000km are not solely the result of improved glide ratios and speed range. Pilot skill has been a big factor in such advances and this in turn is the result of better training methods and more skillful instructors than we had 50 years ago.



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I'm well aware that I would not be capable of making a 1,000km flight, even if the necessary sailplane and soaring conditions were available to me. I just don't have the training or experience that is necessary to make such a flight.

On the few occasions in recent years when I have had the privilege and joy of flying modern sailplanes I have found myself over-controlling, with the airspeed fluctuating a lot. All the result, I consider, of my not having developed the sensitivity needed to handle slippery modern sailplanes.

As sailplane performance continues to improve, I suppose it is only a matter of time before future pilots consider, with some scorn, the crummy performance of such ancient machines as the ASW24 and the LS7.

But let me sound a word of warning! We all know that we can put an astronaut into orbit because we can give spacecraft a trajectory that is flatter than the curvature of the earth. I'm not sure what glide ratio is needed to be flatter than the earth's curvature but we seem to be striving towards it. The GFA can't afford to lose its members this way!



GFA Badges and Certificates

FAI List – May 2003

A CERTIFICATE

Benbow, Damien Lee	10816	QLD AIR TC
Reghinger, Karl Bjoern	10819	Adelaide SC
Derry, Michael William	10824	GC of WA

B CERTIFICATE

Flood, Robert Patrick	10780	Darling Downs SC
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A AND B CERTIFICATES

Booth, Michael Robert	10825	Byron Bay
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A, B AND C CERTIFICATES

Mack, Peter Ben	10817	Mt Beauty
Sandergard, Michael	10818	Bundaberg
Bignall, Colin William	10820	GC of Nth Tas
Wendland, Geoffrey M.	10821	Gympie SC
Johnson, Nathan Grant	10822	Wagga Wagga SC
Troth, Michael Leslie	10826	Wagga Wagga SC

SILVER C

Bignall, Colin William	4480	GC of Nth Tas
Rau, Brian Alan	4481	Adelaide SC
Henderson, Peter Geoffrey	4482	Wagga Wagga SC
Solomons, Roger M.	4483	Lake Keepit
Troth, Michael Leslie	4484	Wagga Wagga SC

GOLD C

Solomons, Roger M. 1572 Lake Keepit

DIAMOND GOAL

Solomons, Roger M. Lake Keepit

DIAMOND DISTANCE

Martin, Peter Leslie GCV
Solomons, Roger Malcolm Lake Keepit

600KM DISTANCE FLIGHT

Teffaud, Lawrence 84 Soar Narromine

Claims for all badges and certificates to:

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

Fax: 02 6889 2933, Email <hartley@avionics.com.au>

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ALICE'S SILVER, GOLD AND DIAMONDS

Copyright Robert Hart

DESPITE COMPLETING NUMEROUS 300KM PLUS FLIGHTS IN COMPETITIONS, ALICE AND I HAD NOT COMPLETED A DIAMOND GOAL OR GOLD DISTANCE FLIGHT. THESE ARE BOTH FLIGHTS IN EXCESS OF 300KM, THE MAJOR DIFFERENCE BEING THAT FOR THE DIAMOND GOAL, THE LANDING POINT MUST BE DECLARED BEFORE TAKE OFF – AND THEN REACHED SUCCESSFULLY! OTHER THAN THIS, BOTH CAN BE COMPLETED ON THE SAME FLIGHT. SIMILARLY, I HAD NEVER CLAIMED MY SILVER/GOLD DURATION (FOR A FLIGHT OF OVER FIVE HOURS) DESPITE HAVING DONE NUMEROUS SUCH FLIGHTS. DIAMOND DISTANCE IS FOR A FLIGHT OF AT LEAST 500KM – AND ALICE HAD TAKEN ME ROUND TWO OF THESE (ON CONSECUTIVE DAYS, NO LESS), BUT NEITHER FLIGHT WAS CLAIMABLE – DUE TO MY ERROR, NOT ANY FAILING ON ALICE'S PART.

On the first, I did not turn one of the turnpoints correctly and did not have a logged point in the required turn-point sector. After the exhilaration of completing the flight (I was close to landing 30km short at Dalby, but Alice found us the necessary lift to allow us to drift home), viewing the log was a disappointment. At least I had the satisfaction of knowing that I had done a 500km flight! The following day looked good enough to try again – and so we loaded up the water ballast and set off again.

This time, we had a monumental scratch immediately after the launch, getting down to 1,000ft agl before a tractor working in a paddock fired off a thermal that initially kept us airborne before hoisting us away on task. Thermalling in the weak lift (with one hand on the water ballast dump lever), the Cambridge flight logger rebooted – and in a moment of idiocy I must have punched the button to re-declare the task. Task declaration for a badge flight must be done on the ground before take off – and so although

Alice and I made it all the way round the course and I turned the turnpoints correctly, the flight was unclaimable.

This lamentable state of affairs continued until the Darling Downs Soaring Club cross-country week at the beginning of March 2003.

GOLD DISTANCE AND DIAMOND GOAL

Monday 3 March dawned promisingly. Shane McCaffrey and I made the slight adjustment to the port flap and seal, which required removing the port wing, and this delayed things. However, we declared a 300km triangle (DDSC, Chinchilla silos, Miles airfield and home), loaded up with water and launched just after midday. Alice and I were to have the company of Jenny Thompson and Kelly (ASW20 – KO) for the flight.

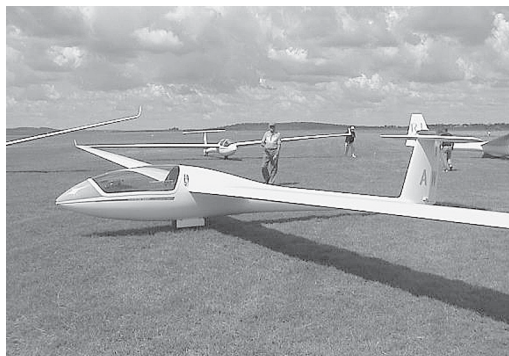
Jenny launched before me and climbed away more quickly. She waited for us near Dalby. We then proceeded together westwards to Warra. Whilst there was cloud popping over the Bunya Mountains, it was blue out west and likely to remain so. Thus far, the gusty, hard to work thermals were topping out at about 4,000ft agl – which did not give much room to manoeuvre. Alice had a full load of water on board and so far the thermals were really not really strong enough to make that worthwhile – but in the hopes of things improving (and it looked like they might), we soldiered on.

Between Warra and the Warra radio tower Alice and I were down to 2,000ft agl and having a monumental struggle. Kelly

soon joined us and together we sat in a thermal, going sideways more than up! We eventually struggled up to 4,000ft agl and at that point Jenny and Kelly decided that enough was enough and turned for home. I decided to push a little further west to see what it was like – dumping my ballast on the way as it was pretty clear by now that the day was not going to be strong enough to pay the penalty of carrying 200kg of extra weight around!

Toward Brigalow we found weak lift – enough to keep us up but not really worth turning in, so we pressed on. Abeam Brigalow we achieved a four-knot climb to 5,000ft agl. This gave us final glide to Chinchilla airfield – so after a consultation with Alice, we decided to press ahead with the task. We turned Chinchilla silos at 13:54 – an unsurprisingly slow 79km/h for the 109km distance! There was smoke drifting up from a fire several kilometres past the turnpoint, so we headed there but could not find anything worthwhile, eventually climbing out at three knots on track to Miles airfield. Halfway down the track we had what turned out to be the best climb of the day – nearly five knots back up to 5,000ft agl!

We rounded Miles airfield at 14:30 – 81km/h for the 47 kilometres – and set course for DDSC, a somewhat daunting 146km distant into wind. The direct track leads across some unfriendly forested country south-east of Chinchilla, so we deviated northwards. This also had the advantage of taking us closer to Chinchilla airfield in case we needed to chicken out. Unfortunately, this also meant going back to Warra – where



Alice

the Condamine River loops north and the general dampness had given us such a hard time on the way out. True to form, we struggled around Warra for a while, dipping below 2,000ft agl before finding a two-knot 'screamer' that gave us 1,400ft of altitude and allowed us to move on in search of better things.

Better things were hard to find! Another two-knotter took us to 4,000ft agl and we set off again – reaching Warra radio tower where 1.9kt took us up to 4,500ft agl. At this point we gladly said farewell to the Warra region, having spent half-an-hour playing snakes and ladders in the weak lift! Away from the dampness, the lift improved: just past Macallister we found four knots which took us nearly to 5,000ft agl. A couple of tow to three knot climbs before and after Dalby gave us a bare final glide into DDSC – and a lovely patch of rising air on track gave us another 400ft that made the final glide secure. The last leg had taken us over two hours at an average of 63km/h. We had been airborne for just under five hours, for an average of 70km/h for the 303km task.

Given the day, I was quite pleased with our achievement. Once the track log was checked and pronounced okay by the inimitable Alan Latemore, who is an official observer, I was even more pleased.

DIAMOND DISTANCE AND SILVER/GOLD DURATION

The following day dawned with a strong easterly that strengthened during the morning – not a day to go a long way down wind, despite the cumulus clouds that were popping over the Bunyas and to the east!

The following morning, the wind had moderated and a 500km flight looked possible – cumulus had been popping since 8am. The only fly in the ointment was that the forecast mentioned broken alto-stratus cloud was likely in the afternoon. I declared a double out and return – Miles silos, Mocattas Corner, Rywung railway crossing and home for a total distance of 505km and was airborne at 11am, again with a full load of water ballast.

We flew through lift on the launch and soon after releasing we were climbing away at just under four knots – always a good feeling as a struggle right after launching with full water ballast is quite stressful! The thermal topped out at 3,500ft agl (below cloudbase) but with clouds popping all over the sky I felt confident in setting course immediately. A couple of three to four-knot climbs took us to Dalby, but it was not until we were abeam Macallister that we had a sustained climb over four knots. Mindful of the wet patch around Warra, I wanted enough

height to push past and avoid getting stuck there again!

On the far side of Warra we climbed again – but only in three knots. Taking weaker lift on this leg was acceptable as the wind (about 12km/h) was drifting us almost exactly down track in these slower climbs. The sky, full of happy cumulus, suggested the day should get better soon. Although not streeting, we were able to line up the cu's and managed the next 57km at an average of 177km/h for the loss of just 1,500ft. Pulling up from about 95kt in strong lift under the clouds was truly exhilarating – the cloud bottoms seemed to accelerate down to meet us as the audio vario shouted its delight. At one point we gained 1,300ft in straight flight!

Shortly before Miles we turned into a thermal that would drift us toward the turn-point, before scurrying round and setting course for Mocattas Corner, 127km distant. We had flown the 152km from DDSC to Miles silos at 112km/h average, which was fairly pleasing. As we were into wind on the new leg, it would probably be slower though.

Soon after Miles we found a five-knotter to speed us on our way at 5,000ft agl. Lining up the clouds was more challenging on this leg and once again the Warra wet patch struck, slowing us down until we contacted a five-plus knot climb east of Warra radio tower that took us to cloud base at 5,500ft agl. We arrived at Mocattas corner at just gone 2pm, a disappointing average speed of 84km/h for the leg.

A five-plus knot thermal shortly after the turnpoint set us up for a run under the clouds. Out to the west the alto-stratus cloud was visible, but Chinchilla was still in broken sunlight so things should be okay to Rywung. Approaching Chinchilla, we eased northwards toward the remaining sunlight finding a three to four knot thermal to nearly 6,000ft agl that took us round Rywung averaging 105km/h for the 100km leg.

By now things were looking very gloomy indeed along the direct track back to DDSC, making the 127km leg look quite doubtful. I had been joined at Chinchilla by Shane McCaffrey in the Duo Discus and he was also having problems. The club's LS7 was at Miles airfield trying to get final glide at least to Chinchilla airfield (which it did, only to land there). The only sunlit option was a major deviation north toward Jandowae. This rewarded us with a seven-knot climb to cloudbase at over 6,500ft agl (our high point for the flight). The day was very clearly dying though, with follow-up climbs at or below three knots – so we dumped all our water as we headed for Dalby airfield.

A weak climb north of Macallister gave

us final glide to Dalby – which Shane had already reached in the Duo, rather to my surprise as he had been behind me at Chinchilla... but he had cheated, using his 'iron thermal' (the sustainer motor)! Without water, Alice was able to work the weak lift under the last, wispy convection cloud in the area – taking us back to 5,000ft agl – but still short of final glide to DDSC. Searching over Dalby, where Shane had reported weak lift, we contacted a very weak thermal.

There was considerable tension in the cockpit as we tried to persuade the thermal to keep going long enough to give us final glide to DDSC. Each centring manoeuvre had to be very delicate and the whole effort was accompanied by much muttered self-criticism when a supposed correction yielded a decrease in lift. Alice quietly demonstrated her ability to make the most of weak lift – and I was glad of the many flights in the United Kingdom in T31s where my scratch-ing skills were initially learned, to be polished here in Australia at Caboolture.

Eight very long minutes later (and some four kilometres downwind from our thermal entry point) we had final glide to DDSC – provided nothing untoward happened along the way. We had about 35km to run from 4,000ft AGL. It was really gloomy ahead – but I could see Malu silos (just past DDSC) beckoning me home. It was going to be important to fly Alice very accurately – using the good air to waft us along and pushing through sink at an appropriate speed. The seduction of the speed to fly indicator on Alice's LNAV had to be strongly resisted though: a good look out was still essential.

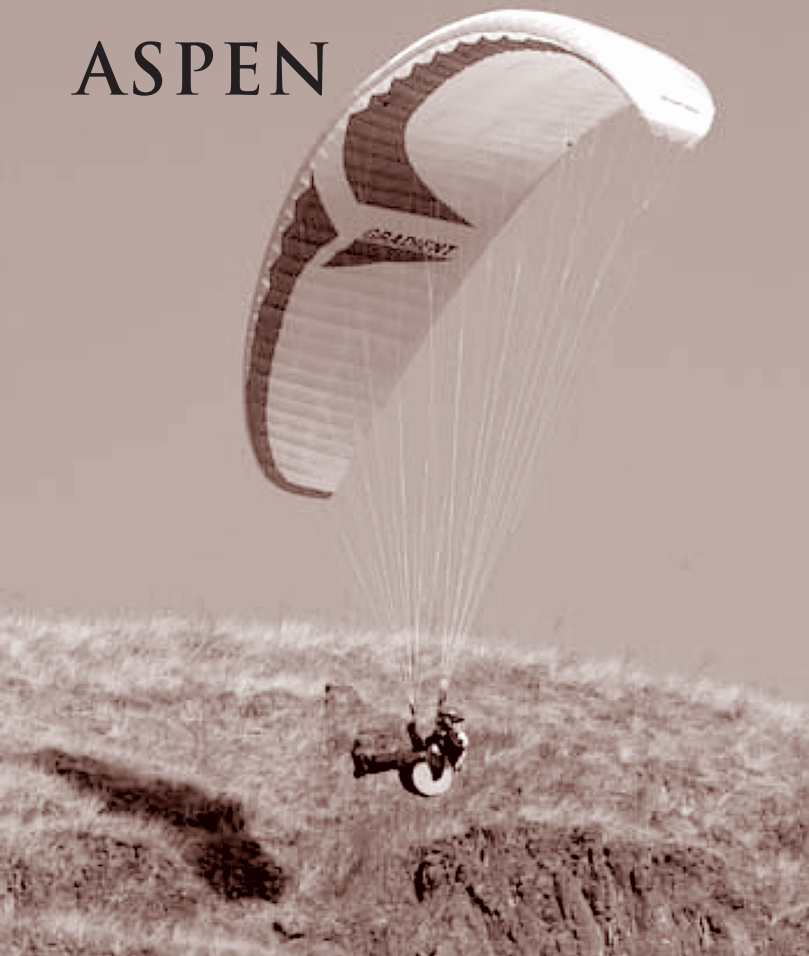
Most of the final glide was conducted at about 55kt – Alice's best (no ballast) lift/drag ratio is at 48kt but we had a headwind to push into. Initially, we had good air – very gentle lift that slowed our descent – but we were soon out of that into the two knots down that Shane had advised us to expect. At times now, we were below the glide path – and I started thinking about a straight in approach and keeping an eye on usable paddocks (which were in almost over-abundance). A touch more good air allowed us to drift over DDSC with 700ft below us. Wheel down with great relief and into the circuit – as Alice rolled to a stop I let out a long breath that seemed to have lasted all the way from Dalby! We had averaged 88km/h ground speed for the final glide at an average lift/drag of 30:1. We had been airborne for six hours 11 minutes – well past the needed five hours for Silver/Gold duration!

On the last leg from Rywung, we had averaged 60km/h – but the satisfaction in simply making it was huge.

Thanks Alice!



Flight Review: GRADIENT ASPEN



Hakim Mentes

TECHNICAL SPECIFICATIONS		SET UP	
Glider:	Aspen 26	Harness:	Edel ProLight
Manufacturer:	Gradient	Riser's separation:	44cm
Weight in flight range:	80-100kg	Weight in flight:	90kg
Classification:	DHV 2		
Glider weight:	5.8kg		
Number of cells:	50		

OVERVIEW

I flew the Aspen at Apollo Bay under thermic conditions and had the opportunity to do some top landings. It is hard to believe, but this coastal site gets thermic from time to time.

CONSTRUCTION

The Aspen is a typical four-riser glider with floating centre-risers. It utilises diagonal V-rib technology and full internal stitching. Like other Gradient gliders, V-rib technology is utilised in a slightly different way: the diagonal ribs are not stitched to the upper surface but stitched to vertical ribs one third below the upper surface.

To keep the glider weight at minimum, there is no reinforcing material at any edge.

Lines are connected to the riser via typical triangular mallions using the O-ring to reduce relative movements, which is not the method I like.

The last section of the lines just under the canopy are unshielded (for the sake of performance) which is a technique starting to appear more often on performance gliders these days.

A and B risers are sewn with different coloured patches which makes identification is easy.

A little clip on the risers to join them together when separated from the harness is a nice touch.

CONTROL (BRAKE) LINE FORCE

The Aspen has a very light control line force, therefore they need to be handled delicately.

TAKE OFF AND LANDING

It was a good day at the Apollo Bay lookout and I was able to do a few take offs and top landings with the Aspen. All my take offs and landings were very easy despite the strong wind conditions.

ASYMMETRIC COLLAPSE

The Aspen is a full breed DHV 2 wing and needs to be flown properly. At 50% asymmetric collapse, without any pilot input, the glider does not turn much (around 90 degrees) but dives to the collapsed side, recovers quickly and climbs out. It was a pretty exciting experience. But a slight touch to the opposite brake or weight shift changes the outcome completely and the glider keeps flying as if nothing happened.

BIG EARS

Big ears are easy to pull in and they stay there once initiated. But it is a bit of a reach; pilots with short arms may need a pillow underneath.

SPEED BAR

The speed system is light at all stages. Easy to initiate and easy to hold on, which is what I like.

B-LINES STALL

B-line stall is not difficult to initiate or hang on to, but decent rate is nowhere near that of its little brother Onyx. The glider also oscillates back and forth a bit, making me uncomfortable to hang on to it too long.

URNS AND THERMALLING

This is one of the areas where the Aspen shows its class. It is very responsive (thanks to light control line force) and turns very quickly. Response to weight shift is better when there is no brake input.

It was one those very good days at Apollo Bay where I was able to test the glider in rough conditions. At some stages I was averaging four metres per second climbs. It handled rough stuff easily. Some pilots have mentioned the Aspen's habit of rolling wing tips and small wing tip tucks, but I did not have this experience.

CONTACTS

To test fly the Aspen, contact Jiri Stipek, email <jstipek@pacific.net.au>, mobile: 0414 332737, [www.paraglidingheadquarter.com].



Flight Review:

AIRBORNE C2 LITE

Gerry Gerus

IT WAS WITH MIXED FEELINGS I WAITED FOR MY NEW GLIDER, AS I HAD NEVER BEEN TOO IMPRESSED WITH THE HANDLING OF RADIAL TIPPED GLIDERS. THERE ARE ABOUT FIVE TOPLESS GLIDERS IN MY AREA AND THE OWNERS SEEM TO CONSTANTLY BE HAVING VARIOUS PROBLEMS WITH THE HANDLING.

PACKAGING

Finally the new glider arrived, well packed in a good solid container, which was supported by wood supports underneath to prevent damage from bad handling by the shipping company. Very good to see the care taken in this department.

I was confident in the glider, so was not unduly worried.

Stepping up to the ramp the static balance of the glider was excellent and there was almost no lateral movement in the wings giving a good solid feel. Take off was very smooth and controllable.

effortlessly with no high siding necessary. At times I could hold on with just one hand in the centre of the bar and the glider still flew around smoothly. I climbed out to the top of the thermal and decided to see what the glider would do with full VB. Compared to a kingpost glider the glide seemed exceptional, especially heading across the valley into the wind. Flying with full VB is not for the faint hearted, as once you get a hit under one wing the only way to regain control seemed to be to let it off quickly. Once out in the middle of the valley I decided to see if there was any difference in the turns. I cranked the glider in left and right turns as much as I could and found it to be perfectly balanced. I did glides with VB on and off and found it to glide straight as an arrow. The crew at Airborne had certainly tuned the glider to perfection.

PUTTING IT TOGETHER

The short packed glider was very straight forward to assemble, as the instruction manual sent with the glider is very comprehensive and well laid out. There seems to be almost an unlimited number of ways to change the tuning of the glider. This could get some inexperienced people into trouble. After getting everything set up I had a very close look to check for any flaws. The glider was finished with great attention to detail and as far as I could see everything seemed perfect. It was a custom order, and had come exactly as I had ordered it.

TAKING-OFF

All that remained was to get in the air and see how it performed. Usually I like to test my gliders at a ridge soaring site, as you can get on the ground quickly if there is a problem. Unfortunately this was not to be, as we've had very calm weather for the last while so no ridge soaring. The only place to test it was a mountain take off (2,400ft with a 6km glide to the first landing area). Not exactly ideal for the purpose, but

FLYING

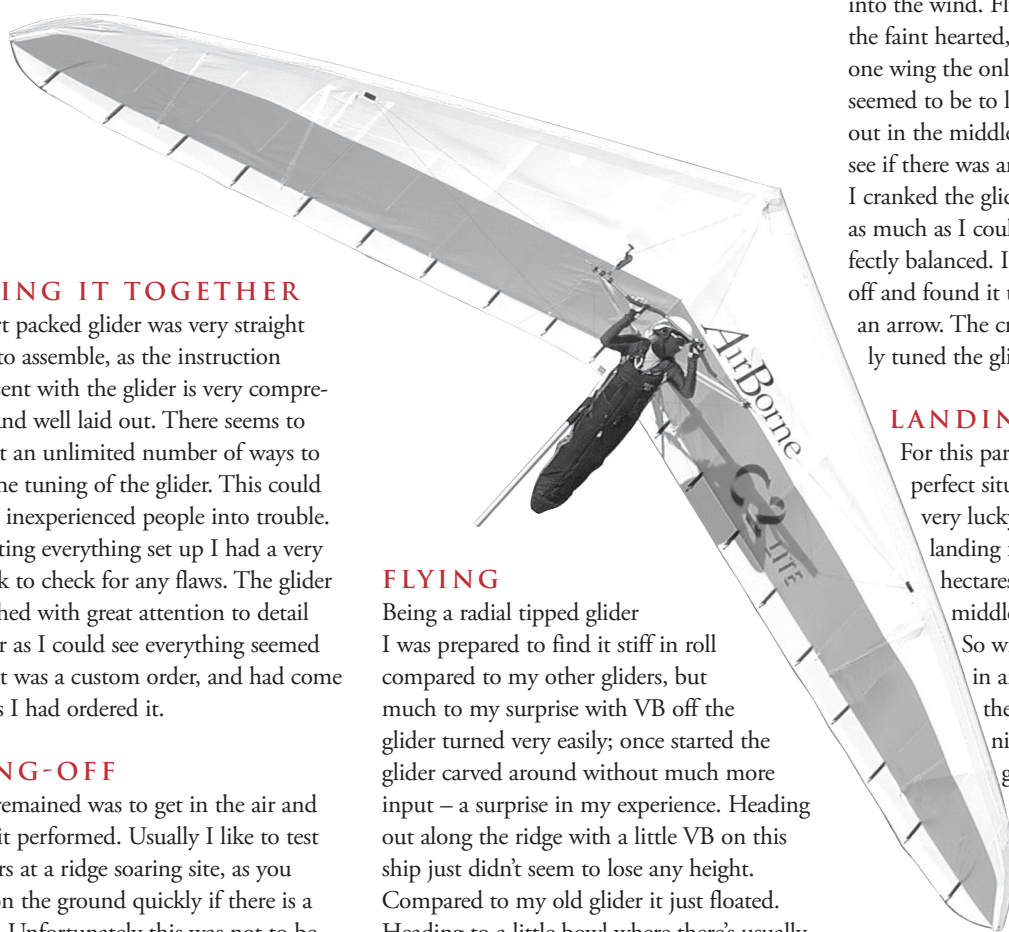
Being a radial tipped glider I was prepared to find it stiff in roll compared to my other gliders, but much to my surprise with VB off the glider turned very easily; once started the glider carved around without much more input – a surprise in my experience. Heading out along the ridge with a little VB on this ship just didn't seem to lose any height. Compared to my old glider it just floated. Heading to a little bowl where there's usually some lift, my vario started to sing and I was into my first thermal. This is where the glider completely blew me away. Once I hooked the core of the thermal I just set the glider on its tip and it wound up the thermal

LANDING

For this part of the exercise I had the perfect situation. We are very lucky here to have as our landing field a turf farm of about 20 hectares with a windsock in the middle.

So with VB off I pulled the bar in and zoomed down low to the ground. The glider was nice and steady and gave good feedback, and the flare was effortless.

Upon landing I sat down to have a think about the flight and the glider and would have to say that after 18 years of flying this is definitely the best glider I have owned.



1,500KM – THE CROSS CONTINENT CHALLENGE!

Gareth James



AFTER THREE SEASONS FLYING IN THE OZ SUMMER AT MANILLA AND HAVING COVERED A LOT OF DISTANCE, I HAVE BEEN HANKERING FOR A REALLY LONG FLIGHT! BY THAT I DON'T JUST MEAN ONE GOOD FLIGHT, BUT A SERIES OF LINKED FLIGHTS MOVING ACROSS THE CONTINENT FROM THE ADELAIDE AREA NORTH-EAST TOWARDS QUEENSLAND AND AS FAR NORTH AS BRISBANE – OVER 1,500KM IN A STRAIGHT LINE! THIS HUGE FLIGHT WOULD BE SIMILAR IN CONCEPT TO THE VOL BIVOUAC IDEA AS PRACTICED IN THE ALPS. UNFORTUNATELY THOUGH, THE AUSTRALIAN FLATLANDS ARE FLAT! THIS MEANS LAUNCHES WILL HAVE TO BE ARTIFICIALLY ASSISTED. WINCHING WOULD SEEM TO FIT THE BILL HERE, ALTHOUGH FLPAS (IE, PARAMOTORS AND POWERED HANG GLIDERS) COULD HAVE SOME ADDED FLEXIBILITY (THOUGH THE COUNTRY HAS ALREADY BEEN FLOWN AROUND UNDER POWER).

As to the actual “rules” for the flight, they are still open and flexible and will probably be determined by the weather and conditions encountered. Purists would want to fly or fly and walk every single kilometre themselves, possibly carrying with them all their immediate needs and equipment. On the other hand, a pilot out for only a week or so would want to fly from the best site in the area, and also not have their XCs potentially made difficult, for example, by the requirement to try and fly crosswind in order to stay on the proposed route. In principle all the day's routes will be looked at via GPS downloads onto a map. The day's most successful flight will be taken into account in choosing the next day's launch and aims. In this way a series of flight tracks can be linked up to produce a continuous track that leads north-east over the best looking terrain, hopefully all the way from south Australia up to Queensland.

So what's needed to attempt something this ambitious? Personal hang/paragliding and tow kit aside, not too much. Assuming four to eight pilots you could make do with a couple of cars, one of which would be fitted with a payout winch. Also some simple



Photos: Courtesy Gareth James

camping equipment, bearing in mind that if the weather isn't perfect then there will always be a town within driving range where accommodation can be found. Radios (Oz UHF or two metre) and GPS would be essential if you don't want to get lost or left behind by the retrieve crew, a possibility in such a big area with possible daily flights being easily be over the 100km mark over relatively featureless terrain.

So what's required of a perspective long distance pilot? Attitude, enthusiasm and determination are obviously required, but it's definitely not a "sky gods only" thing. Anyone who flies and can thermal can have success in the flatlands, and with the dry Oz climate, massive heights and distances are often achieved. A glide from 10,000ft with a 15km tailwind will on its own have you covering some good distance, let alone six or seven hours up in those conditions! Plus, flying as a team will take the pressure off individuals, especially as towing up re-flights is often quick and easy.



Great Australian flying!

All in all, Australia is the place, not only to push and prove yourself, but ultimately it's where you can explore the countryside, the air, the locals, the wildlife and yourself all at once.

Do you have any views, comments, ideas or interest? Let me know, as it's still just at a formative stage and needs some work before it's a reality. Contact me at <gareth_james32@hotmail.com>.



High Adventure's Flight Schedule

- June long weekend aero-tow endorsements, using new slow wing by Airborne
- August in Bali teaching paragliding and tours
- September 20-21 free instruction to licensed pilots, "take off and landing skills clinic"
- Beginner nine day hang gliding courses by aero-towing twice per month
- Beginner nine day paragliding courses twice per month

See [\[www.highadventure.com.au\]](http://www.highadventure.com.au)

for full details or call us
on **1800 063 648**

State of Origin Winner (Manilla)

Congratulations to Zarir Karanja who won the State of Origin in Manilla flying his new Sky Atis DHV 1-2 glider from High Adventure.

Zarir only learnt to thermal and fly XC just three weeks before the competition on one of High Adventure's XC tow clinics.

The new Sky Atis is priced from \$3,600 with flight suit this winter.

For anyone wishing a test flight on this outstanding glider please call


www.sky-cz.com

1800 063 648

Nominations Sought for GFA Awards

NOMINATIONS ARE REQUESTED BY NO LATER THAN 30TH JUNE FOR THE WALLY WALLINGTON AWARD, THE WP IGGULDEN AWARD, THE BOB MULLER MEMORIAL AWARD, THE RYAN AWARD AND THE HOINVILLE AWARD.

Nominations can be made by any GFA member and forwarded to your state association for initial selection. State Association contact details can be found at [www.gfa.org.au/regions.htm]. Each state association will shortlist the nominations they have received and forward these to the GFA Awards Convenor together with a summary of the nominees' achievements.

The final selection for each award is made by the GFA executive. The awards are presented at the GFA annual council meeting in September.

Further information on these awards can be obtained by contacting the GFA Awards Convenor, Peter Robinson at <robinsonp@onesteel.com> or telephone 08 8645 3794.

THE WALLY WALLINGTON AWARD

For outstanding service to gliding – Sporting

This fine trophy was created by veteran glider pilot Herbert Schade of Oyster Bay, Sydney.

Initially known as 'The Austraglide Team Trophy', it was commissioned by GFA for use at the 'Austraglide' contests held at Benalla in 1985 and 1986 as precursors to the 1987 World Gliding Championships at that site.

After those championships the trophy was not used for several years and was then handed to Herbert Schade for safe keeping.

In 1996, acting upon a motion put to the GFA Annual Council Meeting by the Victorian Soaring Association, the 'Wally Wallington Award' was initiated, both to provide recognition for 'outstanding contributions to the sporting aspects of gliding', and to commemorate the tremendous contribution to the sport by the late Professor CE ('Wally') Wallington, a long-standing glider pilot and world authority on gliding meteorology who had migrated from the United Kingdom to Australia where he served at the Australian National University in Canberra. Amongst Wally's services to gliding in Australia, he acted as contest director to both of the Australian World Gliding Championships, at Waikerie in 1974 and at Benalla in 1987.

The inaugural award of the newly refurbished trophy was made to J Murray Evans, a well-known soaring

pilot who flew mainly with the Gliding Club of Victoria at Benalla. After years of competition flying, instructing, and services to the administrative side of the sport as a Victorian councillor, and later as GFA state vice-president for Victoria, Murray's name became almost a household word in his 'Murray Evans Formula', by which over many years the Australian team for world championship participation was selected.

When, in 1996, the formula was retired from use and replaced by the 'Tim Shirley Formula' the GFA sports committee recommended that Murray Evans be the first recipient of the Wally Wallington Award.

1977	<i>I Renner</i>	NSW
1978	<i>M Howland</i>	QLD
1979	<i>C Lambeth</i>	VIC
1980	<i>M Jinks</i>	SA
1981	<i>No Award</i>	
1982	<i>K Nolan</i>	VIC
1983	<i>AC Mauch</i>	QLD
1984	<i>J Rowe</i>	NSW
1985	<i>MW Bradney</i>	SA
1986	<i>No Award</i>	
1987	<i>Don Scott</i>	QLD
1988 and 89	<i>No Award</i>	
1990	<i>G Horwood</i>	SA
1991	<i>D Campaign</i>	SA
1992	<i>W Keys</i>	QLD
1993	<i>R Baird</i>	WA
1994	<i>G Ozsdolay</i>	WA
1995	<i>CE Price</i>	SA
1996	<i>E Prelgauskas</i>	SA
1997	<i>No Award</i>	
1998	<i>Mike Valentine</i>	SA
1999	<i>ATC Gliding Instructors of Australia</i>	
2000	<i>D Sharples</i>	QLD
2001	<i>T Bange</i>	QLD
2002	<i>No Award</i>	

THE W.P. IGGULDEN AWARD

For outstanding service to gliding – Administration

The Iggulden medallion is awarded to a GFA member who has rendered outstanding service to gliding in Australia. As with the Ryan and Hoinville awards it is awarded when merited and not necessarily on an annual basis.

W.P. Iggulden: Those glider pilots who had the good fortune of knowing WP, or Bill Iggulden as he was universally called, remember a man who was intensely Australian, and dedicated to the encouragement and advancement of the sport of gliding.

His ability to take the initiative and provide leadership to a group of people is evidenced by records which show that he was the first president of his club, the Victorian Motorless Flight Group, and of the Victorian Soaring Association.

When the GFA came into existence in 1949, Bill took the office of secretary, and was elected president in 1951, a position he held unchallenged until his untimely death in 1970. Bill was an active glider pilot, both as an instructor and a keen competitor, but nevertheless he always maintained a high degree of family participation in his gliding activities.

Bill Iggulden is remembered as GFA's longest serving president, 1951 to 1971, during which time he ably led the rapidly developing GFA through its many problems. Bill Iggulden's far-sightedness and ability to plan the future of GFA has placed it in its present unique position of accepting full responsibility in all areas for the conduct of gliding in Australia.

PREVIOUS RECIPIENTS

1996	<i>J Murray Evans</i>	VIC
1997	<i>Fred Foord</i>	SA
1998	<i>Tim Shirley</i>	NSW
1999	<i>John Buchanan</i>	NSW
2000	<i>John White</i>	NSW
2001	<i>Rob Moore</i>	SA
2002	<i>Bruce Tuncks</i>	SA



Rob Moore: Winner of the 1994 WW Iggulden Award

It is now awarded to a nominated GFA member who has rendered outstanding service in the field of administration.

J R (BOB) MULLER MEMORIAL AWARD

For the most outstanding contribution to the promotion or publicity of gliding in the past year.

Bob Muller was one of the founders of GFA in 1949 and was the co-founder of 'Australian Gliding' magazine in December 1951. His contributions to the sport are too numerous to cover here, but included:

GFA Secretary 1953-57, joint founder of the National Gliding School, GFA vice-president 1960-61 and 1965-68, chairman GFA Finance Committee 1968-74, GFA president 1971-74.

Awards to Bob included:

GFA Honourary Life Membership, W.P. Iggulden Medallion, Paul Tissandier Diploma.

Bob died after a long illness on 1 July 1986. His career was in journalism and public relations, so it was fitting that when the Australian Gliding Committee decided to inaugurate an award to his memory they should choose 'Promotion of Gliding'.

The JR Muller award is presented annually in recognition of the most outstanding contribution in the promotion of gliding in Australia.

The object of the award is to increase public awareness of gliding and to encourage clubs, associations and individuals to increase gliding

PREVIOUS RECIPIENTS

1962	G Halford	NSW
1963	D Woodman and J Cooper	NSW and NZ
1964	J Simpson	VIC
1965	M Honfi	NSW
1966	RT Gething	VIC
1967 to 74	Award inactive	
1975	DG Reid	VIC
1976	No award	



Ingo Renner: Winner of the 1977 Hoinville Award

publicity within their specific areas of influence. The award may be presented to individuals (not necessarily GFA members), clubs, state associations, media and organisations.

The JR Muller award was designed by Elizabeth Jurgens. It depicts a vintage sail-plane soaring along a ridge in low bas-relief and is cast in gunmetal on a wooden plaque.

PREVIOUS RECIPIENTS

1961	CH Edwards	SA
1962	V Boyce	
1963	J Cleland	SA
1964	T Schmidt	SA
1965	F Jiran	SA
1966	K Nolan	VIC
1975	HG Richardson	VIC
1977	DC Lyon	VIC
1978	D Llewellyn	NSW
1979	ER 'Jock' Barrett	SA
1980	D Rill	SA
1981	G Sunderland	VIC
1982	EA Pascoe	SA
1983	HH Bradley	SA
1984	J Merrill	VIC
1985	RJ Martin	SA
1986	R Druce	Vic
1987	K Sedgman	SA
1989	I McPhee	NSW
1990	M Bums	VIC
1994	I Wight	SA
1995	R Salter	NSW
1996	Graham Readett	SA
1997	Not Awarded	
1998	K Hayden	
1999	Not Awarded	
2000	Leo Diekman	
2001	Not Awarded	
2002	Kevin Lewis	SA

THE RYAN AWARD

For outstanding service to gliding – Airworthiness

This award commemorates the pioneering work carried out by the late Harry Ryan in the field of airworthiness. Harry became interested in gliding in its earliest days in



Emilis Prelgauskas: Winner of the 1993 Bob Muller Award

Sydney and also made some outstanding flights as a member of the Sydney Soaring Club in the days when it began doing the first major cross-country flights in Australia. His best remembered flight was one from Jerilderie, (NSW) to Essendon, Melbourne's main airport. He landed with a flourish in front of the control tower, then took hours trying to convince unbelieving airport officials that he had come from NSW and that gliders could fly long distances across country.

He sacrificed his own opportunities for performance flying to lead the Southern Cross Gliding Club through its formative years, carrying out and supervising construction, repair and maintenance work.

Harry assisted in the construction of a Grunau Baby glider at a time when it was considered to have a performance above the average gliders of the day.

The award, designed by the famous sculptor Andor Meszaros, initially was awarded to the dux of the airworthiness course at the National Gliding School. With the passing of time the function of the National Gliding School changed and for eight years the award was not used.

In 1975 GFA decided to alter the purpose of the award. It is now awarded

1992	Mike Hosking for the Lilienthal Expedition, Adelaide to Darwin by 17 sailplanes, October to November 1991	
1993	Emilis Prelgauskas, a regular and prolific contributor to 'Australian Gliding'.	
1994	Keith Moffat for outstanding contributions in promotion of the sport of gliding.	
1995	'Nigel Allom, for the promotion of gliding at the Avalon Airshow, 'Airshows Down Under' event.	
1996	Beverley Matthews and Simon Hackett (jointly) for construction of the gliding web page on the internet.	
2002	Murray Knight	QLD

to a nominated GFA member who has rendered outstanding service in the field of airworthiness.

THE HOINVILLE AWARD

For outstanding service to gliding

– Operations

Fred Hoinville had been an outstanding glider pilot, had established a number of Australian records, imported the first high performance two-seater into Australia, had been one of the first two Australians to represent us at the World Gliding Championships, and by his flying in these competitions (in Spain) had helped establish Australian gliding skill as being in World Class.

Fred was a leading light aircraft pilot in the 1930s and was seen in most Australian cities, sky writing in his DH 82 Tiger Moth aircraft, so aptly named "Brolga".

Fred entered gliding as a member of the Sydney Soaring club and immediately began making spectacular flights in the old Gull 1, and later the Gull IV.

Fred did much to improve the art of gliding and kept on with his efforts to introduce high performance gliding to his coun-

PREVIOUS RECIPIENTS

1975	JR 'Bob' Muller	SA
1977	Wally Williams and RT 'Dick' Gething	WA and VIC
1978	Fred Gascoigne	VIC
1979	Tom B Philcox	VIC
1980	Mervyn M Waghorn	NSW
1981	C Alan Patching	VIC
1982	MK Williams	NSW
1983	Colwyn E Churches	SA
1984	Roger A Woods	NSW
1985	John F Harsley	VIC
1986	Allan Ash	VIC
1987	CE 'Wally' Wallington	ACT
1988	Fred J Foord	SA
1989	John Welsh	VIC
1991	Werner Geisler	NSW
1992	ERN 'Bob' Thomas	SA
1993	John H Brougham	SA
1994	RC 'Rob' Moore	SA
1995	Beryl Hartley	NSW
1996	Dr Bob Hall	NSW
1997	Jerry Wells	WA
1998	K Sedgman	WA
1999	T Newman	SA
2000	K Saunders	
2001	Not Awarded	
2002	Not Awarded	

PREVIOUS RECIPIENTS

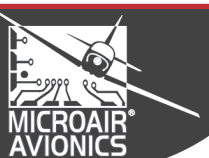

1991 (inaugural) Lake Keepit Soaring Club for static displays at Tamworth and North Ryde (Sydney)

try. He was a strong advocate for smaller, lighter and cheaper sailplanes and was a leader in the worldwide group whose adherence to this move resulted in the establishment of the standard class in international sailplanes. His efforts gained him the first Gold Badge in Australia.

Sadly he was killed in a crash involving a new type of self-launching glider, the RW3, which was powered by a small motor driving, via a long drive shaft, a propeller positioned between the vertical fin and the rudder.

This medallion, designed by sculptor Andor Meszaros, like the Ryan award, was awarded to the dux of the Instructor Training Course at the National Gliding School. Time passed and the function of the NGS was changed. It is now awarded to a nominated GFA member who has rendered outstanding service in the field of operations.

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& manufactured

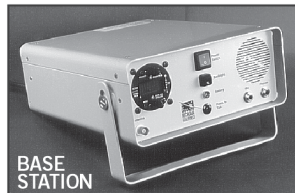



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Soaring Calendar

AUSTRALIA

Warkworth Aerobatics

7-8 June 2003

An informal, fun aerobatic competition to be held on the Queen's Birthday weekend at the Hunter Valley Gliding Club. See the Hunter Valley club web pages for more information: [www.hvgc.aus-soaring.on.net] or <HVGC@Sandercock.com>.

Inaugural Meeting of Proposed NSW Microlight Club

10 June 2003

Flemington, Sydney, NSW. This meeting will be held at the Brewery Room, Paddy's Bar, Markets Hotel, 268 Parramatta Rd, Flemington, 7pm for 7:30pm. See 'Club News' section this issue for details. Contact Kevin White: 02 8333 3254 (w), 0417 722 433 (m), <kwmh@rivernet.com.au> or see [http://member.rivernet.com.au/kwmh].

WA Hill Flyers Winter Fly-in

14-15 June 2003

Open to all hang glider and paraglider pilots. Local accommodation is available. Tasks set on the day, will be hill launch from one of WA's premier hill sites – Bakewell, Noondeening or The Range – for either out and return, downwind, or both, depending on conditions. More details will be available via email before the event by contacting the Hill Flyers Club at <hillflyers@dodo.com.au>.

WA Hill Flyers Spring Fly-in

13-14 September 2003

Open to all hang glider and paraglider pilots. Local accommodation is available. Tasks set on the day, will be Hill launch from one of WA's Premier hill sites – Bakewell, Noondeening or The Range – for either out and return, downwind, or both, depending on conditions. More details will be available via email before the event by contacting the Hill Flyers Club at <hillflyers@dodo.com.au>.

St Bernards Canungra Classic

27 September – 4 October 2003

(East Coast and SA school holidays)

Canungra, QLD. Registration: Friday 26th (not Saturday morning). Entry fee \$120 (\$150 if paid after 31 August) + \$40 site fees. GPS mandatory, intermediate with inland experience. Cheques/ money order made out to 'Classic Account CHGC', Rod Stead, 9 Griffith St, North Tamborine 4272; or preferably EFTPOS/Visa to Vicki Smith at St Bernards on phone 07 55451177. Any registration enquiries to Rod Stead on 0428 132215, 07 55450969 or <canungrahg@hotmail.com> (please note change of email from last year). To register visit [www.triptera.com.au/canungra] and follow the links to the 2003 Canungra Classic.

Accommodation at the motel for nine nights is \$460 per single, \$550 per couple, \$640 twin share and family \$730. To stay in the hotel rooms will be a flat rate of \$25 a day per person. For enquiries and bookings call Vicki or Chris Howes on 07 55450088. We had a great week last year with seven valid days of flying. Maximum number of pilots 75. Paragliders, floaters and intermediates welcome.

The Dalby Big Air Carnivale

27 September – 4 October

Dalby Aerodrome, NSW. The Dalby Hang Gliding Club Inc is running an aerotow hang gliding competition at the Dalby Aerodrome from Monday 6 to Friday 10 October 2003. This is the week directly after the Canungra Classic, so come on up to sunny Queensland for a fantastic fortnight of flying, firstly in the scenic panorama of mountain ranges surrounding Canungra, followed by soaring the endless cotton-ball dotted skies over the vast patchwork of crop farms that is the Darling Downs. The Dalby Big Air Carnivale promises to be an enjoyable event with the emphasis on safe towing and getting pilots airborne with many hours and miles under their belts. Register online to secure your place now! [www.triptera.com.au/pteraComp/index.php].

NSW State Gliding Championships

15-22 November 2003

Lake Keepit Soaring Club will host the NSW State Gliding Championships. All classes catered for including Club and Sports. Enquires to Steve Hedley, ph: 02 96706733, <gliderdag@pacific.net.au>.

Gulong Classic

19-23 November 2003

Gulong Gliding Strip, NSW. Comp to be held in the same format as 2002. Come and see if it can be epic two years in a row. Entries will be strictly limited to 50 aerotow qualified pilots. Entry fee is \$100 plus \$35 for strip fees (total \$135). Pay per tow. Due to the complexity of organising tugs a late fee of \$50 will be imposed for entries received after 30 September. Enquiries to <billo@gulongclassic.com>, ph: 02 49423131 or 0412 423133 or online info and rego at [www.gulongclassic.com]. Comp factors are: B grade, 5km, 70km, 10%.

Australian FAI Club Class Gliding Nationals

11-23 January 2004

Waikerie, SA. Contact: John Hudson <john.hudson@santos.com>.

OVERSEAS

Russian Paragliding Open

30 June – 6 July 2003

Kössen, Austria. Hello friends all over the world! Please be aware that the Russian Open 2003 will be held in Kössen, Austria during the above dates! It will be FAI Cat 2 and so counted towards WRPS. Please find full Invitation and Local regulations at [www.tirol.com/fly-kössen]. This event will be a milestone for Russian paragliding, with the President of the Russian Federation, Vladimir Putin, personally expected to visit the venue.

The Red Bull X-Alps

14 July 2003

Austria. On 14 July 2003, 15 athletes will launch themselves into the air from Austria's Dachstein Massif and embark on the world's toughest paragliding competition: the Red Bull X-Alps. This race requires the pilots to cross the Alps from east to west without the help of any other means of transportation. Monaco, the destination, is 800km from Dachstein and must be reached in three weeks or less. The total prizemoney for the alpine air race: 20,000 Euros. The teams can choose their own routes from Dachstein to Monaco. Each of the 15 paraglider pilots is backed up on the ground by one supporter, who provides his athlete with food, replacement parts, equipment and information such as the daily weather forecast. The Red Bull X-Alps race is, above all, a fierce battle against time. The competition is limited to three weeks: if no team has reached Monaco by then, the Red Bull X-Alps 2003 will be stopped, and the entire 20,000 euros in prize money will be added as a jackpot to the prize money for the Red Bull X-Alps 2004. If inclement weather makes flying impossible, the participants must make up for lost time and distance in the Alps by covering as much ground as possible by foot: mobilised transportation of any kind is naturally forbidden. The Red Bull X-Alps is an invitational race, but teams can also register for this spectacular event and hope to be given a wild card spot by the organisers. All information necessary for registration can be found at [www.redbullxalps.com].

Bolu PG Festival 2003

20-26 July 2003

Turkey. Festival includes an international paragliding festival. All expenses during the festival are covered by the organisation, including accommodation, meals and transport. Registration fee: 45 Euros. All paragliding pilots are invited. Email <info@bogaziciparagliding.com>, ph: +9053256 00692, [www.bogaziciparagliding.com].



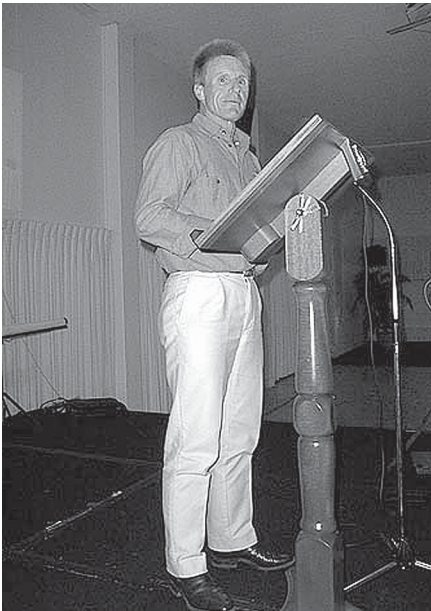
KYT on tow



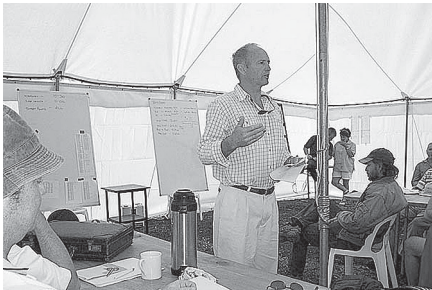
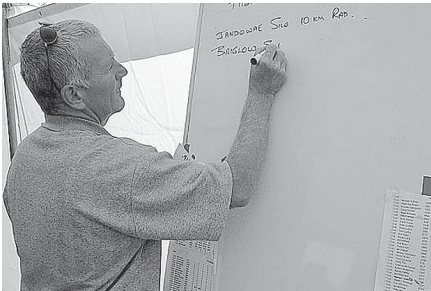
Daily briefing



Macca in relaxed mode at briefing



Competition Director Ralph Henderson



John Buchanan giving a talk on nutrition



George Lee

Left: Tasksetter Shane McCaffrey

Queensland Easter Competition

– DALBY 2003

Photos: Brian Wade



Harry and Wendy Medlicott



Competition winner Hank Kauffmann with his wife Lorraine



Rob (BP) and Marion Musgrave with tuggies Stow Kentish



Pearce Mitchell, Robert Hart, Richard Friday and Al Sim



Pearce Mitchell and Mark Jeffries



Dave and Carol Shorter



Fifty-one gliders took part in the competition



SUMMER REMINISCING WA

Rick Williams

WELL, IT'S MID-WINTER NOW AND WE'RE ALL LOOKING FORWARD TO THE WINTER FLY-IN (14 -15 JUNE, SEE SOARING CALENDAR THIS ISSUE) AND THE USUAL GREAT FLYING IN THE BRISK NOR'EASTERLIES AT NOONDEENING HILL AND THE SWEET MOIST WESTERLIES THAT BLOW OVER THE DARLING ESCARPMENT AND ONTO THE RANGE. ALTHOUGH THERE SEEMS TO HAVE BEEN LESS FLYING OVER SUMMER THIS YEAR, DUE TO POOR WEATHER CONDITIONS MOSTLY, THERE ARE STILL A FEW PEARLERS THAT STICK IN THE MIND.

In most years January and February can present really nice silky conditions and very buoyant air at Bakewell, but not usually until the last few hours of daylight, which makes it perfect for getting away early from work (3:30pm) during the week and getting some airtime in excellent conditions. This year was no exception.

Memorable flights include one at Mt Bakewell when we launched at around 6:45pm, after not leaving Perth till 4:20pm, for a "magic fly" to 1,100ft above launch in velvet air. Conditions were slightly off to the east once up, but the lift was huge and gentle anyway. The usual bomb-out, the York racecourse, was a green grass oasis amongst barren brown paddocks (seems the caretaker there had been watering the turf despite water restrictions) and was great to pack up your glider on. The full moon rose as the sun set, making it perfect for twilight flying. Although I landed at 7:30pm, we probably could have flown on for hours in the brilliant full moon light. Something weird was being able to see trees and buildings casting two distinct shadows opposite each other while flying above them – one



Getting high at Bakewell

from the full moon rising in the east, one from the setting sun!

In late February, Mike Ipkananz and I had some nice morning flying, around one-and-a-half hours, to around 2,700ft, over the

Mt Bakewell-Mt Brown valley. Unfortunately the usual February strong thermal activity started after this (about 11am) and the wind went off to the east, which made the air rough and quite uncomfortable for flying. We both decided to land and were back in Perth for lunch.

Summer time can also be good on the beaches around Perth. Conditions were exceptional one Saturday up at the little fishing town of Seabird (80km north of Perth). I managed a 30km out and return along the fairly straight coast and half way to the next town, called Ledge Point, mostly at only around 50ft above the beach! Unbelievable lift seemed to be coming straight off the beach rather than the sand dunes behind it. A top day for the coast. I must admit I was



Making the most of Bakewell thermals



High over Noondeening



Steve launches at Gin Gin



Rick flies at Gin Gin

somewhat inspired by Mike Annear's excellent beach flying video I saw at the recent Cloudbase Club meeting. Thanks Mike, I hadn't flown the dunes for three years, and had forgotten how good it could be.

Quite nice flying conditions at Bakewell are when it's 12 to 18kt south-east with moderate thermals. March presented one of these days and seven pilots all enjoyed hours of flying. I had the longest flight I've had in a while, launching at midday and flying till 3pm – three hours of very enjoyable flying all over the Mt Bakewell-Mt Brown valley to 3,000ft. Quite a lot of cumulus development (the benign white fluffy stuff mostly) while we were flying, with lots of blue sky and abundant lift. The sky did seem to over-develop though later in the day (as we were leaving York), but it seems we had picked the best time for flying this day. As we left the York racetrack at around 5pm, there was still one paraglider flying but wind strength was definitely on the increase, maybe up to 20kt. I noticed on the Bureau of Meteo-



Rick's windy launch at The Range

rology observations webpage the next morning that the 72 hour Cunderdin Automatic Weather Station showed over 30kt wind-speed from 1800 hours the previous evening, and seemed to stay between 25-30kt on into the night. This was confirmed by a report I heard of Eric, who was the one still flying his paraglider as we left York, forced to go cross-country downwind to a landing (with difficulty) 35km from Bakewell on the other side of Northam Township...

In April came Good Friday, and it certainly was. Six pilots decided late morning to go up to Bakewell despite the unfavourable BOM forecast. Gavin, Graham, Jamie, Chris, Dave L and myself, after seeing that there was light to moderate south-east winds reported by the BOM Cunderdin AWS, all headed off around 12pm. Arriving at Bakewell around 1:30pm, we found a light to moderate south-south-east and light to moderate thermals that tended to light in the afternoon (whilst overhead at around 6,000ft the cumulus cloud was moving



Steve top lands at Gin Gin



Wesley looks on at The Range

Photos: Courtesy Rick Williams

north-west). It started off being quite good thermal/ridge conditions up until around 2pm, but after a launch around 2:30pm from the low launch at Lou's, I only managed a challenging fifteen minutes of weak thermal flying before landing in Lou's bomb-out paddock. We proceeded to the top launch, some 600ft higher than Lou's launch along the new track (recently opened) that links the top and bottom launch, to find a nice five to 10kt south-east. We were greeted by Peter Monger (son of the landowner that owns the sealed road access to the top launch) and six of his mates who were already up there admiring the view. While Peter and his mates watched us launch (and finished a slab of beer between them), we enjoyed around an hour's flying in the silky late afternoon buoyant air. While flying we heard Mike Dufty, Wesley and others on the radio having some success, towing out at Doc Johns' place just east of York.

Although I would have liked more flying (like most pilots, I too am greedy for more airtime), all in all it wasn't a bad summer of flying!





MID-AIRS AND WIRESTRIKES

James Freeman

MID-AIRS

Do you realise that pilots need a total of 12.5 seconds to avoid a collision? This is the time an American military study concluded was necessary to avoid a collision. That's an awful lot of time! In 12.5 seconds two gliders on a head on collision course traverse 250-700m depending on their combined airspeeds. Sailplanes may cover twice this distance.

The researchers determined that the 12.5 seconds are broken down as follows:

0.1 seconds to see the threat

1.0 seconds to recognise the threat as an aircraft

5.0 seconds to perceive a collision course

4.0 seconds to decide how to avoid the collision

0.4 seconds for the pilot to move the controls

2.0 seconds for the aircraft to respond

I will not bore you by reciting the rules of the air here, for they are both well known and unfortunately somewhat poorly adhered to. Rather I will offer some practical advice on avoiding mid-air in the real world.

Detecting other aircraft at a distance is usually dependent on detecting relative movement between the conflicting aircraft and the background. Unfortunately, if a pinprick of an object is detected moving against the background, this will be an aircraft that is not a collision hazard. The problem with aircraft that are collision hazards is that they do not change in their relative position to your field of view. In fact, they appear stationary. This makes them much harder to spot, as it is usually relative movement that first catches our attention.

The only changing element will be the size of the other aircraft, which will get bigger as it gets closer. To make matters worse, the other aircraft will only start to get significantly bigger in your field of view when you are very close to impact, sometimes only five seconds before impact.

You can obviously only collide with aircraft at the same altitude as you. To further complicate matters these aircraft will generally appear superimposed on the horizon or the regions just above and below where they are often hardest to see.

So how do we counter all this?

1. *Know and follow the rules of the air.*
2. *Do not expect other pilots to know or follow the rules of the air!*
3. *Actively scan for other aircraft. Move your head to counter the blind spot behind helmet and sunglasses.*
4. *Pay close attention to the region of the horizon, for this is where the threats will usually hide.*
5. *You are on a collision course with any object which appears to remain in the same relative position.*
6. *A small course deviation early is easier than a large deviation late.*
7. *Look before you leap – do not turn into the path of other gliders.*

WIRESTRIKES

All pilots should be aware of the danger that powerlines represent. Difficult to see, easy to hit, powerlines represent one of the real dangers in our flying. Although always a hazard when low, it is when coming in for a landing we must be especially on the lookout for wires. Because they are such a ubiquitous part of the landscape over which we fly, somewhere, sometime, each one of us is going to have a close call with a wire. The pilot almost always comes out second best in such encounters, so how can we minimise the risk?

While it is usually easy to see a wire silhouetted against the sky it can be almost impossible to pick out a wire when looking down when it is hidden against the ground features. What we can see easily are those ground features. Wherever there is human settlement there are usually powerlines. We should assume that all houses, buildings and roads have wires associated with them and look for the tell-tale power poles and their shadows. We must use the scanning technique described above to effectively search for them. Once one pole is spotted we must look for the others. A valuable clue is the insulators which are visible on the top of the poles. These give us a guide to the direction of the wire and help us to spot other poles.

Poles are often more easily spotted from the side when they appear as a vertical line rather than from on top when they appear as a dot. This is a very good argument for doing an aircraft type circuit landing approach, which lets us look at our chosen landing field from the side. The shadows cast by power poles can be very useful, but we must remember that the sun must be shining and that around midday shadows are very short because the sun is overhead. Wires can often be easily seen if we are "up sun", ie between the sun and the wire. In this position the wire reflects sunlight back to us, often making them quite obvious. They are, however, quite invisible from a "down sun" position. This applies regardless of the wire's thickness.



One useful game to play on those long boring trips through the countryside is 'spot the power pole'. Look at all the different power poles and wires. After some time you will become familiar with all the various configurations and the way the insulators can tell you which way the wires are going. The tell-tale bracing wires running from the side of the pole to the ground indicate a side branch from the main line. You will probably see a lot of SWER (single wire earth return) powerlines. These SWER lines mean you are often looking for a single wire instead of the multiple ones seen in the suburbs. You will also notice the disturbing tendency of electrical engineers to place poles on the top of two hills and string wires between them. Sometimes these wires are marked with coloured balls to warn pilots, but often they are not. They are probably the hardest wires to spot and may be hundreds of feet above the valley floor. Because of this problem you should scan not only your chosen landing field for tell-tale power poles, but also adjacent areas in case a wire runs across the field but there are not actually any poles within that field. Firebreaks in forests may look like possible emergency landing zones from the air, but a closer look often reveals high tension powerlines.

Once we have spotted the poles and insulators we must then draw imaginary lines to give an idea of the likely position of the wires if we cannot actually see them.

We should fly accordingly so as to avoid them. Once we have spotted a wire we should not just relax and forget it is there. It will still be there whether we remember it or not.

If, despite all our precautions, we do find ourselves low on final approach towards a wire, we have several options: pick another field, try to lose height to land short, land crosswind, or try to fly under (not recommended for paragliders!) or over the wire. These options are pretty much in order of desirability. Flying low over wires is generally always the most dangerous option.

If you do hit a wire and happen to survive, **don't** panic but **do** think before you move. You obviously have not been fatally electrocuted, but you're not safe yet! If hung up in the wires you are safe unless current can be conducted through you to the ground. If you are on the ground look around and see if the wire is down and touching the ground. When a high voltage wire touches the ground it sets up a voltage field around it which basically means anyone who comes too close to where it goes to ground is likely to be electrocuted. Don't touch anything you are not already touching. Don't let anyone touch you, or even come near you, until the power has been cut off. Reassure any good samaritans that you

are okay, and could they please phone the emergency services and get the power cut off. Pilots have died unnecessarily by not following this advice.

So here are the basic tips for avoiding wires:

1. *Always suspect wires in the region of roads, houses, and buildings. You will rarely be wrong.*
2. *Whenever you are low, actively look for wires by using your scanning technique. Use the sequence: settlement, pole, insulator, then finally wire. If you can't see the wire, play join the dots with the poles.*
3. *If flying at a new site, inspect the bomb-out for wires from the ground before flying if possible. Ask local pilots about any wires in the area that may be hard to see.*
4. *Don't just look for wires, but try to prove to yourself they are not there by leaving enough height and time to adequately assess any potential landing site.*
5. *Know thine enemy – become familiar with the power poles and wires in your flying area when on the ground so you can make quicker, more accurate judgements in the air.*

THOUGHT FOR THE DAY:
A MID-AIR COLLISION
SERIOUSLY ERODES CLIMB
PERFORMANCE. GRAVITY
NEVER LOSES, THE BEST WE
CAN HOPE FOR IS A DRAW.



Club Accreditation

Emilis Prelgauskas

BACKGROUND: GFA HAS CIRCULATED TO ITS MEMBER CLUBS A SELF-ASSESSMENT FORM FOR ACCREDITATION TOWARD BEING PART OF FUTURE GFA PROMOTIONAL EFFORTS.

PREAMBLE

So we want the sport to be more accessible to the community. We want this because we believe that there are people out there who want to fly for recreation. We believe that these additional people also strengthen us as a club. And the larger number of people Australia-wide flying gives us collectively then more strength to protect our freedom to fly.

At the same time there is a view that promotion will only be effective if this is matched by our ability to meet the needs of those who come wanting to fly for recreation. That is – that the clubs are prepared and can accommodate the influx of additional people.

Hence the GFA process to identify those clubs who are willing and able to take their part when, in the future, a promotional effort brings people to the airfield gate. That is part of the accreditation rationale.

That ability is being measured by asking clubs to demonstrate that the supporting elements to handle approach by the public are in place. These elements include physical things such as signs which permit people to find the club, find their way around the club, and to advise about areas of danger. Also, that there are means of booking before going to the club.

Once at the club, that the club provides the on-site club member-support people and facilities so that first time attendees have a positive experience. And, that the club provides the flight being sought, including the diverse types of flight different people want.

Then, after the flight, people are provided with reminders of the flight and follow-up options to continue their involvement. These could be in the form of certificates, information sheets, and package deal offers. Consumer items (shirts, caps, stubby holders) identifying the sport are another form of linkage.

OUTCOMES

All the above is taken from the GFA Development Officer's accreditation form previously forwarded to all clubs.

The potential outcomes from that proforma include:

- *that clubs are reminded about what they do well, what they don't do, and things they might wish to do which they currently aren't*
- *that clubs who do well become part of the chain of attracting people to the sport where promotion by the sport is then made more effective*

This includes the GFA preparation of the [www.soaring.com.au] website, which clubs can be linked to once accredited.

REACTIONS

From the club end perspective the foregoing can draw varying reactions.

From – yes, we do some of these things well and can achieve accreditation, which will bring the benefits of external promotional help to increase club activity and membership through to – ye gods, another layer of bureaucracy with its follow-up assessors, forms to fill in, GFA fees to pay, paperwork to keep, additional activities to develop and keep running; when we have enough to do just keeping the doors open for our existing members, with no guarantee levels of help or support or outcomes to come from others in return for all this effort at our end and perhaps even – here's another GFA moneyraiser. We've been through this with the Introductory Flight fiasco, which was argued by GFA on club protection insurance grounds, but at GFA meetings has turned into purely a 'revenue centre' agenda item. The accreditation bills will no doubt be argued on the promotion and assessor cost grounds. Once again we are going to be billed by the big federal bureaucracy for the positive things we already do at club level.

UPTAKE

And so there will be a very varied uptake of this 'accreditation' part of the 'getting more members' conundrum.

What can be anticipated is that large gliding clubs will take this up more readily than small gliding clubs – as already argued in the recognition previously expressed by the GFA Development Officer that small

clubs already have unique issues which limit what they can do. So the accreditation process brings with it obligations on GFA and its assessors to rate individual clubs on a realistic basis of what that club can achieve, rather than on a single uniform global standard which only selected and well-resourced organisations (big clubs and commercial operators) can achieve.

A positive outcome of this initiative is likely to be for individual club committees to more clearly see which specific gliding things their individual club can focus on, rather than 'doing everything'; by working through the self assessment form.

And clubs may choose to not do certain things, and instead focus on doing some things extremely well (including, as a priority, meeting their existing members' needs) as a result of looking at the obligations implicit in the GFA self-assessment form.

Some club committees may use the checklist to identify new things that blend well with things they already do. Certificates, consumer items, flying packages that fit well with what the club already does in terms of promotion or AEFs.

Some clubs may seek alliances with other clubs who are 'accredited' to do those things which your club doesn't want to do – including introductory flights, flying training, conversions and letting your club get on with what it does do well.

There are for example, large costs associated with meeting public expectations. In the infrastructure end, facilities have to be to today's standards, where government and industry have set a high standard by assisting some sports with top-notch stadia because those sports have a viewing public.

Even though gliding doesn't, the expectation of similar standard of facilities is in the public mind nevertheless.

Then, those facilities have to be kept clean, fitted out and stocked. For the club, both a people and cash flow impost. There are plenty of decent clubrooms already on abandoned gliding fields, or needing a paint and clean in club circumstances when there aren't enough members to run a flying operation. This, because you can be sure the

incoming new members will expect those facilities at peak standard and, as well, that they themselves don't have to contribute to the cleaning, repair and restocking.

Clubs will also vary in their attitude to incoming members, from 'anything, as long as you join', right through to 'get away from me, ya bodder me'.

Both extreme positions have their problems. People want to join clubs that already have people, and are discouraged by clubs giving the appearance of being under-resourced in facilities, fleet and existing member terms.

Then, if the club appears desperate for members, the consumer believes they have a strong bargaining position – for free flights, credit on flying accounts, rating upgrades irrespective of skill, and most commonly – demand for service without personal time or effort contribution.

At the other extreme, people also don't understand that gliding clubs vary considerably one from another. So a 'No' at one club might be seen as representing the whole sport.

I can well understand the litigation, insurance, interference, distraction, demanding, fleet damage, member-upsetting nature of new people approaching the club airfield. I've been dealing with their opinionated assertions for 40 years. And today I am the receiver of the follow-up repairs needed to the displays we send out to public events. Sometimes the public is happy to destroy our resources, and the more recent issue is them suing us if they hurt themselves in the process of doing this.

People still come up to my front door demanding their right to mess around in my backyard, and can't see that my reaction is no different to what theirs would be if I turned up on their back lawn with my Webber under my arm.

To overcome the instinct to use the short form Australian expletive, and to offset the need to continuously repeat the directions to another gliding site, at home we've put together a fixed display where all that information is provided.

It provides insight into the sport, provides the take-away handout material, keeps the public away from our flying operation, and re-directs them to other flying operations, which, I fully expect, will want to be accredited.

And good on you. Go for it. May the sport prosper. But not by shoving costs onto those who have already done their bit many times over.






Functions	Frequency selection	LED receive indicator	LED transmission indicator	INTERCOM voice controlled	Supply voltage display	Noise suppression (squelim)	Microphone and volume adjustments	Frontpanel night illumination	Approvals
Airborne radio	•	•	•	•	•	•	•	•	FA 338, FA 340, FA 341, Level C
Ground operated radio portable (e.g. emergency operation)	•	•	•	•	•	•	•	•	FA 340 626, FA 341 626
Ground operated radio mobile in vehicles	Channel mode only	•	•	•	•	•	•	•	FA 340 626, FA 341 626
Ground operated radio fixed base	Channel mode only	•	•	•	•	•	•	•	FA 340 626, FA 341 626

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GFA Development Officer's Report . . .

Terry Cubley

What is happening at The Marsh

Bacchus Marsh is the largest gliding operation in Australia with a total of approximately 250 members. These members belong to three clubs which share a clubhouse and hangars, but have three separate committees and organisations. Only 40 minutes drive from the centre of Melbourne, the clubs only operate two days per week. The opportunity to increase membership could come from increasing the number of days of operation.

The different clubs each arranged occasional Friday flying, but this was irregular and no one was sure when it was to be arranged. In response to our discussions on club development, the Geelong club recently held a members' meeting to discuss some options for club development. The major decision from the meeting was to finally take the plunge and commit to an operation every Friday. An instructor and tug pilot have been rostered and so far operation have taken place, with an increasing participation. The hope is that one of the other clubs will set up an operation on a Monday or Thursday so that a regular four-day operation can take place. With this arrangement, there is potential for the membership of the clubs to double to over 500 members – maybe a few years away?

The Geelong club has also made some significant efforts with club activities through the formation of a social committee. I realise that this is not a new idea, in fact the Gawler club and GCV have had very active social committees for many years, as have a number of other clubs. However, for the Geelong club, this is a major change. Monthly social get togethers in Melbourne, working bees and barbecues have made a significant change. As is often the case, this innovation only requires two to three people to make a bit of an effort, and a couple of relatively new members have led the charge with this improvement.

(The Canberra club has probably the most organised social event, with their weekly Instructor Panel meetings – this is very formal, held at one of the Canberra hotels, and certainly makes the most of their geographic situation. Given that many of the members are instructors/AEI it is a great excuse for a club get together.)

Does your club arrange this type of social event? It will depend on where most of your members come from and their social availability, but it is quite reasonable to cater

for a significant number of members even if all members cannot attend. There is always the fear of creating a clique situation, but this can be controlled and should not be used as an excuse not to have some social interaction available to members.

Sports Aid Foundation

Another club at Bacchus Marsh, VMFG, has recently benefited from the Sports Aid Foundation. One of the club members was in a position to donate some money to the sport, and using the Sports Aid Foundation he was able to gain some tax incentive and so double the amount of money available for the benefit of the club. As a result of this member's generosity and utilising the opportunities provided by the Foundation, the Victorian Motorless Flight Group has recently taken delivery of a new Duo Discus. There may be other clubs in a position to benefit from such a scheme. Any small donation from an interested member may be virtually doubled in value through this process. If you are interested, I suggest that you contact Roger Druce from VMFG who has many of the details. (GFA office can give you his contact details).

More new members taking on roles

GCWA at Cunderdin has appointed a promotion's officer, Swain Johnson. Swain has been flying for about 18 months and it is great to see an enthusiastic new member putting effort into his sport. This is a fairly common story around the country.

If your club committee hasn't taken advantage of some of your new members you need to ask yourself what you are doing to discourage their involvement. Many new members are willing to help, even in small ways. Either you are giving them the impression that they don't know enough to really help, or you are not listening to what they are suggesting. If you haven't got new members involved, don't blame them, have a look at your own systems.

Swain returned the accreditation form so that the GCWA can be included on the GFA promotional website [www.soaring.com.au].

He reports: *"From this (accreditation) sheet provided, we have realised our club can upgrade some of our facilities, and we have taken measures to do so in the past few months. The club has been growing as of late which is really great with around 10 enthusiastic new members, and we look forward to you including us on your new website."*

Recently we also have upgraded our web-site, you can have a look at [www.glidingwa.com.au]."

Club accreditation

Last month I spoke about the section on the club accreditation questionnaire to do with the 'package deals' that you can offer. This month I would like to comment on another section of the document.

6. *Visitors can clearly and quickly identify who to talk to at the launch point.*
7. *Someone actually talks to them.*
8. *A club member looks after each visitor, showing them around, answering questions, arranging the flight.*

This set of questions on the accreditation form is a critical grouping for clubs that are interested in growing their membership. No matter what equipment and great ideas you have, if no one actually looks after the visitor and explains what the sport is about, then the person is not going to hang around long enough to find out if they like it.

There are numerous stories about glider pilots visiting a new site, turning up and being ignored for hours on end. These stories usually refer to one of the larger operations, and I think that they have been told about all of the bigger clubs. Many are probably an exaggeration, but I also believe that there is no smoke without fire.

Put yourself in the shoes of a visitor to your site. When the visitor drives up, is it easy to work out where to go and who to talk to? Most clubs have a control/pie cart and provided that this is well signposted with welcoming messages, most clubs can score well on this question. This is assuming that someone based at the control cart is actually easy to communicate with, and knows the answers to the questions: Can I get a flight? How do I do it? How much does it cost? Etc. Of course, if your control cart is staffed by the newest members this may not always be the case. How do you feel when you go into a shop and you are greeted by a new staff member who doesn't know anything and isn't all that confident about what is possible? New members may be quite capable of providing the information required. When I visited the Adelaide Uni club visitors were welcomed by members who had been members for only two weeks, and they were able to provide a lot of detailed information. All depends on how well they are briefed, and how much freedom they are given.

Now the critical question "*Someone actually talks to them?*" This is easy in a small club, when you know everyone and someone else turns up, they are very obvious. When you look around you may be the only one around to talk to the visitor and so you have no option (one hopes that this is true). In larger clubs it is a little more tricky. Is the person a new member who joined a couple of weeks ago? Or is it a visitor, but am I the right person to talk to them? As I say, easier for small clubs, and a major issue for larger clubs. How does your club handle these problems? How do you recognise that this is a visitor? And who does the talking? Some clubs use a Duty Pilot system to help with this. Some clubs ask the flight sheet person to welcome visitors and then to introduce them (quickly) to a knowledgeable club member who will spend the time to help with their visit.

I recently dropped in at Tocumwal, Leeton, Wagga and Mt Beauty clubs. In all cases these clubs would score high

in these three questions. Yes, they knew I was coming and I knew what to say, but I have to assume that a similar approach would be used with other visitors. I have visited other sites and felt a little lost for a while, but eventually someone pops up to help out. Maybe we just need to make sure that this positive approach is a little more structured – all members need to realise that visitors are a crucial part of the operation – either financially or as future members.

The last question "*That a club member actually shows the person around*", etc is a little more tricky. This is a level of service that we grow to expect in our day to day commercial lives but as yet is not so common in our sporting/recreational lives. There are some members in some clubs who takes the time to show the visitor around, explain what the glider is and how it flies, shows them the clubhouse and workshops, introduces them to other members – takes the time to really interact with the visitor.

This is the ideal. How common is it in your club? Can you improve this aspect? Does it work in increasing their enjoyment and their probability of joining the club?

The majority of clubs score a total of five for these three questions, this out of a possible nine. Given that it is a critical group of questions, most clubs could spend some time to look at how their systems can do better in this aspect. I look forward to future visits to see examples of the clubs excelling in this area.

Please keep sending me reports on what your club is trying – the more we talk about the approaches being taken in different areas, the greater the chance of increased success.



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THE COASTAL RUN – BELLS BEACH

Geoff Coombs

BELLS BEACH TO APOLLO BAY. FOR PILOTS WHO FLY THE VICTORIAN COAST IT'S THE HOLY GRAIL OF HANG GLIDING. THE FLYING IS CHALLENGING AND THE VIEWS FANTASTIC. IT IS VERY RARELY DONE. UP UNTIL A FEW YEARS AGO LESS THAN 10 PEOPLE HAD EVER SUCCEEDED. NOW 17 PEOPLE HAVE MANAGED THE RUN FOR A TOTAL OF 35 TIMES COMPLETED. THE FIRST GUYS TO MAKE IT WERE PETER MUFFET AND ANGUS WALKER BACK IN 1990. THEN IT WAS FOUR YEARS BEFORE IT WAS DONE AGAIN! THE UNDISPUTED KING OF THE COASTAL RUN IS TED REMEIKA, WHO HAS SUCCEEDED AN AMAZING 13 TIMES. SITTING IN THE AIREYS INLET PUB IS A TROPHY DOCUMENTING ALL THE PEOPLE AND DATES THE RUN HAS BEEN COMPLETED. IF YOU ARE PASSING BY IT'S WORTH A LOOK AND IS A GOOD EXCUSE FOR A BEER.

Why is it so rare? Well, for a start, you need a south-east to east wind around 15 to 20kt, which is unusual for the west coast. For instance, up until a month ago we hadn't had a suitable wind for more than a year! Secondly, it is very challenging. For a newcomer, you'd have to fly with a local who has done it before. After you've bombed along the way a few times and figured out your mistakes, felt comfortable flying low with limited landing options and coped with a tailwind low altitude run along Fairhaven beach, well then, you've almost made it half way! Of course, then you've got to get past Lorne, which is quite likely to be harder than getting past Fairhaven (but not as scary)! Thirdly, you have to be there when it's on. And finally, a bit of luck helps!

The total distance as the crow flies is 73km. You can fly further, another 17km down to Cape Otway (it's been done) but I don't like your chances of getting picked up. It's another three-quarters of an hour drive to get you!

The launch at Bells Beach (coast faces east-south-east) is now rated as advanced, not because the launch is hard (in fact it's one of the easiest around) but because there is nowhere to land at the bottom, unless its low tide and you want to land on rocks (it's been done). There is a top landing area, but if the wind is strong (15-20kt) it is a little turbulent and it's not a big landing area. Basically, in a strong wind you fly south-west and land at Anglesea or beyond.

After launch, you generally fly down to the cliffs near Jan Juc (north), get high (over 550ft), then fly back and cross Bells Beach itself and on to the cliffs at South Side. Usually, unless it's a very high tide, there is plenty of beach to land on if you have to, but it's a bit of a walk out. After gaining some height, it's down to Pt Addis where you want to get as high as possible to cross inland (minimum around 900ft) onto the cliffs at Eumeralla (coast faces south-south-east). The general consensus these days is to try to cross in lift and drift downwind onto Eumeralla, maintaining height as much as possible. From there you fly across to Anglesea and Pt Roadnight Lookout. Now, if you've been patient and flown downwind in buoyant air, you've arrived at Roadnight high enough to again cross inland to the cliffs at Urquhart Bluff without having to stop (coast faces south between Roadnight and Urquhart). If you can't do that then you have to hang around Roadnight until you can climb to a minimum of 600ft. And I mean minimum; I don't know of anyone who has managed to cross to Urquhart and stay flying after leaving under 600ft (plenty have been higher and still landed on the beach). Besides, it's four-and-a-half kilometres and fairly flat ground – 1,000ft doesn't seem enough!

From there you fly along the cliffs to Aireys Inlet Lighthouse (coast faces east-south-east). There are very few landing spots, so you need to keep an eye on the wind (wind lines and white caps). Sometimes the wind can drop off (or increase) as you fly along the coast, and a few people have been

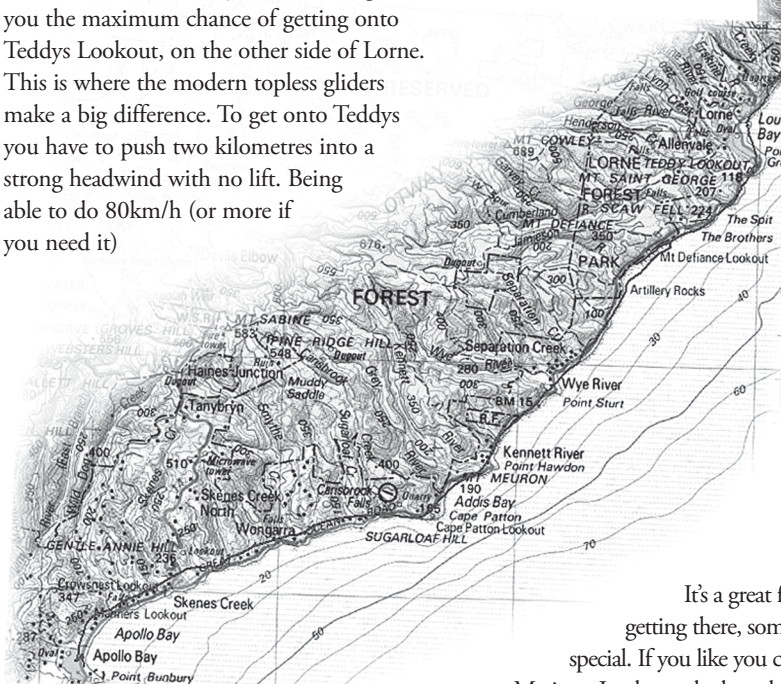
caught out and landed in the water. Luckily, no one has been hurt.

Once at the lighthouse area it's important to get as high as you possibly can ("What's new?" you might ask), anywhere over 400ft, as this is one of the toughest areas of the flight. As the wind is round to the east the well known flying area of Fairhaven, or Spion, as most people call it (coast faces south) becomes very tough to get past. The wind is between 45° and 70° off, sometimes more if it is closer to east. Also, the first part of the flight is over very low sand dunes. Here you are flying with a ground speed around 70-80km/h at less than 300ft with an airspeed around trim! If your heart rate isn't up you must be dead! Also, it's a good idea to have your harness unzipped just in case you have to do a hurried 180° turn back into the wind to land. Now comes the tricky part. You have to fly along the ridge at Fairhaven and then turn very sharply back into the wind just before the launch area, which faces more into wind and generates the best lift you are going to get. If you skid past launch in the turn then you will struggle back into wind and around the corner losing height as you go. Believe me, you won't have much to waste. If you turn too early you won't be in the best lift band and will struggle to maintain height. If you get it just right you will slowly gain enough height (500ft) to turn tailwind again and make it down to Cinema Point three-and-a-half kilometres away (faces east-south-east). From there you can breathe a sigh of relief and

TO APOLLO BAY

climb easily, reflecting on how shit-scared you were just a few moments ago.

After climbing to around 800ft you can then cross a small gap onto Big Hill. Here again you want to get maximum height, over 2,000ft if that's possible. This is the highest point before Lorne, so if you can maintain this all the way down it will give you the maximum chance of getting onto Teddys Lookout, on the other side of Lorne. This is where the modern topless gliders make a big difference. To get onto Teddys you have to push two kilometres into a strong headwind with no lift. Being able to do 80km/h (or more if you need it)



and still have a reasonable glide is a huge advantage. The Litespeed is fabulous for this. You have to get the glide right, because before Teddys the landings are ordinary and once there the landing areas are just as bad. I guess you could put it down if you had to...

Once on Teddys Lookout you can allow yourself a smile because from here on it's plain sailing, compared with what has gone before. The hills are high and it's usually an easy climb to over 2,000ft. The views are spectacular and you have the time to enjoy them. Cumberland River, Wye River, Kennett River, you slowly pass them all, watching the tiny cars below, as they snake their way along the Great Ocean Road. As you approach Cape Patton it's a good idea to climb as high as possible again as the run into Apollo Bay is more tailwind and the hills are lower and not as steep. It's still 16km to go and you don't want to blow it now!

After passing Cape Patton, you race the cars down past Skenes Creek to Apollo Bay.



The best landing area is crosswind on the beach near the Surf Life Saving Club where you can then walk your glider up onto the grass and pack up in comfort.

Time for a well-earned beer... and that's right, somehow you've got to get back! Hopefully somebody will be kind enough to come and get you. And put up with all the gloating and the "No shit, there I was..." stories all the way back.

If you're keen to try this flight, keep an eye on the forecast and contact a local in the area. Try looking on the web for the Dynasoarers home page [www.hgfa.asn.au/~dyna/] or look in Soaring Australia for contact numbers. By the way, I've just realised in researching this article, that no females have ever done this flight. So, who will be the first?



It's a great feeling getting there, something special. If you like you can fly onto Mariners Lookout, the launch site for paragliders and hang gliders flying at Apollo Bay. It's a very pretty area, especially on a good day with plenty of sunshine.



Photo: Courtesy Scott Barrett

CLUB NEWS

NSW Microlight Club – Proposal

Do microlight pilots from NSW know each other? Do we go flying together from time to time? Do we fly from each other's airstrips?

I'm proposing that we build a community of trike pilots forming friendships all over the state. We can have a club that organises fly-ins, maintenance days and skills clinics. Maybe even a BBQ. There are only one or two hundred of us flying around NSW. Let's fly together!

We can do nothing and continue to fly in our separate groups. The sport will continue to be under-represented and struggle with growth.

Alternatively we can build a community where anything we want for our sport is possible, we just need to start. Victoria has a state based club, so why not NSW?

I'm proposing that pilots of microlights in NSW form a club.

I'm inviting all pilots, their friends, students, instructors, flying school operators, aircraft importers and manufacturers to come along to a meeting, Tuesday, 10 June 2003 at the Brewery Room, Paddy's Bar, Markets Hotel, 268 Parramatta Road, Flemington, 7pm for 7:30pm.

I've been flying trikes for over 10 years, it's time we caught up for a chat.

For more info contact Kevin White: 02 8333 3254 (w), 0417 722 433 (m), email: <kwmh@rivernet.com.au> or see [http://member.rivernet.com.au/kwmh].

I'll be there on the night and I invite you to come along. Kevin White

Dalby Hang Gliding Club Inc, QLD

The Dalby Big Air Carnivale

The Dalby Hang Gliding Club Inc is running an aero-tow hang gliding competition at the Dalby Aerodrome from Monday, 6 to Friday, 10 October 2003 – this is the week directly after the Canungra Classic (27/9/03 – 4/10/03). So come on up to sunny Queensland for a fantastic fortnight of flying, firstly in the scenic panorama of mountain ranges surrounding Canungra, followed by soaring the endless cotton-ball dotted skies over the vast patchwork of crop farms that is the Darling Downs.

The Dalby Big Air Carnivale promises to be an enjoyable event with the emphasis on safe towing and getting pilots airborne to get many hours and miles under their belts. Register on-line to secure your place now! [www.triptera.com.au/pteraComp/index.php].

Part of what makes this area so attractive to soaring pilots is excellent flat land flying combined with a good road network and wonderful scenery, not to mention the

cross-country potential. Records could easily be broken here! The paddocks are huge and largely clear and well serviced by roads, making landing and retrieval a breeze. Typical cloudbase at this time of year is 7,000 to 9,000ft agl. Height gains in excess of this are not uncommon. A 100km flight is not hard to do here!

Dalby, situated in the Wambo Shire in the heart of the Darling Downs, not only offers unique flying for soaring enthusiasts but is also extremely accessible to major centres including Toowoomba (40 minutes), Brisbane (two-and-a-half hours) and the world famous Gold Coast (three hours).

The area is a hub for all forms of aviation including the Darling Downs Soaring Club (DDSC), a prosperous and internationally recognised sailplane operation, and has been the home of past National Gliding competitions. The 1994 Gliding Nationals, hosted by the DDSC, was one of the most successful competitions in history and is still talked about around the world.

Not only is the flying awesome but the town is well serviced with all modern conveniences and a genuinely welcoming community, always happy to help out.

Other attractions nearby include the Oakey Army Flying Museum, Jimbour House, the historic Jondaryan Woolshed as well as a number of wineries close by. So bring the family!

The surrounding area is predominantly flat and mostly farmed for grain crops and cotton. The terrain gradually becomes undulating and then hilly to the north and east where the Downs meet the Great Dividing Range.

Several pubs and motels are available in town, which is approximately one kilometre south-east of the strip. There is no camping at the strip.

When is it? Beginning of October. Practice day is Sunday 5th. Competition starts Monday 6th with the last competition day Friday 10th.

Entry Fee: \$120 per pilot. Late Fee of \$50 will apply to entries received after 12 September 2003. Entry fee includes presentation dinner.

Tow Fees: \$25 each for first five tows (\$125) to be prepaid thereafter payable to launch marshal on a daily basis

Requirements: Current HGFA membership, intermediate rated with inland experience, aerotow endorsed, parachute, UHF radio and GPS. CDMA mobile phone highly recommended.

Registration: From 2pm on Sunday the 5th. Competition Format: Start circle around strip. GPS turnpoint and goal. Goal will be at the strip whenever possible.

Contacts: Cameron McNeill, ph 0419 706326, email <cameronmcneill@energex.

com.au>. Peter Barwise, ph 0411 869177, email <peterbarwise@logan.qld.gov.au>.

Cloudbase, WA

Cloudbase Paragliding Club has a new president; Wesley Zdanowicz was elected in March after previous president Mark Wild resigned. A big vote of thanks was made to Mark for all he's done in his short time in office, including setting up a mentor scheme for novice pilots, obtaining carpets for the Bakewell take off, and personally helping a lot of new pilots to get some hours up.

Rod Merigan was awarded the club's Longest Flight of the Year trophy for 2002, courtesy of his record 124km last November. Rod also managed a very impressive 3rd place on the national CMAC XC league for summer 02/03 and first placed Western Australian. The WA State champs only attracted two paraglider pilots unfortunately, partly due to a clash with the PG Nationals in Manilla. Dave Humphrey took the win narrowly from Rod in what was a good week's flying at Wylie with the hang gliders, despite some excessive wind towards the end.

There is still plenty of coastal flying to be had in the winter months and the club is now running weekly groundhandling sessions mid week, with parachute repack and safety officer workshops coming up over the winter months.

Michael Duffy

FAI NEWS

Provisional World Record Claims Claim number 7658:

Sub-class 0-3 (Paragliders) – Feminine

Type of record: Speed over 25km triangle

Course/location: Plaine Joux (France)

Performance: 23.1km/h

Pilot: Fiona Macaskill (UK)

Paraglider: to be advised

Date: 24/4/2003

Current record: 19.86km/h (21/04/00, Fiona Macaskill, UK)

Claim number 7662:

Sub-class 0-1 (HG with a rigid primary structure/controlled by weightshift) – Multiplace

Type of record: Speed over 25km triangle

Course/location: Plaine Joux (France)

Performance: 12.90km/h

Pilot: Koos de Keijzer (Netherlands)

Co-pilot: Shelley Smith (Netherlands)

Hang glider: Icaro

Date: 22/4/2003; Previous record: new

Claim number 7675:

Sub-class 0-3 (Paragliders) – General

Type of record: Out-and-return distance

Course/location: Julain Alps (Slovenia)

Performance: 189.2km

HGFA General Manager's Report . . .

Instructor Numbers

At the recent HGFA Board meeting, the difficulty for HGFA pilots to become an instructor and set up a training facility was discussed. Few of the Board members were aware, and it was assumed that few members would be either, that it is possible for a hang gliding or paragliding flight instructor to be trained under a CFI and set up a school under the supervision of a club. There are a couple of conditions, though they are not too onerous: the Senior Safety Officer of the supervising club must have substantial experience in the discipline to be taught; and the flight instructor must provide a comprehensive training program tailored to the sites available. Additionally, the Board will be calling for CFIs to run apprentice training courses to make them more available.

Medical Examinations

CASA's Medical Division asks that we cease using HGFA forms as evidence of the successful completion of a medical examination. For the past ten years or so, some members have asked that CASA approved medical officers (DAMEs) sign our forms, which are then sent to the HGFA office (along with other requirements for the passenger carrying endorsement) to gain the endorsement. All HGFA pilots seeking issue

or renewal of passenger carrying endorsements will now need to undergo the medical with a DAME and then apply for a CASA Medical Certificate. The certificate will then have to be passed to the HGFA office along with the appropriate form.

Helmets

The following article appeared on the European Paragliding list during discussion about whether full or open face helmets are better. It contains useful information about how to deal with a pilot who has possible head or spinal injuries.

"Treating of an injury would, in every case except one, be the same with a full face or open face helmet. There is no difference. If you are in doubt as to whether there may be a spinal injury do not attempt to take the helmet off as this may disturb the spine. If you are in doubt as to whether there may be a head injury do not attempt to take the helmet off as this may disturb the skull (the helmet may be the only thing holding the head together). If there is a risk of choking from the neck strap then loosen this or undo it, but don't take the helmet off.

There is only one exception to this. If, after loosening the neck strap the casualty still isn't breathing you will need to give mouth-to-mouth resuscitation. With an open faced helmet you should do this with the helmet on, but with a full face helmet you will need to remove it, very very carefully. That is the only time that you should remove a helmet if you are in any doubt as to the patient's injuries. If he's breathing leave the helmet on."

Accident Reports

No 1.

*Pilot: Restricted HG pilot
Experience: Eight hours total, two hours last 90 days
Glider: Low performance HG
Pilot injury: Broken arm
Glider damage: Nil
Location: Coastal site
Conditions: 20kt wind, light turbulence
Description:*

The glider encountered rotor turbulence from bushes in front of launch during the launch, the left wing dropped and the glider turned into bushes. The pilot did not let go and of the control frame and suffered a broken arm.

Comments:

The pilot's actions were neither adequate nor quick enough to correct the situation and to level up the glider. Rapid and positive corrections are necessary in strong winds. The report stated that the bushes that

caused the turbulence were in need of a trim, though the local Parks service would not allow it. If this is indeed the case I cannot help but think that a ramp or some other means of changing the launch could resolve the problem - if not, perhaps the launch may only be suitable for advanced pilots in strong winds.

No 2

*Pilot: Intermediate PG pilot
Experience: 40 hours, four hours last 90 days
Glider: DHV 1/2 paraglider
Pilot injury: Nil
Glider damage: Nil
Location: Inland X-C site
Conditions: Light wind/light turbulence
Description:*

Pilot flying too slowly, entered a light thermal, attempted 360 near the hill, applied too much turning break, stalled one wing and went into a quick spin. The glider surged out of the spin; the pilot swung below the wing and threw reserve. Reserve opened immediately and pilot hit the ground a second later and luckily landed between trees with nil injuries and only a few broken glider lines from catching on a tree.

No 3

*Pilot: HG pilot – experience not known
Glider: High performance HG
Pilot injury: Broken left arm and right elbow
Glider damage: Leading edge broken
Location: Inland site
Conditions: 3-5kt cross/headwind, light turbulence
Description:*

Pilot approached too slowly and slowed further at 20ft agl. When about to touch down, the glider was hit by a cross-wind gust, a wing was lifted and the glider side slipped into the ground. The glider ground-looped 180 degrees, the pilot held on to the control frame and both arms were broken.

Comment:

This pilot flies very irregularly, perhaps only once or twice a year, which was no doubt a factor in this accident, along with approaching to land with inadequate speed to allow a positive round-out and solid flare. Letting go of the control frame is preferable when a hard landing is inevitable.

Fly safely, Craig Worth



*Pilot: Susa Primoz (Slovenia)
Paraglider: Gradient Avax RS26
Date: 4/5/2003
Current record: 169.9km (03/08/95, Pierre Bouilloux, France)*

World Record Ratifications

FAI has ratified the following records:

Claim numbers 7388 and 7389:

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

– General

*Type of records: Straight distance to a declared goal
Course/location: Zapata, TX (USA) - Big Lake, TX (SUA)
Performance: 517.23km
Pilots: Lawrence "Pete" Lehmann (USA) and Michael Barber (USA), joint flight
Hang glider: Wills Wing Talon 150 and Moyes Litespeed LS4
Date: 20/6/2002
Previous record: 503km (28/07/01 - Carlos Alberto Morganti (Betinho) Schmitz, Brazil)*

FAI congratulates the pilots on their splendid achievement.



POINT COOK

– The Time for Action is Now

Graeme Barton

IT IS NOW 28 YEARS SINCE THE PIGOTT REPORT TO THE COMMONWEALTH GOVERNMENT RECOMMENDED THAT A NATIONAL AVIATION MUSEUM BE ESTABLISHED.

This recommendation was made in the Report of the Committee of Inquiry on Museums and National Collections, the Pigott Report, which was published in 1975 following an inquiry set up by the Commonwealth Government. After reviewing submissions from many organisations, the Committee recommended that no more than three themes merited special museums – a National Maritime Museum, a National Aviation Museum, and a Museum of Australian Biography. The National Maritime Museum was established at Darling Harbour in the 1980s and the National Museum (covering Australian biography) was opened in Canberra in 2001. The Report recommended that the National Aviation Museum should include civil and military aircraft and that it be located at its own airfield so that flying activities could be part of its program.

No progress has been made on the establishment of the National Aviation Museum. The disposal of the RAAF Williams Base Point Cook, an internationally recognised aviation heritage site, presents a unique opportunity for Australia to achieve the third national museum as recommended by the 1975 Pigott Report.

BRIEF HISTORY OF POINT COOK

Few nations on earth owe as much to aviation in their development as does Australia, and a key feature in the development of Australian aviation has been the activities which have taken place at Point Cook.

In 1913 the Australian government formed the Central Flying School at Point Cook and, following the outbreak of the first World War in 1914, formed the first squadrons of the Australian Flying Corps. The Australian Naval Air Service was subsequently formed and, in 1921, the Royal Australian Air Force was formed at Point Cook. Point Cook was the location of the first Australian military flight (in 1914), the first flight of an Australian made military aircraft (in 1915), the final destination of the

first flight from England to Australia by the Smith brothers in 1919, the departure point for the first north-south (Wrigley/ Murphy, 1919) and first non-stop east-west crossing of the continent (Kingsford-Smith, 1928), as well as the departure point of the first aerial circumnavigation of the continent (Goble/McIntyre, 1924). It was the departure point for the first Air Sea rescue flight (Stutt/Dalzell, 1920), the first aerial survey flight (Hempel, 1926), and the first international flight from Australia (Williams, 1926). It was the site of the first emergency use of a parachute (Rae, 1930) and the first trials of aerial crop dusting (Wrigley, 1930).

Most of Australia's early aviation personalities had strong associations with Point Cook, including Richard Williams, after whom the base is named (first Marshal of the RAAF and first Director-General of Civil Aviation in Australia), John Duigan, Alan Cobby, George Jones, Lawrence Wackett, Ross and Keith Smith, Hudson Fysh, Charles Kingsford-Smith, Charles Ulm and CWA Scott.

Point Cook is the oldest continually operating airfield in the world. RAAF flying operations ceased in 1992, but the airfield has continued to be used for flight training by civilian organisations. Thousands of pilots have been trained at this airfield. It is the home of the RAAF Museum and it is still the home of the RAAF College.

Point Cook's historical importance and heritage significance to Australia have been recognised for many years. In 1980 the Australian Heritage Commission placed the entire area of RAAF Point Cook, together with its runways and buildings, on the Register of the National Estate. Five years later the National Trust of Australia classified all of the earliest buildings and many from the inter-war period. Two of the hangars still in use at Point Cook were erected in 1914 as battle plane hangars, while the seaplane hangar and jetty erected in the 1920's are still in existence.

RECENT DEVELOPMENTS

As part of the Federal Government's Defence

Reform Program, the entire RAAF Williams Point Cook Base was identified for possible disposal in the then medium term, ie, 2001 to 2006. It has since been announced that the whole Base is to be sold.

In May, 2001, the then Parliamentary Secretary to the Minister for Defence, the Hon. Dr Brendon Nelson MP, announced that RAAF Williams Point Cook was to continue as an operational airfield following its disposal as a defence property. He also announced that the future use of the base would be determined by a Steering Committee comprising representatives from Federal, State and Local Governments and that a Reference Group comprised of organisations and local community groups who use or have an interest in the facilities at Point Cook would be invited to make submissions. Mr Don Hayward, a former Victorian State Minister for Education, was appointed to chair the Steering Committee and the consultancy firm of Sinclair Knight Merz (SKM), which has had wide experience in the aviation field, was appointed to assist in the preparation of a Strategic Land Use Plan for the site.

The stated aim of the Department of Defence is that the site will be sold as one lot on the basis of a freehold sale, but it is intended that the RAAF will continue to occupy precincts within the Point Cook site containing the RAAF Museum, RAAF College (in the short term), Australian Air Force Cadets facilities and a number of selected houses and other buildings on a lease back arrangement.

The Steering Committee and Reference Groups met on a number of occasions during 2002 and two Community Information Days were held. A summary of their findings to date was presented to a combined meeting of the Steering Committee and Reference Groups in late October, 2002. At that meeting it was stated that the suggested vision for the Point Cook site is "to preserve the heritage of RAAF Base Point Cook, keep Point Cook as an operating airfield, keep the RAAF Museum at Point Cook and encourage the development of Point Cook as a

focal point for aviation heritage, aviation preservation, education and tourism”.

The time lines announced at the meeting were to have the property ready for advertising for disposal in second quarter of 2003 with final disposal in the third quarter.

BRIEF SUMMARY OF STRATEGIC LAND USE PLAN CONSIDERATIONS

The consultancy firm of SKM has developed a Strategic Land Use Plan which has identified a number of possible concepts. This Plan is intended to provide planning guidance and to identify a preferred concept. The new owner in consultation with the various levels of government involved will determine the final development of Point Cook Airport.

Significant constraints have been identified which may limit the development opportunities of the Point Cook site. These include:

- existing leases and licences;
- approach and take-off surfaces associated with each of the existing runways;
- drainage problems on the site;
- extensive contaminated sites resulting from site fill, activities on the site (eg fuel storage areas, maintenance workshop activities, etc), unexploded ordnances and lead and metal associated with firing activities;
- known natural habitat zones – coastal intertidal flats, dune and coastal vegetation including grasslands, saltmarsh habitat and wetlands;
- indigenous cultural heritage – 30 Aboriginal sites located within a five-kilometre radius of the site have been identified and there is potential for other sites to be located. Consent from the Wurundjeri Tribal Land Compensation and Cultural Heritage Council Inc will be required to disturb or destroy any Aboriginal archaeological site within the area;
- non-indigenous cultural heritage – the entire base has great cultural heritage significance for Australians and is one of the most significant issues in determining the future of the property. The entire base is listed on the Register of the National Estate and three historical archeological sites are also registered on the heritage inventory at Heritage Victoria. The Commonwealth's obligations for the preservation and maintenance of heritage listed items through the Australian Heritage Commission will be transferred to the new owner as part of the sale process;
- aircraft noise considerations;
- access roads;
- implications of the Point Cook Coastal Park Strategy Plan; and
- visual and non-visual navigational aids.



Visit of US Navy seaplanes to Point Cook in the 1920s helps to underline the internationally historic importance of the birthplace of Australian military aviation there-and of many Australian civil aviation “firsts

Photo: From the Don Darbyshire collection

In terms of scenario development for the site, and in line with the requirement that the airfield is to be maintained as an operating airfield, SKM identified four different scenarios based on airport traffic forecasts -

- leaving the airfield as is (based on forecast demand of 150,000 aircraft movements per annum by 2020);
- reducing the use of the airfield (minimisation scenario based on forecast demand of 103,000 movements per annum by the year 2020);
- increasing the extent of flying training activities to 300,000 aircraft movements per annum; and
- providing for corporate aircraft, possibly relocating 35,000 aircraft movements from Essendon Airport plus ‘base case’ of 103,000 aircraft movements per annum in the year 2020, or a total of 138,000 aircraft movements per annum.

The report details runway requirements for each of these scenarios and the advantages and disadvantages of each.

Following a Strengths, Weakness, Opportunities and Threats (SWOT) Analysis of the various scenarios considered, the report concluded that the recommended strategy is to retain the site for adaptive re-use and flexible development emphasising the possible potential for :

- educational uses;
- tourism and recreational;
- limited expansion of existing residential facilities;
- ex -serviceman's retirement village;
- air chalets;
- aviation related industry;
- neighbourhood services;
- heritage re-use;

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The report included maps setting out the layout of the site for each of the proposed scenarios, including landing strips and land usage, location of contaminated sites, wind rose and noise contours. Each of the maps shown includes provision for an aviation museum site in addition to the RAAF Museum, but it is stressed that the final use of the site, within the applicable constraints, will be determined by the ultimate owner who may decide nor to adopt any of the four scenarios identified by SKM.

PROPOSED NATIONAL AVIATION HERITAGE CENTRE

The disposal of RAAF Williams Point Cook as a defence site presents the aviation community with a once in a lifetime opportunity to establish a world class Australian National Aviation Heritage Centre. Virtually all national sporting aviation groups and other key aviation interest groups have advised their support for the concept. The combined membership of these groups is approximately 34,000, and, in addition, the Victorian Division of the National Trust of Australia, with a membership of 23,700, has also advised its support. It is now essential that the individual members of these groups actively support the establishment of the National Aviation Heritage Centre.

The broad concept we wish to see developed is for the National Aviation Heritage Centre to include facilities covering a wide spectrum of the development of aviation in Australia. Not only should such a Centre cover the heritage of aviation in Australia, the educational facilities of the RAAF College have the potential for ongoing use for professional aeronautical engineering courses and aeronautical trade schools, which together with the heritage collections and related aviation industries which could be attracted to the site, would provide a unique opportunity for students to obtain a much better understanding of the bases of their chosen careers and so help equip Australia for the continued exciting development of aviation which undoubtedly will occur. Point Cook has the potential for being developed into a unique aviation enclave which should bring great benefits to Australia.

A key facet of the proposed National Aviation Heritage Centre should be a National Aviation Collection representing all facets of aviation – military, civil and sporting aviation. The RAAF Museum currently has an outstanding collection of military aircraft and memorabilia on display at Point Cook and the complementation of this collection by civil operators, sporting aviation and

other aviation interest groups has the potential to make the Point Cook collection a collection of world class. It is envisaged that the participation of these groups would have features which have been successfully applied at two of the most famous aviation heritage centres in the world – at Duxford in the United Kingdom and at Oshkosh in the United States. Duxford, a branch of the Imperial War Museum, has been able to develop and successfully implement unique co-operative arrangements between the Imperial War Museum, local government and a number of private organisations. Many of the exhibits are owned by the Imperial War Museum whilst others are privately owned. The Experimental Aircraft Association Air Adventure Museum at Oshkosh, on the other hand, has a very different structure with a large proportion of the exhibits having been donated whilst others are on loan.

Whilst considerable discussion amongst the sporting aviation and aviation interest groups wishing to be represented in such a collection is required to develop a detailed proposed plan, it is anticipated that most of the exhibits from these groups would be made available to the museum free of charge.

The approach being used by the Australian Gliding Museum, a keen supporter of the establishment of a national aviation collection, may be of interest to other groups. The Australian Gliding Museum was incorporated in 1999 and has been able to accumulate a significant collection of vintage sailplanes, some dating back to the 1930s, and other memorabilia. An active program of refurbishment by unpaid volunteers is under way, with aircraft being refurbished to airworthy condition where feasible. To date the entire collection of aircraft and memorabilia has been donated to the museum as have most of the museum's workshop facilities. It is anticipated that, by the time a national aviation collection is opened for public viewing, the Australian Gliding Museum will have at least 20 aircraft available for display. It is intended to make all of this collection available for display in the national centre.

It is known that a number of other sporting aviation and aviation interest groups also have significant collections which they would make available for display in the national centre and undoubtedly other organisations would want to participate.

WHERE TO FROM NOW

In order to make the National Aviation Heritage Centre a reality, it is essential that it has the widespread and unified support of the aviation community, and it is vital that we have the support of our parliamentary

representatives in the Federal Parliament, in the Victorian State Parliament and in the Local Governments in the Point Cook area.

If a National Aviation Heritage Centre is to be established at Point Cook, it must be financially viable. Considerable work has been carried out by Point Cook Operations Limited (PCOL) in the development of business plans for the site, and whilst few details of these plans have been made public, it is presumed that the operation of the site could be made financially viable. PCOL is a 'not for profit' company, limited by guarantee and initiated by the Museum Advisory Board which had been set up by the Chief of the Air Force in 1998 to examine the future management of the RAAF Museum. PCOL aims to ensure that the entire Point Cook Base is maintained and developed having regard to the intrinsic heritage value of the site. PCOL has advised sporting aviation and aviation interest groups that it would welcome them becoming established at Point Cook in their own right.

Because of the constraints on the area (the need to retain it as an operating airfield, heritage sites, contaminated areas, etc), it is anticipated that the market value for the site will be depressed and the revenue foregone by the Commonwealth in making the area available for the public good in lieu of sale will be of little consequence when compared to the outstanding heritage significance of the area.

Obviously the creation of a National Aviation Collection (as an integral part of the National Aviation Heritage Centre) of a standard appropriate to being Australia's third national museum will require significant expenditures and the major part of these can only realistically come from Government sources. However, the investment required, particularly if most of the exhibits are made available free of charge to the Museum, should not be anywhere near as large as that made in the National Museum at Canberra. It is essential that the Museum be a 'live' museum, ie, a museum which has regular flying displays of aircraft in its collection.

A project of such heritage significance to Australia as that proposed should receive bipartisan support from our major political parties and it is understood that both the Liberal Party and the Labour Party officially recognise the heritage value of Point Cook. Not only should there be bipartisan support, it is essential that the appropriate representatives from the Commonwealth, State and Local Governments work together objectively and constructively if the site is to achieve its full potential.



Letters to the Editors • • • • •

Successful paragliding competitions in Australia this season

Well done to all the organisers and pilots at this year's paragliding comps. We have improved our Nation Ranking to fifth and this allows us to take a full team to the Worlds in Portugal. We also have a fight for places on the team, with up to nine pilots after five places. This is great after the low interest in overseas comps the last couple of years. Well done all.

Enda Murphy

Clarification

In response to the news item by Lee Scott printed in the April issue of Soaring Australia, Ian (the injured pilot) and I feel it necessary to clarify events in the name of accuracy, as several statements were made that have no basis in fact.

As a student of High Adventure Airpark five years ago I am more familiar with the Mid North Coast sites and conditions than most, and I return to fly them on a regular basis, ALWAYS contacting the local pilots when I intend to visit. I was therefore incensed at the way I was referred to as a visiting pilot from the Newcastle area with little knowledge of the area or site conditions. My intermediate licence was authorised by Lee Scott three years ago, and having flown 180 hours inland and coastal, a commitment to safety has allowed me to enjoy incident-free flying to date.

The Facts:

Ian was a convert from paragliding and had just received his novice rating. We were on the Mid North Coast at the time and Lee was still to arrive home from Manilla. A local advanced pilot friend of mine advised me that North Brother was safe for a novice launch, that the gates to the landing were open as he'd just left them. So we proceeded to Mr Baglin's property for an inspection of the landing paddock and to discuss a landing plan, obviously pointing out all hazards, areas of wind shadow, fences and the position of the wind sock.

We then proceeded to the launch with the understanding that no launch would take place without complete satisfaction by both of us as to the suitability of conditions and pilot confidence. By 4pm the conditions were perfect for a sled run with a gentle 8-10kt of north-east seabreeze and Ian was keen to launch. HE WAS UNDER RADIO ASSISTANCE wired into his helmet. I elected not to fly as I felt I would better serve him on the ground.

Ian launched well and gradually descended in front of launch and was advised to head for landing. He flew around the corner out of my line of sight and continued to soar when he should have been preparing to land, resulting in a poor set-up and lack of options.

Mr Baglin, the property owner, was in the landing area with Ian when I arrived, and although he was initially upset, when the above facts were explained he calmed down completely.

Mr Baglin did set a new condition on the site as a result of this accident, and now any novice pilot intending to land there must do so under radio assistance from the landing paddock.

All of the above facts were clarified by me to Lee Scott four days after the accident, and I was assured that no banning would take place, and that as I had contacted a local pilot and checked the landing status that I would not be held responsible. None of this conversation is reflected in Lee's news item published last month.

I very much regret my friend's accident and any part that I played in it, but at no time did I approach this flight with a lack of caution or hapless disregard that I felt was reflected in Lee's news item. I believe that if prevention of accidents are to occur and we are to learn from the experience of others then the truth must be served without hearsay or embellishment.

Michael Lamb

XC

Hi! I am using XC not with the usual meaning, but with a "Cross Cultural" meaning in mind.

I am a glider pilot, and eagerly read hang gliding and paragliding articles in Soaring Australia, among other things because the guy who got me into gliding more than 20 years ago is now into paragliding in Canada.

However, at times I find it frustrating when I cannot understand what they mean when they talk of a DHV 1-2 glider, or A-B-C risers (easy to guess, I suppose, but no idea what they do), and so on. Big ears? Easy to guess again perhaps, but what are they exactly? And why is it important to know how to handle them? A hang glider is a weightshift aircraft... what is the definition of that? How does it work? They talk about "bringing the bar to your knees" surely meaning extremes of something that I cannot guess. And what is the "speed bar" in a paraglider?



Photo: Brian Webb

Would it not be a good idea to write an article on hang gliding or paragliding for non-informed flyers?

I suppose we glider pilots could respond in kind with an article on "real" gliders (ha ha! that was a good one, wasn't it? remember it?), yet I suppose their controls and handling are more common knowledge: just like our larger cousins, bar the noisy engine!

Carlos Varsavsky

Sub-ed note: Carlos, I couldn't agree with you more! When I first took over this job over four years ago that's exactly what I tried to do. I contacted some well-known instructors/pilots in each discipline and asked them to put together some common definitions and explanations for a combined article just as you're suggesting. Unfortunately, although contacting them was no problem, no actual article text was forthcoming. It's a great idea though, and I certainly hope various pilots and/or instructors respond to your letter (email me at <skysail@ozemail.com.au>). As soon as I get a variety of definitions of common terms, and some descriptions/ explanations for how you "do things" in hang gliding, paragliding, sailplane and microlight flight, I'll publish a combined article. Thank you for your letter, Carlos.



Airborne Climax, piloted by Craig Taylor, at cloudbase during the Canungra Classic 2002

Photo: Craig Taylor

“**G**randad used to fly years ago and that was the runway,” Darlene explained, and it sure looked like one to me. “Well,” she went on, “I can tow you back up if you like? I’ve got all the gear right here in the shed.”

I felt a cog start to grind in the front of my head as I turned back to the window and studied the runway with a good five knots in my face. It seemed possible. Imagine if the greatest hang gliding fantasy could come true... imagine a hill launch AND a tow... both in the same day...

I excitedly climbed down from the mezzanine. I was a good towee but actually knew nothing about being the tower. There was always someone else around for that. I looked over the towing gear she had in the shed – rope on a drum, tension gauge and a quick release mechanism all seemed okay to me? As it turned out, the former runway was used as a towstrip by a few local pilots with Darlene learning to do the driving, until the ‘sheep incident’ put an end to all aerial activities. Her explanations and experience of how to tow seemed believable and conditions for late afternoon flying good were good. But why hadn’t I heard of her, or this site, from the local club pilots before? Even if I just made it out of the paddock on tow, I’d be able to glide to the main road for a sure retrieval. Darlene was full of surprises, and being a country girl she’d be handy with cars and stuff... and, as she kept mentioning, her dad would be home soon...

I walked out of the shed and into the yard, looked up to the sky, wandered around in a slow circle pondering the ‘what ifs’, kicked some dust up and watched it drift away. This was no time for a typical hang

glider pilot’s flying assessment; things needed to happen!

SHED WE WERE IN MASKED A SERIES OF FLAT RECTANGULAR PADDOCKS STRETCHING UP THE MIDDLE OF THE OPEN-ENDED VALLEY CONTAINING THE REST OF THE FARM. A STRAIGHT WIDE TRACK WITH GATES DOWN THE CENTRE LINKED THE PADDOCKS TOGETHER.

glider pilot’s flying assessment; things needed to happen!

“Okay,” I said, “let’s do it.”

Darlene smiled, then cartwheeled back into the shed. Her day had obviously just been made. I stood there wondering if there was more to this ‘sheep incident’ than met the eye?

I quickly got into gear and set up my glider near the first gate, not 50m from the shed, while Darlene set up the ute and dragged the towrope out through the paddocks. I rehearsed all possible contingencies with an unknown in the driver’s seat, tow plan, flight plan and was ready to go. Darlene had a dodgy old radio that worked intermittently, but it would have to do. With the wind still blowing pretty much straight up the valley I thanked her for the retrieve earlier in the day, the cold beer, the slap in the face and the upcoming tow. She just got back into the ute, smiled and said, “No worries, have a good flight,” and drove off leaving me in a cloud of dust. I clipped myself into the harness and attached the towrope, tuned in to the task at hand. I was ready to go.

An unintelligible crackle was all I was receiving on the radio as I tried to communicate with Darlene, which went on for minutes unresolved. As the windsock was

indicating a two knots ‘straight up the strip’ breeze, I thought I’d give it a go and picked up the glider, levelled the wings and said “Go, go, go!”... with no response... 10 seconds... 20 seconds... nothing... 30 seconds, still nothing.

“The pox on these crappy radios,” I cursed aloud as this unexpected problem stalled everything. I put the glider down. And picked it straight up again as I saw tension coming onto the tow rope. I walked forward three steps while pulling the nose down and waited for the forward tug on the harness before starting to run. This all happened so quickly all I could do was respond, not think. Luckily my wings were level as I started to run... and run... and... AHHHHH! as an intense pain went through my foot as I left the ground on tow, and was pulled slightly off balance. Adjusting to keep the wings levels, the pain beneath me was unrelenting and pulling me downwards and sideways – WHAT’S HAPPENING? – but I didn’t dare look, keeping my eyes fixed on the horizon, the only stable point in this crazy moment. The milliseconds seemed like minutes as my senses reached overload, everything almost in slow motion, and I glanced down to see Kato, the blue heeler-cross, attached to my right foot! The mongrel! With my other foot I pushed down-

GET A BIG GREEN ONE UP YA’!

– Part 3

Brian Lowry

...THEN IT HAPPENED... DARLENE OPENED THE WINDOW SHE WAS STANDING BESIDE AND I STEPPED FORWARD TO TAKE A LOOK. THE

wards to release my shoe and with a final flick released the dead weight. With wings still level and my body swinging like a pendulum I again quickly glanced down, horizon, then down again in disbelief as the dog, and shoe, landed in the back of a ute screaming up the tow strip 20 feet beneath me, horn blaring, dust going everywhere. Dad was home.

This was all too much. It had taken eight seconds to be on tow in a hang glider, attacked by a dog and narrowly avoiding being a hit and run casualty. My heart was pounding and I was slightly over-correcting the glider due to the unexpected canine input, flying faster with the bar in due to the tension in my body. I needed height, I needed speed, as I was now being dragged through the sky below tree top height. The ute below me was out in front now, heading for the tow vehicle. I thought about pinning off and landing as I was at 'on final' height, and dealing with man and dog, but I just wanted to stabilise the glider, then get out of there. The oscillations continued as I recalled an old training technique to deal with this very situation. I consciously relaxed the muscles in my buttocks, which released the tension in my hands, which had the twofold effect of letting the basebar out a little and of settling me down (down what felt like about half a meter) into my legloops and into 'hang' properly. It took two seconds for the glider to stabilise, and two seconds later I hit a patch of lifting air and started, finally, to climb. So much for hand/eye co-ordination!

Calmed slightly by the gain in height and the improved flying technique I climbed upwards, concentrating on just flying the glider and leaving earthly issues where they belong. The ute below me had stopped as man was reuniting with dog, which would permit time for a full-length tow. Apart from a slowish start, Darlene was keeping the tow tension up well. Approaching the end of the strip I had 1,150ft of altitude and pinned off straight into lift. The vario told me it was a beast, something which would take me out of the valley. As the readout went from 300 through 400ft/minutes I had a relaxed focus on the making of circles, like I'd done it a million times, as I climbed steadily to over 2,700ft before I even bothered to zip up my harness... and then it happened...

Next month's issue will conclude with either:

- a) a parachute deployment, followed by dinner with Darlene, her dad and Kato.
- b) a tree landing
- c) playing chicken with oncoming semi's on the Western Highway after a miscued landing approach.



THE CROSSING

Andy # 35022

I just got off the phone from my speaking to my girl.

I met her in Rainbow Beach, in 1998.

I'd travelled there as a pilot,

Since 1994.

This guy came to town

A 'Grey Nomad'

60 Something.

A White Shepherd with him,

In a small white van.

Flew Hang Gliders he did,

Sometimes.

Always there.

Set up First.

Never Sure.

Always had his Glider test flown

Conditions and Wing OK

Then He'd fly

Legendary tales of New Year

Missed it myself.

This bloke left 'em all.

He stayed three months.

Moved away

Moved to Manilla

Spoke to a Friend

Our 'Nomad' was Paragliding

A year later

I'm talking to my Instructor

He tells me of an Incident

Chopper Evac'

Cardiac Arrest

At the 'Take Off',

Last Week!

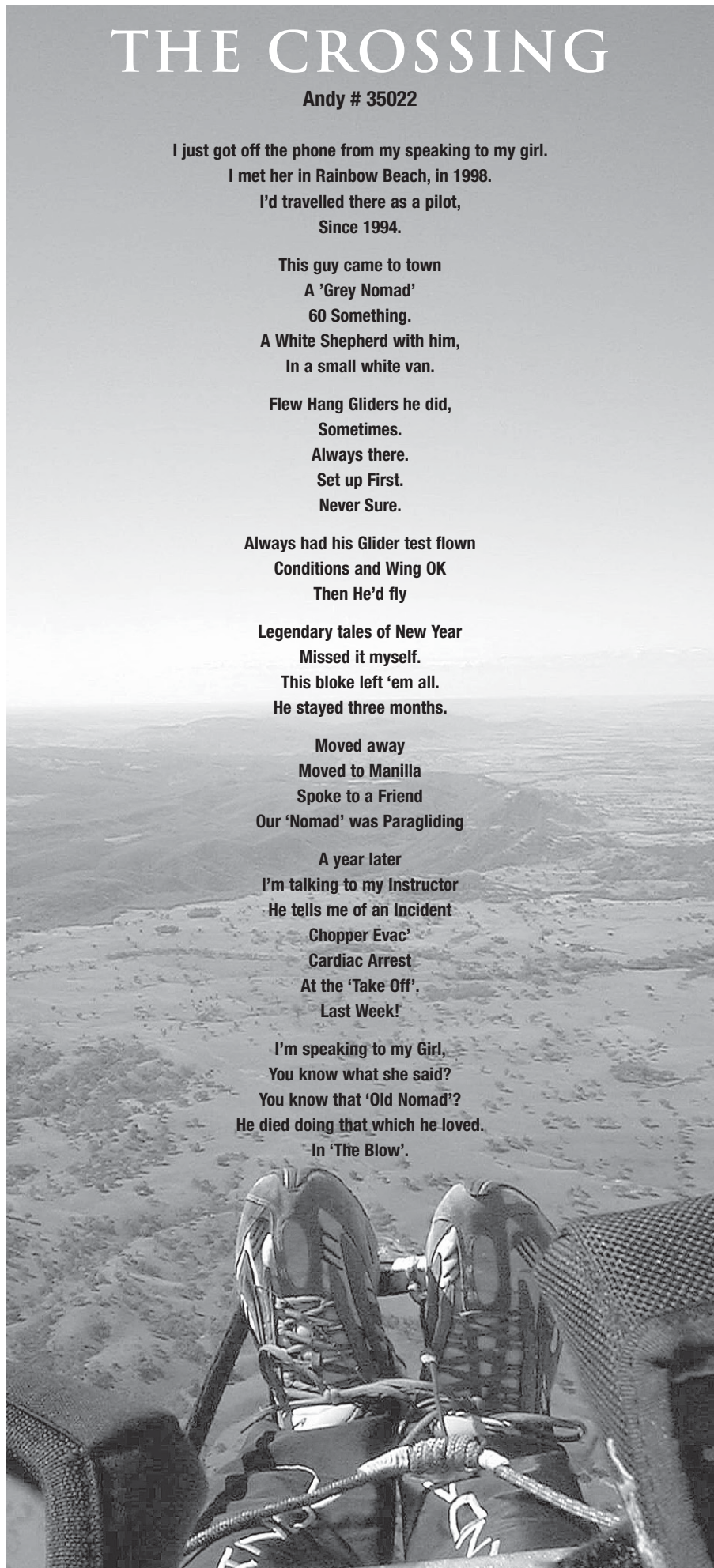
I'm speaking to my Girl,

You know what she said?

You know that 'Old Nomad'?

He died doing that which he loved.

In 'The Blow'.



Contact Addresses

GFA

NSW Gliding Association (NSWGA)

Australian Air League

NSW Gliding Wing, 1 Perry St,
Kings Langley NSW 2147.

Australian Soaring Centre

PO Box 1315, Byron Bay NSW 2481.

Bathurst Soaring Club

PO Box 1682, Bathurst NSW 2795.

Byron Power Gliding Club

PO Box 815, Byron Bay NSW 2481,
02 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.

Cudgong 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 St, Mullaway NSW 2456,
Sec: Bob King, 02 66541638 (h), 040 388551,
<bobking@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 49973265.

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 Alta Rd, Modbury SA 5092.

Bordertown Keith Gliding Club

PO Box 377, Bordertown SA 5268.

Gawler Gliding Club

PO Box 135, Cockatoo Valley SA 5351.

Millicent Gliding Club

PO Box 194, Millicent SA 5280.

Murray Bridge Gliding Club

PO Box 1277, Victor Harbor SA 5211.

Northern Australian Gliding Club

PO Box 38889, Winnellie NT 0821.

Port Augusta Gliding Club

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

Renmark Gliding Club

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

SA AIRTC Gliding Club

PO Box 2000, Salisbury SA 5108.

Waikerie Gliding Club

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

Whyalla Gliding Club

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

Victorian Soaring Association (VSA)

Albury Corowa Gliding Club

PO Box 620, Wodonga VIC 3689.

Beaufort Gliding Club

116 Tennyson St, Elwood VIC 3184.

Bendigo Gliding Club

62 Lawson St, Bendigo VIC 3550.

Corangamite Soaring Club

Kurweeton, Derrinallum VIC 3325.

Geelong Gliding Club

PO Box 197, Bacchus Marsh VIC 3340.

Gliding Club of Northern Tasmania

12 Delungra Rd, Trevallyn TAS 7250,
03 63346594.

Gliding Club of Victoria

PO Box 46, Benalla VIC 3672,
03 57621058, 03 57625599.

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,
sides 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@iinet.
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, Trarwala 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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NSW/WA/QLD	\$106	\$70
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NSW/WA/QLD/VIC	\$24	\$36
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Kong, India	\$60	Middle East \$66

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Nigel LeLean 11 Mullaaway 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>.

Microflight 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: Rick Williams, <hang_gliding@dodo.com.au>; HG Rep: Gavin Nichols, <gknichol@tpg.com.au>; PG Rep: Mike Duffy, <MikeDuffy@graduate.uwa.edu.au>; Trike/HGFA Rep: Keith Lush, <keith.lush@inet.net.au>

NSW Hang Gliding Association

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

North Queensland HG Association

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

South East Queensland HG Association

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

South Australian HG Association

1 Sturt St, Adelaide SA 5000, ph: 08 8410 1391, fax: 08 82117115; Pres: Stuart McClure 08 82973452 (h), <stuart.mcclure@csiro.au>; Sec: Mark Tyminski 0411 414 816, <marknjan@senet.com.au>; Trs: Robert Woodward 08 82977532 (h), <rob_woodward@alternaterepositioning.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@smatchat.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, <pburkitt@ozemail.com.au>; Sec: Jim Grant 02 47588625; Trs: Allan Bush 02 47738037, <fairallan@pnc.com.au>; SSO: Dave Petrie 02 47871610, <petrie@lisp.com.au>; Allan Bush 02 47738037, <fairallan@pnc.com.au>; Newsletter: Alan

Bond 02 98995351, <skybond@primus.com.au>. Meetings: 3rd Wed/month, 7:30pm, Blue Cattle Dog Tavern, Mamre Rd, St Clair.

Byron Bay Hang Gliding Club Inc.

PO Box 1903, Byron Bay NSW 2481, [http://bbhg.tripod.com/]. Pres: Joe Scott 0415 717141, <skylimite@mullum.com.au>; V-Pres: Eddie Grey 02 66841795, <edgrey@linknet.com.au>; Sec: Ward Gunn 0414 356588; Trs: Maggie Clarke 0404 263524, <sneering_grins@hotmail.com>; SSO (HG): Ashley Willmott 0428 560248, <ashley@lis.net.au>; SSO (PG): Lindsay Wootten 0427 210993, <lindsaywootten@bigpond.com>.

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, <tojofofly@bigpond.com>; SSO: James Thompson 0418 686199.

Illawarra Hang Gliding Club Inc.

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

Kosciusko Alpine Paragliding Club

[www.homestead.com/kapc]; Pres: James Ryrrie 02 62359120, <ryrmicalago@netspeed.com.au>; V-Pres: Nigel Hack 02 64576452, <freexoz@snowy.net.au>; Sec: Charles Palmer 02 62925664, <palmerc@charles.palmer.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 <adnsic@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 Vesk; 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; Acting Pres: Chris Fogg 02 42948951, <cfogg@idx.com.au>; SSO: Rob Lepre (HG), Martin Wykoski 0410 575025 (PG). Editor: Nick Purcell 0414 779191, <nurcell@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 52214544, <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 Arnall, <memberships@skyhighparagliding.org>; Sec: Malcolm Marker, <secretary@skyhighparagliding.org>. Meetings: 1st Wed/mth 8pm, Retreat Hotel, 226 Nicholson St, Abbotsford.

Southern Microflight 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 Holikamp 03 53492845. Meetings: Last Sat/month, The Golden Age Hotel, Beaufort.

Queensland

Cairns Hang Gliding Club

Pres: Russell Krautz <krautzrl@yahoo.com.au>; V-Pres: Joe Reyes 07 40555553, <reyes@lednet.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, <gjcraig@tpg.com.au>, Paul Barry 07 49922865, <prbarry@tpg.com.au>.

Conondale Cross-Country Flyers Inc.

Pres: Peter Buch 07 54949579, <buchy9

@bigpond.com>; V-Pres/SSO (PG): Graham Sutherland 07 54935882, <grahamsu@mail.cth.com.au>; Sec: Sue Buch, 343 Commissioners Flat Rd, Peachester QLD 4519, 07 54949579; Trs: Kim Hodson, 16 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 0413 515160, <daron@powerup.com.au>; Sec: Rod Flockhart 07 32193442, 0412 882639, <flockhartrod@hotmail.com>; SSO: Damien Gates 07 3901 7401; 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 227, Rainbow Beach QLD 4581; <intheair@ozemail.com.au>. Pres: Phil Lewis 07 54840464; Sec/SSO (PG): Jean-Luc Lejaille 0418 754157; Trs: Michael Powell 07 54425568; SSO (HG): David Cookman 07 54498573.

Townsville HG Association Inc.

Pres: Clint Smith 07 47747650; Sec: David McMahon, 07 4772 3858, PO Box 103, James Cook University, Townsville QLD 4811; Trs: Graeme Beplate 07 47732913; SSO: Graham Etherton 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: Wieslaw Zdanowicz, 08 92493707, <spoton@starwon.com.au>; V-Pres: Robin Rankin, 0407 441 463; 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 Inc

<hillflyers@dodo.com.au>; Pres/SSO: Rick Williams 08 92943962, 0427 057961; Sec/Trs: Dave Longman 08 93859469. Meetings: Last Tues/Month, 7:30pm, Venue: Rosie O'Grady's Pub, South Perth.

South West Microflight Club

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

Western Soarers Hang Gliding Club

<wshgc@hotmail.com>, PO Box 483, Mt Hawthorn WA 6915, [www.iinet.net.au/~navi]; Pres: Mark Thompson 08 93684497, <mark.thompson@team.telstra.com>; V-Pres: Paul Blachford, <pcblachford@bigpond.com.au>; Sec: Phil Wainwright, <phil@iqpc.net.au>; Trs: Graeme Sharp 08 94457044, <GSharp@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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SOARING: Official monthly journal of the Soaring Society of America Inc., PO Box 2100, Hobbs, NM 88241 USA. Foreign subscription rates (annually): \$US43 surface delivery; \$US68 premium delivery.

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HGFA

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AIRBORNE STING 154 XC 2 nov/int, Nov '02, 70 hrs, never crashed, no damage, two spare DTs, purple/orange US, located Laurieton, NSW. Ph: Hugh 0428 282479; <hugh_cartmill@hotmail.com>.

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MOYES CSX6 adv topless, EC, trim new sail, low hrs, M/S white powerib, soft white US, 1% washout tips, flies & lands well, great performance & handling, \$2,650. Ph: 02 43936944.

MOYES GTR 162 int, 23 hrs, red LE, rainbow US & white top. Complete outfit: harness with parachute, helmet, Flytec vario, windmeter, etc. Ready to fly, \$500 ono. Ph: Ted 0419 993845.

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MOYES XT 145 int, GC, blue/red US, spare DTs, \$1700. Ph: Kath or Lee 02 6456 1590 (h); 0427 220764; <kat@katabatic.com.au>.

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VICTORIA

AIRBORNE FUN 190 nov, Airfoil DTs, speedbar, canvas cover bag to protect gliderbag. Only eight hrs airtime total, nose has never touched the ground. Perfect condition. Mauve & orange, looks great, \$3,000. Ph: Peter Batchelor 0417 379069; 03 97353095.

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ENTERPRISE WINGS 165 AERO adv, VGC, \$2,000 ono. Ph: 03 9885 3454 or contact Ivan at PO Box 203, Ashburton Vic 3147.

FOIL C 139 adv, white LE & TS, blue/orange/white US, VGC, \$400 ono. Aussie Skins Racer harness, VGC, suit 5'6"-5'10", \$300 ono. Ph: Vince 03 56637710.

MOYES CSX5 adv, red & white, well looked after & in EC, test fly welcome, best reasonable offer. Ph: 03 9762 1364.

MOYES XT-PRO 165 nov/int, VGC, great colours: fluoro orange LE, blue/green US. Rubber-backed fared Aerosafe DTs, speed bar, scrim LE with mylars, complete with owner's manual & batten profile. Flies great, \$1,190 ono. Wanting to upgrade to adv. equipment. This is my current equipment, still being used, so all safe to fly & in great working order. Ph: Gabriel 0407 544511.

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Paragliders & Equipment

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NOVA CARBON S DHV 1-2, suit int pilot, low hrs, as new, EC, red, \$2,000 Ph: Craig 0419 374958.

PRO-DESIGN TARGET DHV 2, 85-110kg, green/white, \$2,500. Also, Pro-Design Challenger C, 90-105kg, blue/yellow, housed for four yrs, best offer. Ph: Mike 03 52554445.

SOUTH AUSTRALIA

FLIGHT DESIGN BOXTAIR (current model) DHV 1, medium (80-100kg), purple/white, 48 hrs, EC, bought 10/01, very fast & agile first wing, \$2,500. Ph: Daniel 0416 075756; <straga@bigpond.net.au>.

WESTERN AUSTRALIA

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Trikes & Equipment

NEW SOUTH WALES

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Stolen Equipment

NEW SOUTH WALES

FUN 220 (serial # 26) hang glider was stolen from Hill 60 in Wollongong on Thursday 27 March. The glider was basically brand new, having only been flown nine times. It has a red LE, yellow US & white MS. Keep your eyes or ears open (as it may be) for it, please! Ph: Tony Armstrong 0417 939200; 02 42674500 (h).

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**Contact: Franz Wallner,
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