

Soaring AUSTRALIA



July 2003



**Who Needs the
Morning Glory?**



**The Club's Best Ever
Coolgardie 2003**



**Mexico – Encounters
with Terra Firma**



**The Opportunity
of a Lifetime**

July 2003

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Lachy Fletcher (Aerodyne Jumble)
at Cooks Terrace, Northern Beaches
Photo: Peter Hardin



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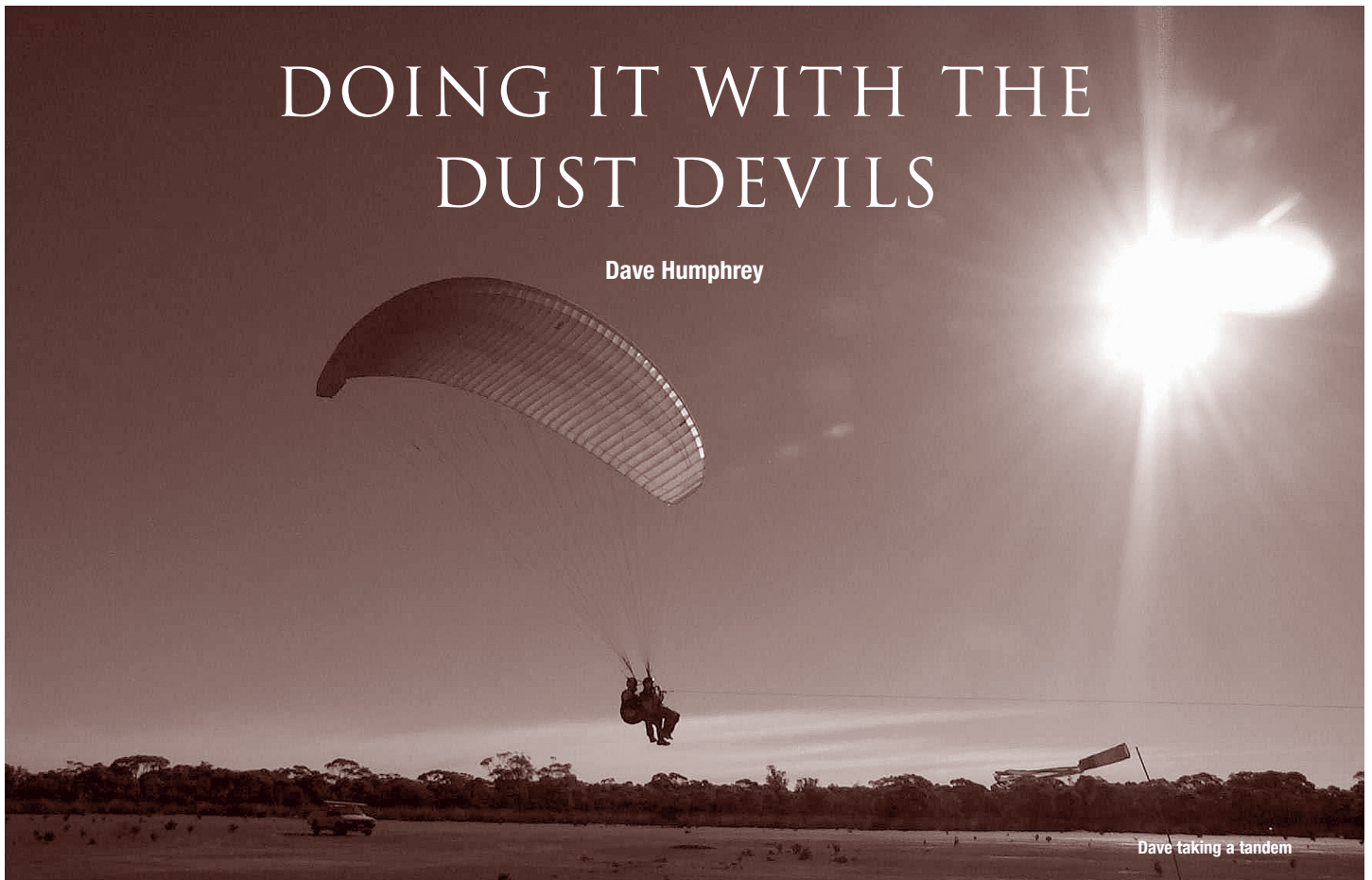
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Articles, advertisements	skysail@ozemail.com.au	Soaring Australia only content and other content



DOING IT WITH THE DUST DEVILS

Dave Humphrey



Dave taking a tandem

AS SUMMER FADES AWAY WE LOOK FOR FLYING WHEREVER WE CAN. I GOT AN INVITE TO GO ACROSS TO KALGOORLIE AND JOIN THE LOCAL HANG GLIDING CLUB – THE GOLDFIELD DUST DEVILS – FOR A BIT OF CIRCLE WORK. THEY HAD A FEW OF THEIR MATES WHO WERE KEEN TO GET OFF THE GROUND. SO KEEN THEY WERE PREPARED TO GO UP IN A FLOPPY.

The first weekend I drove across, but we only managed to get out on one day as the flies were walking on the second day. So a lot of driving and not much flying.

The next time I made use of some frequent flyer points and threw the chicken bones all week to appease the gods before getting on a plane. This time we got lucky and flew both days. Sunday even turned into a bit of a festive affair with a few locals bringing kids, dogs and barbecues out to Perkolilli. This place is great. It's a big dry clay lake that used to be one of the first dirt racing bike tracks in Australia. Wind direction does not matter as you tow around in circles and they have a pretty slick operation. I got about six people off the ground and on one tow managed to better Muss' towing



The tow set-up

record and got to 750m before running out of line – but he says it doesn't count as it was a floppy and two people were flying it.

The Brown Dog (towing car) worked hard and was the only casualty for the weekend as the rewind motor died on the very last tow.



Nicole getting her final instructions and looking a little nervous

All in all a good weekend and I will be going back.

So if you just happen to be driving past Kalgoorlie on a weekend, make sure you get in touch with the Dusties. You will not be disappointed.



FROM HANGAR DWELLER TO PADDOCK SQUATTER

Mike (Skycruiser) Rose

HAVING OPERATED OUT OF A LARGE HANGAR AT BENALLA
FOR SOME YEARS IT IS A GOOD EXPERIENCE TO BE ABLE
TO PARTICIPATE IN FLY-INS. YOU GET TO SOCIALISE
WITH OTHER PILOTS, SEE THE VARIOUS EQUIP-
MENT IN USE WITH THE MULTITUDE OF
MICROLIGHT SQUADRONS AROUND
THE COUNTRY, AND HOPEFULLY
CONTINUE TO ENHANCE
YOUR FLYING TECHNIQUES
AND SAFETY.

Overflying Benalla airfield

The recent National Trike Gathering at Wangaratta provided such an opportunity. (*Sub-ed note: A full article on the Gathering by Garry Fimeri will appear in next month's issue.*) It was well attended with a very large number of microlight pilots from all over Australia – some flying considerable distances to participate.

Naturally, most pilots hangar their aircraft. It keeps the sun off the wings, preventing ultraviolet rays from destroying the fabric. So when the wind gets up we simply put the aircraft back in the hangar, or, if it's too strong, leave it in there. Hence we receive a minimum of experience in securing our lightweight aircraft against strong winds.

Microlight aircraft, as the name implies, are lightweights when it comes to the aircraft weight league. Most trike-type microlights weigh about 200kg without pilot and baggage (passenger, fuel, etc). When this is combined with a wing area equivalent to a light aircraft, they have a tendency to try to take off all on their lonesome in a strong wind. All aircraft have their limits of course; even airliners that weigh tonnes will move if the winds are strong enough.

The point I wish to make is that when you become a temporary paddock squatter

you will likely be without a handy hangar should strong winds occur. Trikes are frequently left with the control bar connected to the front support tube by means of a bungy, so that the wing has the maximum angle of attack possible for an aircraft on the ground – just the condition for a strong gust of wind to produce enough lift to rotate the nose wheel off the ground. Because the trike

is naturally tail heavy it can tip over onto its backside, with damage to the keel and propeller (or worse) possible.

When taxiing crosswind, the recommended maximum windspeed is about 11kt, however all high wing monoplanes are susceptible to a crosswind lifting the upwind wing and blowing the aircraft over. Damage to the wing is usually considerable, and



Benalla inbound

damage to other components such as the propeller is also very likely.

What to do to prevent such an occurrence? The following thoughts are offered based on my aviation experience, which includes landing a Cessna in 75kt hurricane force winds (true) on an island in Bass Straight; landing and taxiing a trike a few times in 30kt plus winds (not a situation you get into on purpose, mind you); and recent observations of trike behaviour in strong winds, including trikes being blown over while parked and taxiing.

- *If it's blowing before 8am, it will probably exceed 15kt later. I was taught this 40 years ago and it's a good rule of thumb for exposed areas.*
- *Always get a forecast, but be prepared for the unexpected (you know the situation... five knots becomes 25kt at ground level).*
- *If there are strong winds up there, they are very likely to come down to airfield height – take note.*
- *Avoid flying if the winds are likely to exceed 20kt (maximum operating conditions for Edge trikes at ground level).*
- *Take note of the maximum crosswind recommended for your aircraft (11kt for most Edge trikes), but land into wind or as close as possible. If you do not know the windspeed, this is a major safety consideration.*
- *Always keep the up-wind wing down, and the bar in, to prevent wind lifting the wing. In strong winds it may not be possible to taxi crosswind, and the up-wind wing may settle on the ground stopping further progress.*
- *Without assistance after landing in unexpected strong winds, you may find you cannot taxi crosswind (the wing will probably settle on the ground and you may not be able to move it). Leave it on the ground, shut down the engine, tie the control bar to the forward tube, climb out on the windward side while hanging on to the bar/upwind wires, grab the tie-down kit, and while keeping the wing down proceed to tie down the up-wind wing, followed by the front of the aircraft/wing and rear of the aircraft/wing.*
- *Preferably lower the wing and tie down before the wind becomes strong – otherwise you will need some help. The angle of attack is low in this configuration and the wing is unlikely to move with proper tie-down equipment and pegs well screwed into the ground.*

When there is plenty of willing assistance available, people can help by holding the flying wires for taxiing and help you stabilise the aircraft during tie down. At the Wangaratta National Trike Gathering there were plenty of willing helpers (thanks Wally).

If anyone can add something to improving our trike safety in windy conditions, please let us know.



North of Benalla



Benalla area



Benalla airfield



Strawberries, Kamikaze Magpies and the Opportunity of a Lifetime

Matt flying Discus BK over the Darling Downs

MATT ANGLIM

Over a year has passed since I was lucky enough to be selected as the Australian pilot to join Anna Wells (from the United Kingdom) at George and Maren Lee's fantastic homestead known as Plain Soaring.

George and Maren very kindly offer their home, glider and time coaching young competition/cross-country pilots to assist them reach their goals and ambitions in gliding.

The chance to fly with a three-time world champion in a coaching environment is the dream of many glider pilots. It was certainly a dream of mine, and the opportunity to spend three weeks with George in his Nimbus 4DM was one I jumped at.

The days begin with a heart-starting run, avoiding the overly protective kamikaze magpie, to the Big House, and join George and Maren for breakfast followed by some weather analysis and a bit of task planning.

The weather proved very difficult on most days so remaining flexible was the key, however a challenging task was always set for the expected conditions.

Most days were blue with weak lift and were very inconsistent, many times heading off wondering if there would actually be a next thermal. On one day we flew 180km when I didn't believe cross-country was pos-

sible in a Standard Class ship. However the difficult weather conditions provide an ideal training environment. These difficult days were forgotten about when, on a couple of days, the weather was more typical of the Darling Downs. Anna managed her first 500km flight on one of those days, and I did 500km on a day that went to 15,000ft and some shear wave in the blue was found.

I found the Nimbus 4 a bit of a handful having spent most of my 400 hours in 15m gliders and I would often get caught out throwing a heap of aileron in to snap into a thermal followed by flying sideways straight through the thermal. This is definitely not the way to turn the Nimbus. Rolling quickly is not a 26.5m glider's best attribute, however once you master the technique of getting into the thermals it is a beautiful glider to fly.

George emphasised the need for a well-prepared glider and a good pissaphone system is one of the most important items of equipment. One particular flight demonstrated that you also need to master the use of your equipment, as even the encouraging words of a three-times world champion provided me with little relief. To be world champion perhaps one must include learning to pee like one?



Allan Irving launching George and Hugh

Following the day's flying it is back up to the Big House for a fantastic dinner, prepared by Maren, who also grows much of their fresh food in the garden. The fresh strawberries and ice cream following the meal are superb!

Following the strawberries it was back to the office for a post flight analysis and discussion. There is nothing like a good software package to show up exactly how many mistakes you make during the flight. However this analysis, combined with George's notes from the flight and experience, provides invaluable information on which you can utilise to improve on any weaknesses.

George also spoke extensively on the psychology of the glider pilot and the drive to win and learn from all the time you spend in the air.

Since the time spent with George I have completed an 800km flight and won League 2 in Standard Class at the Multi-Class Nationals. No doubt these results are from applying some of the knowledge gained at Plain Soaring.

I'm very thankful to George and Maren Lee for their fantastic hospitality and support.

HUGH HOFMEISTER

I feel that I am one of the luckiest 21-year-old glider pilots. During February 2002 after just one year's soaring and about 70 hours gliding experience I was given the opportunity to attend George Lee's Plain Soaring course. I was accompanied by British pilot Allan Irving. During the course we enjoyed great flying with fast flights exceeding 500km. George really impressed the importance of sports psychology on racing and having the right mind set for competition soaring. Analysis of Allan's flights and mine revealed important lessons in tactics and decision-making to fly fast and win.

The biggest lesson that George taught me was the importance of thermal selection and centering. Prior to attending the course I was asked to list my strengths and weaknesses. Although inexperienced, I felt I had a pretty good idea of thermal centering. Wrong! George impressed upon me the importance of centering the thermal within the first turn or two. I have since been working hard on this. Although I thought the rate at which I was centering thermals was fine it soon became apparent that if I was serious about winning competitions I would need to gain every extra knot in the climb to out fly opponents. The importance of thermal selection was stressed. George strongly recommended striving to spend less than 25 percent of the flight thermalling. This is easily analysed with the number of flight analysis software packages available.

Having flown with George has shown me the importance of pre-flight preparation and the role that the crew plays in ensuring the glider is ready each competition day and that the pilot is as relaxed and focused as possible to race. This was well illustrated in our flying practice each day at Plain Soaring. George, Allan and myself each had our own job to do in preparing for the day's flying. Everything worked like clockwork with the glider being ready well before the intended launch time. This meant that the pilots for the day were not rushed in launching and were relaxed as much as possible for the upcoming flight. I feel that this is vital in competition flying so that the pilot can

remain as relaxed as possible and can focus on flying the best race.

Through lecture discussions, George was able to pass on his vast competition soaring knowledge. I found this extremely helpful as I am keen to do well in soaring competitions. George's advice on tactics and mental preparation has been very helpful in my competition flying since the course. Having a positive attitude and having confidence in your own ability to beat the top pilots is vital. I was able to put this into action in my first competition which I flew not long after the Plain Soaring course. On the last day I was able to win, to finish 12th for the competition after landing out the first day and being in the bottom half of the field. This achievement I believe can only be attributed to the coaching George provided during the course.

I am very thankful for all the time George and Maren Lee have invested in Australian and overseas junior pilots. The experience that I and other pilots have gained will be invaluable as we strive to achieve our own personal ambitions in gliding. To any other young pilots out there I strongly recommend that if given the opportunity to fly with George you don't let it pass you by as it is possibly the best learning experience in gliding you could have.

HEATH L'ESTRANGE

In November 2001, I was accepted into one of George and Maren Lee's soaring courses with a fellow United Kingdom pilot, Rob Nunn. Having started gliding in 1998 and totalling 200 hours, I had accumulated reasonable cross-country skills and managed a 500km flight in January of 2001. I considered my thermalling skills to be quite good, but knew I needed more work on route decisions and weather awareness.

A cross-country flight with George revealed my thermalling skills were nothing to brag about. Taking more than three turns to centre a thermal is just too long. Within one to two turns, you should be in the best part of the lift for as much of the turn as possible (although this can be really tough on some days). I think having to fly a huge 26.5m of Nimbus 4 wing certainly made me work harder in the thermals as I had taken 15 metres for granted up until that point. George's encouraging comments from the rear seat certainly gave me the urge to constantly assess my position in the thermals.

Several times when I was nearing the top of a climb, George enquired whether I thought I would get better lift in the climb



Heath in front, George in rear

ahead than the decreasing lift that I was so determined to take to the very top at the current climb. Most of the time this was the case and it was good to be given a nudge because it makes a lot of sense to move onto the next climb if you believe it be equal to or better than the current climb.

In addition to this, when I was nearing the top of a climb, George would often enquire as to where I would be tracking when I got to the top. Most times I was caught with no plan of attack until I had rolled out of the climb. This isn't saying that you must be tightly committed to your next choice of a climb, but at least when climbing in a thermal, look out ahead on track and take note of what's going on. Work out which cu's are building and which cu's are dissipating because a much more informed decision can be made when you roll out.

The two-week course was not riddled with superb weather, but, it is the difficult days when you learn the most, so it turned out perfectly. A couple of blue days were also in order which were very challenging but very rewarding. On the last day of the course, George and I flew 500km at 117km/h which was certainly a personal best for me and many different types of decisions had to be made on that day.

Since the course, I have flown in one competition where I achieved places in the top 10 over several days, but more recently achieved a 750km flight from Narromine in January. The 750km flight was a real race against the day in the trusty Cirrus, but armed with skills learnt from George, I was in good form.

I would like to thank George and Maren Lee for their ever-giving generosity and friendship. I, like Hugh feel extremely lucky to be a part of a sport where so many people give up so much of their time to help each other out. If you are under the age of 25, have cross-country skills and want to improve them, definitely consider applying for this course.



Why Basic Airworthiness Course is a Misnomer

ZBN – IF YOU MISSED THE VICTORIAN SOARING ASSOCIATION 2002 BASIC

AIRWORTHINESS COURSE, ENSURE THAT YOU DON'T MISS THE NEXT!

Last October, 15 pilots from three states descended upon the Australian Soaring Centre, Corowa, to be part of this intensive seven day course. Their experience ranged from less than one year, to... well... very experienced. Participants were not necessarily "mechanical"; requirements being: Daily Inspector, average intelligence and willingness to learn. Indeed, as usual, the day jobs of pilots varied, from CASA officer, truckie, B747 Captain (retired), carpenter, farmers, nurse, plant owner/operator, to mention a few! So as long as you knew one end of a spanner from the other, the educators were very patient and helpful. Even a girl can do it... well, two girls to be precise.

The course educators were straight from Burke's Peerage, Gliding Edition.

These men not only have thousands of hours of cockpit time – Alan Patching, Gary Sunderland and Roger Druce have decades of aeronautical engineering experience. The fourth core educator, Eugene Blunt is an RTO/A also with over 40 years of gliding including home building and glider maintenance experience.

Edwin Grech Cumbo was also with us throughout the course: well, his fine comprehensive course notes were anyway, as he was unable to attend.

Other educators included "Ross the Tost" Birch, Mike Valentine STO/A, Erwin Hirt, Sam Shaw, Ian Mitchell and Peter Corkery.

Our day started at 0900, at the new clubhouse, and that is yet another story which could be entitled "*How to start a Gliding Centre.*" Dutch couple Francesco Bruinsma and Grietje Wansink with Harm Garrelts established the Australian Soaring Centre, and indeed we were the first pilots to muddy the carpet! Our hosts have built a large brick and tile clubhouse, purpose-designed. There is even a swimming pool and screened barbecue area. This facility is complemented by a huge new hangar, which by now would be full of gliders. The centre is marketed to European pilots as well as Aussies, and they have a nice fleet for hire.

The classroom transformed to luncheon room and each night a convivial dining room, the food worth the wait, with Corowa restaurateurs from Amico's feeding us. We all thought it rather civilised having a well stocked bar attached to our "classroom" and of course, being typical pilots, made good use of this facility.

Anyway, bums-on-seats and brains-into-gear each morning for lectures, centred around Edwin's course notes and overhead projections. Subjects included FRP, cables, design parameters, non-destructive testing, nuts and bolts and tools, fatigue, flutter, harnesses, canopy, Maintenance Release, Form 2s. Videos included one on flutter: believe me, after viewing this you will never exceed VNE again!

Does that sound a bit too dry, or too complex? This is where the experience of our educators helped. Many points were illustrated by anecdotes, some rather colourful. RMIT with Alan Patching did a research project that effectively extended the (then) 3,000 hours lifespan of FRP gliders. (Thank goodness for this invaluable research project-the manufacturers certainly weren't going to do it!) The wing of a Janus was continuously tested in a manner that simulated actual flight loads and stresses, and this wing did 35,000 hours at RMIT. Unfortunately funding stopped before the research was completed. (The same wing is still available if there are any wealthy benefactors out there). Anyway the research nearly ended prematurely when two students who were suppose to be monitoring the wing temperature decided to disappear for their own unscheduled research. Hence the wing nearly cooked, but was fortunately found in the nick of time and saved.

This course also focussed on the correct paperwork that is required for a Form 2. Think about your logbook and maintenance release; correct and tidy books say a lot about you and your glider. So don't frustrate the inspector at the start of the annual. Ensure you have all the relevant ADs and ANs – you can look them up on the internet. His/her time is probably your money anyway.

Well, you think – all this paper work and classroom stuff is all right, but that won't make an inspector. The good news is that each afternoon after our catered lunch, it was off to the hangar where five gliders nervously awaited their fate once we were let loose. Fortunately, all five gliders survived this ordeal. Bravery awards go to an IS28, a Twin

COURSE OBJECTIVES:

For a number of years, the VSA has been organising courses to encourage and introduce sailplane pilots into the practices and disciplines of sailplane airworthiness.

This course is designed to provide the candidates with a venue where the theory and practice associated with the design, construction and the mechanical application of airworthiness can be experienced under the supervision of qualified tutors over a one week period.

The key objectives of the course are to:

1. *Introduce daily Inspectors to the practices and disciplines of airworthiness.*
2. *Inform candidates of their legal obligations in maintaining accurate log books and the accountabilities associated with the maintenance release.*
3. *Establish a quality assurance and safety process that will aid both inspectors and clubs in the conduct of Form 2 inspections.*
4. *Provide candidates with hands-on experience across a wide range of sailplane structures, construction and mechanical systems that are typically seen in a club fleet.*
5. *Encourage greater participation in club activities associated with the maintenance and airworthiness of club sailplanes.*

Candidates are encouraged to participate in all aspects of technical and non-technical discussion and to seek out the tutors and talk to them about some of the challenges you may have experienced while assisting or conducting a Form 2 inspection.

Astir, Mini Nimbus C, Jantar and Janus.

There were three participants for each glider, with a mix of skill levels. We slowly pulled them apart, inspected, cleaned, tested, and put them all back together. This took four to six half days, depending on the glider. Our educators randomly supervised and assisted where necessary, and were always on hand to patiently answer my silly questions.

We took turns in practicing specific skills, such as nicopress swaging, lock wiring turnbuckles, (repeating the process until we got it right), aluminium rivetting and flush repairs, repair of GFRP, and testing, dis/

re-assembly of Tost releases. We were even given our own little FRP tap-tester – far superior and certainly more classy than a 20 cent piece. Thanks Erwin!

If skill levels were assessed as adequate, participants left the course as Annual Inspectors, able to carry out all aspects of sailplane inspection with certain limitations.

Other participants left with Component Replacement endorsement, just one rung down the endorsement ladder. This means that you're skilled enough to dismantle/re-assemble semi-critical components. This is the endorsement after Daily Inspector.

Importantly, with both these endorsements, there are important limitations, eg: undertaking/certifying repairs, weight and balance and other tasks requiring specialised training, etc.

The GFA Manual of Standard Procedures, part 3, Airworthiness, section 7.5 and 7.6, specifically deal with these regulations [www.gfa.org.au/airworth/mosp3.pdf].

In a nutshell, you are taught what to look for, and how to look for it, and how to put it back safely.

ABOUT INSPECTORS: GFA REGULATION EXCERPTS

7.5 Replacement of Components Inspectors

7.5.1 Training and Qualification

The applicant must be a Daily Inspector. Training will normally be a combination of the candidates background outside gliding, mentor training within the club and participation in one or more GFA Basic Airworthiness Schools.

An assessment will be made by either an RTOA, TOA, STOA or CTOA and once a satisfactory standard has been reached the assessor will issue a DA 1109 Glider Inspection Certificate endorsed for Replacement of Components in the Airframe Types for which they have demonstrated competence.

The person who issues the authority will forward full details of the authority to the GFA Secretariat for recording in the Inspector Register.

7.5.2 Allowable Inspection Work

Persons endorsed for Component Replacement may carry out all aspects of sailplane inspection with the following limitations:

- Where an ASI or Altimeter is replaced the connections of that instrument to the pitot-static systems must be checked by an Annual Inspector.*
- If a control surface is removed and replaced then the Independent Inspection must be performed by an Annual Inspector.*
- If a Flight Control Circuit is broken and reassembled (other than normal rigging and de-rigging) then the Independent Inspection must be performed by an Annual Inspector.*
- They may not certify Annual Inspections.*
- They may not certify Airworthiness Surveys.*
- They may not certify Dye Penetrant Inspections.*
- They may not certify control surfaces balance and mass.*
- They may not certify weight and balance.*
- They may not certify repairs.*

7.5.3 Responsibility and Certification

Component Replacement Inspectors are responsible for the quality of the work performed and components used. They will certify all work completed by signing a log book entry which details the work. Where that work has been the subject of Independent Inspection, the other Inspectors involved must also certify by log book entry.

7.6 Annual Inspectors

7.6.1 Training

The applicant must be a Daily Inspector and unless he/she can demonstrate special knowledge he/she must be a Replacement of Components Inspector.

Training will normally be a combination of the candidates background outside gliding, Mentor Training with the club and participation in one or more GFA Inspectors Schools.

An assessment will be made by either an RTOA, TOA, STOA or CTOA and once a satisfactory standard has been reached the assessor will issue or update an existing DA 1109 Glider Inspection Certificate for Annual Inspections in the Airframe Types for which they have demonstrated competence. When candidates are assessed the GFA Glider Inspector Syllabus (section 10 of this part of the MOSP) will be used as a basis for granting ratings.

The person who issues the authority will forward full details of the authority to the GFA Secretariat for recording in the Inspector Register.

7.6.2 Allowable Inspection Work

Persons endorsed for Annual Inspections may carry out all aspects of sailplane inspection with the following limitations:

- They may not certify Airworthiness Surveys.*
- They may not certify Weight and Balance*
- They may not certify Repairs*

All work must be performed in accordance with manufacturer's requirements and Basic Sailplane Engineering.

All persons who are rated for Annual Inspections are also automatically endorsed as a Daily Inspector Examiner regardless of whether this is marked on their DA 1109 Glider Inspectors Certificate or not.

7.6.3 Responsibility and Certification

The Annual Inspector is responsible for the quality of the work performed and components used. Annual Inspectors will certify all work completed by signing a log book entry which details the work. Where that work has been the subject of Independent Inspection, the other Inspectors involved must also certify by log book entry.

True to the spirit of gliding, all staff gave their time voluntarily, and I know that those on the course were greatly appreciative of their extensive efforts. Thus I must mention our educators present and absent – such courses certainly do not organise themselves but take countless hours of work; our hosts July 2003

Francesco and Grietje, for their very busy and successful organisational efforts, and providing the facilities; Frank and Gail at Skydive Corowa for their friendly hospitality and accommodation; the GFA and especially VSA for their underlying support in enabling the course.

Lastly, let's not forget the participants with their mixed skills levels, who were helpful, supportive and, being female I can say without cringing, caring and sharing of each other. As valuable as our endorsements, we all left with new friends and happy memories.



ST BERNARD'S CANUNGRA CLASSIC 2002

Steve "Chesty" Chesters

TO BEGIN WITH, I'LL JUST SAY THAT IT WAS A GREAT COMP,
SUPPORTED BY A GREAT COMMITTEE, GREAT SPONSORS,
GREAT PILOTS AND ABSOLUTELY AWESOME WEATHER.

In previous years our comp has been marred by bad days; we've always had a boomer day or two throughout the course of the week, but two or three days are usually unflyable and the old catch phrase, "Mate, you should'a been here last week," would get a good run. So for the St Bernard's Canungra Classic 2002 we decided to move the comp a couple of weeks earlier, which would see it tie in to school holidays quite nicely and to try and capture some good conditions. It's funny how it seemed like the few weeks leading up to the comp would be brilliant, and the anticipation would rise the closer the comp came, only to be rewarded with the same thing, year after year, strong nor'westers, rain and general drought-breaking conditions. In fact, the locals had been counting on the hang gliding comp to bring the rain as it always does. Yeah, well, not this time baby. Let the water tanks stay dry... we got a comp to run!

THE CALCUTTA

It all kicked off with the usual opening ceremony and Calcutta. Daryl Franklin (ex-hangie) made sure no teams were left out and bid on just about everyone. The night wound down pretty early, allowing plenty of rest for the pilots before Day One.



Ken Hill calls the task

DAY ONE

This proved to be one of the more difficult days. A strong nor'wester and a 59km task was set from Tamborine to Hillview East and back to Beaudesert. Quite a tough task that showed with no one making goal. Atilla Bertok managed 45km and won the day. Colin Bailey put in a sterling effort wrestling his XS155 41km along the course and finishing well in the points.

First Atilla Bertok, second Rohan Holtkamp, third Jon Durand Jr.

DAY TWO

With a grey sky and another nor'wester, a 44km task was set from Tambo to Beaudesert, then down to Rathdowney. Tish and Carla, who were our wind techs for the day, showed us all how to do it, by specking out. The field got off in a quick time, making for some big gaggles. The lift was slow, so the most patient pilots would make the most of the day. Bruce Wynne won the day by flying 40km, closely followed by a string of decked pilots.

First Bruce Wynne, second Jon Durand Jr, third Atilla Bertok.

DAY THREE

A southerly change sent us off to Beechmont. The synoptic looked very good for the next four days so spirits were high and pilots were ready for a good one. A 50km task to the Boonah T was called. Conditions on the hill proved difficult with few pilots getting away early and some ridge soaring for well over three hours. This was a BIG day for me. After going over the back quite low and on my own, I hooked an awesome lee-sider over the Flying Fox Valley and took it to base. With a fast glide to Beaudesert and some words of encouragement from decked fellow team mate Cameron McNeil, I found another

The dates for this year's Classic have been confirmed: 27 September to 4 October 2003. These dates coincide with the school holidays of the east coast and South Australia, allowing for the whole family to take advantage of the first competition of the 2003 summer season. For anyone who has never been to the "Classic", this story will give you some idea of what we locals think is the best comp on the circuit. We look forward to meeting some fresh faces this year and catching up with all the old ones.
[\[www.triptera.com.au/canungra/classic2003/index.html\]](http://www.triptera.com.au/canungra/classic2003/index.html).



Kirsty calls for a radio check

er good climb and I was well on my way. I shared a thermal with Adam Parer (well, I marked it, he climbed through me, and I didn't see him again until goal). He was already packing up as I landed. Woo Hoo! My first goal. "I'm gonna do that again," I thought. Is there really anything better than that first beer at your first goal? Nah! Little Jon won the day, beating Steve Moyes by 31 seconds. A good day was had by all with good height gains and great thermals. All of the guns were there, oh and me.

First Jon Durand Jr, second Steve Moyes, third Rohan Holtkamp.

DAY FOUR

This looked like the best day so far. Another Beechmont day and a 90km task from Beechmont to Laravale down to Rathdowney, back up to Bromelton and out

Photos: Judy Durand, Phil Pritchard and Ian McFarlane

to the Boonah T once more. Better conditions on the hill ensured most pilots would get away. The clouds were working very well and everyone had a good crack at the task. At the pointy end, Atilla raced the fastest and won the day, beating Rohan by one minute 21 seconds. I had another good dig, and made goal again. Said I would! And I can't really say that the second beer at my second goal was any less refreshing than the first. I wonder what tomorrow's goal beer will taste like?

First Atilla Bertok, second Rohan Holtkamp, third Jon Durand Jr.

DAY FIVE

Beechmont once more. A northerly was forecast and conditions were tough. A 79km task was set from Beechmont to Laravale, out to Maroon, down to Palen Creek and back to Rathdowney. I had made a joking comment at the morning briefing that, *"Hey, the way things are going, I could even win the comp."* This comment came back to bite me. I was first off, promptly bombed and destroyed all three bits of my streamlined A-frame. I went from being my own personal hero to dejected loser zero. Sniff, sniff. No bomb-out beers were on offer. Thanks to Ricky and Adam for getting the Climax airworthy for the next day. Anyway, back to the real pilots. Atilla beat Jonny into goal by 34 seconds. The comp was now very close with few points separating the top five. A notable mention for the day was Mick Mackender flying for over five hours and completing 65km of the 79km task. Now



Macca and Tex



Tambo launch

that Mick has a Litespeed I'm sure the goalie will be seeing a lot more of him.

First Atilla Bertok, second Jon Durand Jr, third Steve Moyes.

RED FACES

A good turn up to this year's Red Faces ensured this would be another great night. With a record number of acts and the proceeds going to a nominated charity from the winner, everyone dug deep. In the end the unbeatable Duncan kiddies took home the dough with two excellent acts. Boy, those little buggers can sing. They both donated some of their winnings to their charity of their choice, the kiddies cancer fund CanTeen, which half of the donation went to, the other half going to the fabulous Careflight people.

And just when you thought it was safe to go back onto the dancefloor, I couldn't help myself and had to include some break-dancing into my team's act. Gotta stop doing that, I'm getting too old and it hurts too much. Definitely not next comp.

DAY SIX

As the high pressure system that had dominated the weather the past few days slowly strolled its way east, nor'westerly winds returned. Fortunately they weren't too strong and Tambo showed us how good it can be. A 83.7km task was set from Tambo down to Hillview East, then out to Moogerah Dam. It was quite a hot day with plenty of lift. Everyone had a good go at the task with gliders on the deck all the way along the course line. Still, quite a few made goal. Jonny Durand Jr won the day by one minute 47seconds from Steve Moyes. Jonny had now built up a bit of a buffer in the points, he had it all to lose.

First Jon Durand Jr, second Steve Moyes, third Rohan Holtkamp.

DAY SEVEN

Similar conditions to yesterday saw Tambo the order of the day once more. A 115km task from Tambo to the Queensland/NSW border tunnel, then over to Palen Creek and back up to the Model Plane field just on the outskirts of Canungra. Although there were a few sad stories from this day, most pilots had a cracker. It was the first time for quite a few pilots to fly down this far. The glide into the first turnpoint was simply awesome. Just knowing you've flown into another state was great and the high mountains around the turnpoint are visually grand.



Team Durand discuss tactics

In the latter stages of the task a lot of pilots got decked by a strong north-east seabreeze, which left the numbers at goal quite low. Jonny Jr won the day by just over two minutes from Steve Moyes, increasing his lead to a little under 200 points. Local pilot Steve McMahon, who flew awesome in the comp, had a bad landing in the Kerry Valley breaking a foot on the end of one of his legs and blew out his knee on the other. Fortunately for "Macca", this would be the last competitive day, allowing him to finish high in the points. Get well soon, Macca.

First Jon Durand Jr, second Steve Moyes, third Rohan Holtkamp.

DAY EIGHT

Canned due to bad weather. Well, I guess it had to happen sooner or later!

PRESENTATION DINNER

This year we decided to move the presentation inside. It proved a winner, as there was a great atmosphere. Points were tallied much earlier than we are used to, with the scores not changing from the previous day. All the formalities were well under way quite early. St Bernard's put on a splendid feed once again and, oh, how the beers flowed. According to some of the Canungra HGC party stalwarts (Davo) the night kicked on till daylight. Thanks to everyone who attended and made this a great night to remember.

In the end local young gun Jonny Durand Jr took the big trophy and cheque, edging out Rohan Holtkamp by a little under 200 points. An awesome effort to



A Duncan trio



hold off the rest of the best. What will the future hold for Jonny? Aussie number one? He's already achieved this milestone. World number one? He's well on his way. We need another world champion. Keep it up, Jonny.

Rod Stead proved to be the best of the kingposteds on a borrowed Litesport, narrowly beating Speedy Gonsalves and Tim Cummings also on Litesports.


With the ladies, Junko Hikobe flew an awesome meet winning every round. I'm sure everyone who knew you will greatly miss your smiling face and lovely attitude. Till we all meet again some day in that big hang gliding club in the sky, thanks for making Canungra your Aussie home.

THANK YOU

Thanks to everyone involved with running Classic 2002. Sandie Christie did a great job as co-organiser; Damien "Tex" Gates for all the hard work you put into organising 2001's event, which made our job much easier for 2002; Rod Stead (treasurer); the ever-present Tim Cummings (Tech Delegate); Ken Hill (Meet Head); Dave Staver and Glen McLoed (Social Committee); Alf Carter (Launch Asst); Gordo "will-he-ever-fly-again" Bieske (Goalie and Scorer); Dave Philp (Weather); Jules Makk (Entertainment); Bernard "Speedy" Gonsalves (Signage); Jon Durand Snr and Paul McLees (Trophies); Trevor Purcell (T-shirts and Prizes); Karen

Sexton, Elle Christie, Nadine McLoed (Support) and to anyone else who helped.

A huge thanks need to go out to our major sponsors, St Bernards, for a great venue and great staff. Also to Moyes (Harness) for their continued support and back on board Airborne (\$2,000 off a Climax) for their support, Dynamic Flight, Totally Workwear, Mt Tamborine Winery and Vineyard, and all the other minor sponsors.

The success of the St Bernard's Canungra Classic 2002 was due largely to an established bunch of people pulling together every year and getting the job done. Thankfully, some of the best weather we've seen at the Classic to date helped. I hope everyone had a great time. 

GET A BIG GREEN ONE UP YA'!

– Part 4, The Conclusion

Brian Lowry

... AND THEN IT HAPPENED...

THE LIFT WAS STEADILY INCREASING AS I THERMALLED SKYWARDS, UP TO A STEADY 900FT/MIN AND 5,000FT. I WAS IN CLEAR BLUE SKY WITH CLOUDS TO THE NORTH, THE DIRECTION IN WHICH I HAD STARTED THE DAY'S FLIGHT, BUT NOTHING ABOVE?

Where was all this lift coming from? I was thermalling above the towstrip, and still climbing, but not drifting much at all. Never mind, with this height I would be able to glide further out than the main road and away from this place; the higher the safer. I concentrated again on the lift, but it was all too easy and I didn't need to adjust anything as I reached 7,000ft, and saw that my drift was AWAY from the towstrip, not back over it! I was flying back in the direction from which I had come...

I topped out at a massive 8,700ft, cold and still wondering how I had got there. The sky was clear and blue with the only clouds off in the distance as I drifted towards them. I boated around for a while before realising that my direction was to the north-west, and it dawned on me that I was flying in a south-east seabreeze. The massive lift I experienced was the convergence from two air masses meeting. The 'Ballarat Doctor' had arrived. With this height and constant lift I slowly made my way back towards Ben More, back to my flying companions for whom my responsibilities as 'Duty Pilot' would be resumed.

It was late in the afternoon as I approached the side of the ridge, which eventually weaves its way around to the launch on top of Ben More. I was low, but I could see over the top. Incredibly, after all this time, the others were still in the landing paddock, glider's packed, waiting, waiting for me... such respect! I radioed that I was "coming in" and enquired as to how their landings went... as I hit headwind on what was the leeside of the hill... But this can't be. I'm in a south-west wind and getting lift off Ben More proper, just as I had five hours earlier, ridge soaring. This summer phenomenon occurs occasionally around these valleys of Western Victoria. I made a few passes over launch, but was tired and wanted to land. I sat above launch conversing on the radio with the others, telling them, to their complete amazement, all that had happened. You too, I concluded, would have similar flying adventures when you become an intermediate pilot, like me!

But I wasn't making much headway, and pulled the bar in for a lengthy period with no real change in position. I released the basebar and quickly returned to the back of launch, 500ft above. The wind strength had

increased. I felt my heart thump. Without a second thought I reefed the basebar back in to my knees to move forward and down and out to the landing area, and held that flying position with locked arms. I set straight out from launch through the main area of lifting wind, and held on. Progress was slow, but the alternative I couldn't contemplate again. Being blown over the back, turning tailwind to fly as far as I could to find a flat area to land... in rotor – no way. I'd need to be 2,000ft above launch to have any hope! I've sat on top of a hill one winter's day watching low cloud rotor over the top and seen the rolling, downward action of it. The glider would be thrown downwards and out of control, and I would probably be impaled on one of the many dead trees over the back. In the half second this image raced through my mind, I found myself in a very anxious state. I couldn't think. The peripherals had shut down, and my brain could only deal with one thing. I was using a lot of energy holding the basebar in, but this would be my salvation. JUST HOLD ON. Earlier in the day I'd seeked out any movement in the trees below, and position myself above to take advantage of any lift. Now, the whole ridge



from left to right was doing its own manic 'Mexican wave', as my grip on the basebar tightened. The seconds turned to minutes... Damn this lift, I've gotta get a better glider, this is hopeless, why didn't I see those grey clouds on the horizon... Fault, blame and retribution, but my situation remained unchanged. The one thing a Fun 190 is not made for is precisely this. JUST HOLD ON. Occasional bleeps from the vario was not good news. It had taken ten minutes or more to get below launch height by a few hundred feet, but I was tiring and couldn't hold on much longer...

What could I do? Reaching the point of exhaustion I just couldn't think! In such a

state you grab at an immediate alternative to the present circumstance. My alternative to weakening, shaking arms was to try to top land on a grassed, rounded knob I spotted at the end of the main ridge to the right of launch, some 400m away. That would take me out of the unrelenting lift, making it easier to get down.

As I angled my way to the right, I could see my position in relation to the front of the hill more precisely. I was coming down... and back... Eyes up, look ahead... Several seconds elapsed before I checked my position again. The further to the right I moved, my decent hastened. The detail of the landscape increased as I got closer... and I was still going BACKWARDS! The grassed rounded knob at the end of the ridge still remained some distance away. I could still try to land on the grassed face of the ridge, finding the flattest bit, perhaps in front of the fence line with the trees behind... As I peered out under my right wing the landing options were coming and going, none of them any good. That is, until the point was reached where my options weren't relevant – the glider was going to land itself. The fence line runs down the top of the ridge, and when I reached that point 50ft above, a strange, calm feeling enveloped me. I descended backwards, realising that there was no point

in trying to do what I'd been trying to do. Mother Nature whispered, "Well, you've bought the ticket, now you take the ride."

The final decent into the top of the low scraggy gum trees came quite suddenly in the end. I watched my feet drop into a clear patch, wings level, the crashing of branches... to be wedged perfectly horizontal 25ft above the ground. I forced my weight into the harness without further movement, satisfying myself that the glider was indeed stuck. With exhaustion almost upon me and sweat dripping from my helmet, I felt like I was going to vomit. I discarded my gloves and helmet, radioed my friends, and got my breath back, before eventually levering myself onto the basebar. An escape route down a branch of one of the supporting trees seemed possible, so I dropped my harness and climbed most of the way down before dropping to the ground. I walked 30m through the trees to the ridge and felt 18kt winds with gusts to 25kt. I looked at my still distant top landing option, and felt safer where I had just landed.

With the others on their way up to assist me I returned to the stillness of the trees over the back, lay down on my harness, and with arms outstretched looked up at my glider amongst the branches. What a strange day it had been.



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LIFT – MAKING THE BEST OF IT:

Part 12

Bernard Eckey

CHAPTER 5 – PREPARING FOR LONGER FLIGHTS

“Today it’s your turn, mate”, says the duty instructor. “Get ready and prepare yourself for your 50km flight. Select a goal and organise your crew because we want you to outland at the end of the exercise.”

That is only one possible scenario. If you have already done your “Silver C” and you are known to strive for a badge or even a diamond flight the club coach could say something like this:

“Listen mate, I think today’s conditions are good enough for a five hour (or 300km) flight. I suggest you claim an aircraft and give it a go.”

Hopefully this is music to your ears and the green light you have been waiting for. The conditions are right, an aircraft is available, the instructor or coach wants to see you go, but the big question is: *“are you ready?”* Are you adequately prepared to achieve your goal? You need more than just a glider, and a tug or a winch. If you want to succeed you need to look at such issues as:

- a) *pilot’s personal wellbeing, and*
- b) *equipment necessary*

5.1 Pilot Wellbeing

It is very important that we do not lose track of the fact that for a pilot with limited experience even a relatively short distance flight can become a very demanding endurance event. The same holds true for a five hour flight. Countless such flights have been unsuccessful simply because the pilot was inadequately prepared, did not have the stamina or returned without completing the task because he or she got sick. Without doubt, the majority of such flights could have been successful (and far more enjoyable) if only the pilot had taken a few basic matters into account.

In fact some of the matters below are so basic that one can be forgiven for thinking that they are just plain common sense and do not need any further discussion. Nothing could be further from the truth. Quite a few recent cases of severe pilot fatigue bear testimony to this statement.

Fatigue is especially dangerous as it is “invisible” affecting pilots before they are aware of it. Studies have established that a fatigued pilot can become indifferent to the outcome of the flight and his or her operational performance. Managing our fatigue level is, therefore, an important step in

reducing human propensity to error and poor performance.

Let’s begin by discussing some important matters which allow our bodies to perform well and keep fatigue under control.

1) *Drinking Water*

On top of our list we need to put adequate amounts of drinking water. Performance deteriorates rapidly as soon as the body starts to suffer from dehydration. It is a very subtle process indeed and almost impossible to detect for yourself. A deterioration of pilot performance goes hand in hand with a deterioration of safety margins. If we only drink when we feel thirsty we are certainly not drinking enough because the feeling of thirst is a lagging indicator of dehydration. The message is clear, we have to drink prior to and during the flight to compensate for the large amounts of water we are losing through perspiration, etc.

Our urine is also an excellent indicator of our state of hydration but, as with thirst, it is very much a lagging indicator. As a rule of thumb, if our urine has a distinct yellow appearance or a pungent smell we are likely to be dehydrated already. Water consumed in sufficient quantities will give our urine a colour not unlike a glass of a Riesling.

The hotter the day the more we need to drink – we all know that, don’t we? But do we all know that physical activity on a hot day would see an average adult male lose up to 10-12 litres of fluid per day? We can perspire almost two litres of water in the time it takes to check the glider, prepare for the flight and move the glider onto the strip.

Just imagine we do not get away on the first launch. We push the aircraft back in line and then wait for 20 minutes until it is our turn again. If all of that happens in temperatures of 35°C or more we are almost certainly badly dehydrated before we even find a thermal that gets us into cooler air. The big problem with dehydration is that we don’t seem to realise that we are affected by it. It is extremely insidious and as a result we carry on with our activities becoming tired, inefficient, forgetful, tense and sometimes even oblivious to safety matters. According to an article recently published in a CASA Flight safety magazine severe dehydration can lead to heat stress resulting in light-headedness, faintness, nausea and even blurred vision. The author goes on to say

that the human body is about 70 percent water. Our bodies use water for just about everything: temperature regulation, the elimination of waste, digestion and the transport of nutrients.

Perspiration is one of the body’s main temperature regulation mechanisms and a large consumer of fluid reserves. Sweat cools the surface of the skin when it evaporates. At the same time the rate of blood flow to the skin increases as the blood vessels dilate. The skin acts like a car radiator, returning cooled blood to the rest of the body. It is important to note that the cooling action of sweat can only work when the sweat can evaporate. Tight clothing possibly even made of synthetic material will reduce evaporation and hence hinder cooling. Also when perspiration is wiped away or drips off its cooling action is wasted.

After water loss of about two to three percent of body weight we start to get thirsty. At the five per cent mark we get sluggish and tired and, perhaps, nauseated and irritable. This is a very dangerous state for pilots and marks the time when our faculties start to become affected although we are usually blissfully unaware of a severe drop in performance.

I have it on good authority that fish is the only species not affected by dehydration. The lesson from that is clear. We should drink small amounts of water at very short intervals. The easiest way of doing just that is to insert a hose into our on-board water container and sucking on it every few minutes or so.

Yes, you are right, what goes in must come out again. I have spoken to pilots who limit their water intake for fear of having to pass water in flight. You’ll get no argument from me if you point out that passing water, especially in the tight cockpit of a modern glider, is anything but easy. It requires a fair bit of concentration and, dare I say it, practice. However it needs to be done in order to maintain a reasonable level of comfort ensuring that the flight does not end in agony. Too many long flights have resulted in totally unnecessary failures and/or outlandings. At best a full bladder spoils an otherwise enjoyable flight but at worst it can lead to bladder infections. Let’s face it, a pilot in severe discomfort is unlikely to perform well and will probably think twice

before he or she undertakes another long flight again. What a pity!

Some private owners have solved the problem by installing a simple toilet system, but as few club gliders have no such luxury we have to rely on the trusty old plastic bag. Just don't buy the cheapest ones around but go for some medium sized extra heavy-duty freezer bags. They are not likely to fail or leak and they can even be easily sealed, which is handy for obvious reasons.

2) Sun Protection

Adequate protection from the sun is another important consideration as the UV-levels in Australia are extreme. They make it necessary to wear sunglasses, a hat with a broad rim, a long sleeve shirt and (if you ask me) long trousers. Keep in mind, we could soon find ourselves at 12,000ft or even higher. At such altitudes the temperature will be more than 30°C lower than on the ground and climbing under the shadow of a large cumulus cloud will make false teeth chatter before long. This holds true especially if we are sitting there almost motionless wearing only a T-shirt and shorts.

There is no need for our outfit to win you first prize at the prestigious "International Gliding Fashion Award" but it needs to be a loose fit, comfortable and preferably not made of synthetic materials.

Applying generous amounts of sunscreen is also an absolute must, especially for hands, nose and lips protection. Take care to avoid getting sun lotion near the eyes because any sweating will result in eye irritation which can be very disruptive in flight.

3) Sustenance

Another important thing to consider is sustenance. I have said it before and I will say it again: Gliding is the sport of thinking men and women. The food we consume is partly turned into blood sugar, which is needed by the brain to perform properly and stop it from getting fatigued. If we deprive our brain of brain food (blood sugar) we cannot expect it to work very well. Unfortunately the body's storage capacity of blood sugar is rather limited and that is why we need to eat small amounts of suitable food every two hours or so. If we ignore this fact we are running the risk of doing some very stupid things towards the end of the flight. Don't laugh, it has happened to extremely experienced top pilots who should have known better.

What is suitable food? Well, if we eat fresh fruit, wholemeal bread, or even dried fruit we shouldn't have any problems. Beware of concentrated sugars such as Mars Bars, lollies, etc. They are a definite no-no as they

tend to elevate blood sugar levels rapidly and hence activate our body's insulin. It promptly deals with the problem and dramatically reduces blood sugar to an even lower level. This means that just 10 or 15 minutes after eating concentrated sugar we have much lower and totally inadequate levels of blood sugar and are significantly worse off than before.

Now that we have covered the most important issues relating to the pilot's well-being let us turn to the pilot's equipment.

5.2 Equipment

Allow me to come up with another scenario.

We are driving to the airfield and as we come closer we see these promising cumulus clouds popping up everywhere. We realise that today is our chance to achieve this goal of ours. The pedal goes hard against the metal and we can't wait to get to the airfield. All we can think of is to get in an aircraft and get going.

Well, I've got news for you – it's called the 7P rule. Just in case you haven't been told it stands for: Proper Prior Preparation Prevents Pretty Poor Performance.

These seven words say it all – unless all preparations are completed in time and unless

all the necessary equipment is at hand we have blown our chances of success before we have started. Sorry to be so blunt, but there's no other way of describing the situation.

If we aim for a badge or a certificate we have to adhere to the current sporting code. It lists all rules and regulations and can be used as a guide to ensure that the flight is conducted in accordance with current guidelines. Unfortunately the rules differ greatly depending on the type of badges we are after and therefore not all the requirements can be covered in this series of articles. All I can suggest is to obtain a copy of the current sporting code and find out what the exact rules are. The old story again, if everything else fails... read the instructions but the good news is that the rules can be obtained just by visiting the GFA website [www.gfa.org.au]. Go to "Information" and then "FAI Requirements for Badge and Distance Claims", and then it is as easy as hitting the "Print" button.

In this day and age quite a number of glider pilots own a GPS or data logger, or are lucky enough to belong to a club that makes these useful gadgets available to their members. However, just having access to a data



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logger is not sufficient, we need to work out how these modern wonders work and what buttons we need to press for extracting useful navigation assistance. The majority of data loggers are quite complex and without first learning at least the basics they are only useful for flight verification. But even if we know how to use them for navigation never leave home without a map. Preferably we don't buy it on the way to the airfield because we want our task with photo sectors, etc already drawn on it. Such preparations are best done at the beginning of the soaring season, not in the clubhouse just prior to the flight.

Now we can complete our list of all necessary items.

- *Film and camera with barograph (or datalogger)*
- *Map*
- *Water container (with drinking hose)*
- *Heavy duty freezer bags*
- *Sunscreen lotion*
- *Hat and sunglasses*
- *Food*

Why not invest a few dollars and buy a simple carry bag just big enough to hold all of the above items. If you only use this bag for gliding and take it with you every day you go to the airfield you can be sure that you will have all the gear right at your fingertips when needed.

It is so easy to be organised – and best of all, it costs very little.

5.3 Fatigue

At this point I would like to come back to fatigue. It was a fair few years ago when a top glider pilot and good friend of mine had just hammered into me the importance of avoiding dehydration and a drop in blood sugar levels. He was very convincing and therefore I resolved that I would always carry plenty of water (and food) on every flight scheduled to last more than an hour or two.

Only a few months later I went on a 1,000km attempt in my trusty old PIK 20 with plenty of sustenance on board. Initially it was a very hard day in the office but I was still hoping that the thermals would get a bit stronger and easier to work later in the day. This thought made me battle on but even before reaching my first turnpoint I had become very angry with myself because I was increasingly unable to stay in the core of these rotten thermals. Flying like a beginner and not enjoying myself I eventually decided to try again some other time and headed for home.

On the way back I found myself pretty low a few times and to make matters worse I'd developed a headache. I was puzzled as it

had never happened before. Under such circumstances it wasn't surprising that I couldn't get anywhere near the speeds achieved earlier in the day. To top it all off my tummy left me in no doubt that it didn't want to retain my breakfast much longer.

Eventually I made it home on a marginal final glide but without using a spew bag. Needless to say, I was absolutely exhausted and just glad to be back on terra firma.

As usual, my dear wife was there to help me put the glider away. When she opened the canopy to remove the water bottle and food container to her surprise she found that the bottle was full to the brim and the sandwiches untouched. Even with a roaring headache I was able to work out what went wrong and why I was feeling as if I had downed half a bottle of brandy.

My excuse? The tricky and very demanding conditions made me work so hard that I simply forgot to eat and drink. Yes, I know, it's a pretty weak one. Looking back at it now I must admit that my forgetfulness was bordering on stupidity. It just goes to show that being told to do the right thing is one thing but implementing it is quite another.

Let me close the subject by quoting from a recent flight safety magazine: *"Perhaps one of the most insidious aspects of fatigue is the inability of the individual to recognise when their own performance is deteriorating and to take appropriate action."*

Do yourself a favour by keeping this in mind at all times. (especially if you feel that dehydration and a drop in blood sugar levels is something that does not affect you)

5.4 Believe in Your Ability to Succeed

This is perhaps my most important suggestion. You have every reason to believe you'll succeed. The stronger you are in this belief, the more effort you are likely to expend into shaking off some less desirable habits, and the more you want to persist in the face of an obstacle. Why not dwell on your accomplishments rather than on your failures?

Be your own coach, and learn to foster your own "self-esteem". Remember that every time you work on your gliding skills you are getting one step closer to your goal. Let that inspire you!

Adopt a new way of thinking – positive thinking. Isn't this what it comes down to? Often our old selves have deep rooted habits, half-baked ideas, concerns about our limitations or perhaps even fear of failure. A negative frame of mind does not go together with gliding. Still, we see it all too often, and around the take-off point is often manifested in comments like: *"With my luck, I will be back on the ground in a few minutes."* Guess

what happens next? Yes, you are right – after only an extended circuit the pilot is back on the ground and finds himself at the back of the launch grid.

The positive news is that such old outdated thinking can be filtered out. Winners stay away from destructive elements of the gliding movement, they face life with a positive attitude and focus on successful outcomes. Practicing positive self-talk isn't a lot of hot air – it is essential to helping us gain the frame of mind necessary for success. All we need to do is to replace negative thoughts with the belief and determination that we have the knowledge and the ability to find and successfully work the lift. Not once, not twice, but every time we step into a glider. We can motivate ourselves, and every time we hear a negative message, respond with a positive one. It works – believe me.

SUMMARY

Well, we have discussed thermals and thermalling at length. We have also looked into various training methods, touched on mental aspects, covered the preparations for badge flying and even looked into such issues as outlandings. Let us hope that pilots, especially the newer pilots, gained a few hints as well as a bit of motivation for tackling their goals. Everything becomes a little easier with some basic theoretical knowledge.

My instructor hit the nail on the head after sending me solo over 20 years ago. *"Soaring can only be learned by soaring,"* he said and then went on to say: *"Nothing will improve your gliding more than time in a glider, but if you fail to learn something out of every flight you fail to make progress. If on top you want to make progress real fast you'd better go and buy some books."* No doubt, my instructor was a wise man, and his unmistakable message was to keep learning and digest every flight especially if it was shorter than intended or if it turned out to be a circuit only.

It is hoped that new pilots have found a few hints or clues in this series of articles. Let me say to you: *"We need you as much as you need us."* Not-so-new pilots will hopefully forgive me for going over old ground for the last 12 months, but regardless whether you are new to this game or a relatively seasoned glider pilot please never think for a moment that the matters discussed here are only of interest to competitively-minded glider pilots or pilots keen on long distance flying.

Having said that I'm quick to add that proficiency in soaring invariably leads to a progression into cross-country flying. Therefore I'm of the firm belief that more comprehensive training on soaring is needed to

stimulate the interest of newer members and to arrest the current downward trends. Pilots properly trained on the soaring aspects of our sport tend to further refine their skills of their own accord and by doing so gain the confidence needed to venture away from base. They realise that successful cross-country flying is really not much more than the implementation of good soaring skills 100 or 200km away from their home airfield.

Unfortunately our own GFA statistics on membership retention make for some very depressing reading indeed. Believe it or not, every year approximately 1,000 GFA members are not renewing their membership, a situation only sustainable because we have an almost equal number of new pilots joining our ranks. If you are surprised or perhaps even shocked by these numbers, let me tell you, you are not alone. In my opinion we need to ask some serious questions. Why is it that every year about one-third of our members decide to turn their back on gliding and why is this happening in a country universally regarded as God's paradise for glider pilots? In contrast every gliding season we have hoards of visiting pilots from all over the world coming to our shores simply because Australia provides the very best gliding conditions in the world.

Yes, you are right, something is wrong, very wrong. If only 10 per cent of GFA members who leave the movement each year could be retained our sport would see growth again. All these people were quite enthusiastic at some stage and have put some of their hard earned dollars on the table to join our ranks. Without doubt they had every intention of becoming glider pilots but have dropped out half way through their training or soon after going solo.

I know, we are always quick to rattle off a convenient list of reasons ranging from a shrinking family budget to increasing demands on our spare time. But are we really hitting the nail on the head or are we falling into the same old trap of blaming others for our own failures and our own shortcomings?

Questions immediately coming to mind are:

- *Are we doing enough for newcomers to the sport?*
- *Is pilot training primarily aimed at going solo or should we be focusing on the bigger picture?*
- *Are we supportive enough and are we putting enough effort into theoretical training?*
- *Are we training newcomers in a way that makes them see the full potential of our marvellous sport?*

- *Are we showing our students what the sport is really all about or is our training mainly consisting of take-offs and landings?*

I'm sure there are cases where the answer is "yes", but if we find that the answer to any of these questions is "maybe" it might be a good idea to look more closely at ourselves and our approach to training. Experience suggests that new recruits are dropping out soon after realising that their expectations are not fully met. Sure, our trainee can see more experienced pilots disappearing for long flights and having a great time, but as far as they are concerned they find it hard to see the light at the end of the tunnel. In too many cases they have only ever done circuits, something that tends to get very boring after only a few weeks and certainly fails to excite the majority of potential new aviators.

So what is the solution? Well, the bad news is that I don't have the magic answer either but I'm sure that blaming our drop-outs does not move us forward at all. Collectively we need to work harder on membership retention and ensure that we do not lose the same members we have fought so hard for in the first place. Successful membership retention is focused on helping those members of our movement who, for whatever reason, are presently not skilled enough to fulfil their dreams and ambitions.

Soaring skills can't be developed overnight – we all know that. We also know that there are a few talented and very determined pilots who make it to the top without ongoing long-term support, training and coaching. These pilots seem to possess the willpower and the determination to acquire the necessary skills on a trial and error basis.

However, such pilots are the exception – not the rule. It is the bulk of the aviators with average talent and limited financial resources who require ongoing training and ongoing support to get on the road to success. Nothing seems to motivate glider pilots more than success. Early success promptly translates into improved confidence and into a desire to attempt those long and memorable flights that the more seasoned pilots undertake on a regular basis and almost take for granted. Therefore it is up to instructors and coaches to use every possible opportunity to provide further practical and theoretical training as well as the occasional gliding treat which makes them see what the sport really has to offer. Together we can turn things around and change things for the better but we must start at home and get our house in order first. We need to ask ourselves whether we cease our training after sending our students solo or whether we put a little

extra effort into getting our up-and-coming fellow aviators on the right track.

As one American president once said: "My fellow glider pilots, don't ask what newcomers can do for you, ask what you can do for newcomers." Yes, you are right, that's not exactly what he said, but I'm not too far off the track – or am I?

ACKNOWLEDGMENTS

My thanks must go to my friend Ray Munn for proofreading and to the authors of the following publications for their kind permission to reproduce some of the graphics.

- a) *Fundamentals of Sailplane design* (by Professor F Thomas)
- b) *Flying Faster and Further* (GFA publication)
- c) *Inside Thermals* (AG Williams and JM Hacker)
- d) *Thermals: Proposal for their Better Utilization and Detection* (by T Steckner)
- e) *Jon Hall, HRA, UK*
- f) *Cartoons by CODEZ*

Last, but not least, I would like to extend a heartfelt thank you to my fellow pilots who have lent moral support or made suggestions over the last 12 months or so. Your input is valued and very much appreciated. Please continue to do so by using any of the contacts listed below. However, please keep in mind that my contribution is not to be seen as a guide to cross-country flying but was intended to deal with the fundamentals of soaring only.

Bernard Eckey, 10 Antigua Grove, West Lakes SA 5021. Phone: 08 84492871; fax: 08 82423698; email: <eckey@internode.on.net>.



Disclaimer: Heeding legal advice I would like to conclude by stating that the information contained in this series of articles is believed to be reliable, but its completeness and accuracy is not guaranteed. The author does not accept any liability, whether direct or indirect, arising from the use of this information.

No part of this publication is to be construed as a solicitation and should be viewed as the authors personal opinion only. Views expressed may change without notice and where the information is in conflict with other documents the reader is referred to current operational guidelines.

GFA sub-editor: Many thanks to Bernard Eckey for his most informative articles which have appeared in the magazine on a monthly basis during the past 12 months.

Spin-out Over Barraba

Jason Turner

SUB-ED NOTE: THIS STORY OF JASON'S COMES FROM A FEW YEARS AGO NOW, BUT CONTAINS A GREAT MESSAGE. EVEN THE VERY BEST PILOTS OCCASIONALLY HAVE A BAD EXPERIENCE, AND IT'S PERHAPS IN WHAT YOU LEARN FROM SUCH AN EXPERIENCE THAT SEPARATES THE BEST FROM THE REST.

After competing in the hang gliding state titles for a couple of years I had decided that I would have a shot at a paragliding comp and entered Godfrey's Big Sky Comp at Manilla. I don't get a lot of opportunities to go XC, so, by entering at least one comp a year I can fly with a large number of pilots, hang onto their tails, and get dragged along the course while polishing up my thermal skills. I didn't own a performance paraglider wing at the time, so after a bit of scrounging around I managed to borrow a wing off a friend. Unfortunately the wing didn't arrive until the day before the comp, so I didn't get a chance to fly it on the coast first. I wasn't that concerned, because the wing was basically just an intermediate/performance glider, and you didn't have to be a test pilot to fly it. Anyway, the comp started with about 115 pilots and 10-15 wind dummies. A lot of international pilots were there and I was looking forward to seeing the guns in action with all their latest racing gear.

The day was looking good and a 90km task to Bingara was set. As soon as the gate opened, 30-40 pilots launched in about 10 minutes and the sky was jammed with gliders. The wind was picking up and some of the Euro pilots were beginning to have problems launching (they don't like strong wind

over there), so I got ready, waited for the next pilot to get dragged out of my way, and took off. The lift was good and I was straight into it, pulling on heaps of brake to maximise my climb, weaving in and out of other gliders and near misses with every turn. I had my race face on, and even though I hadn't flown a paraglider in that sort of air for 18 months, I was doing everything I could to get up and away as quickly as possible.

The canopy felt good and solid in the rowdy air and I was soon at 6,000ft asl and heading to Barraba. I had a low save at about 300ft agl at the end of the ridge, but gained height again and raced on. A gaggle of pilots were about 10km ahead racing past Barraba, and there were only a few pilots in the air nearby. The pilots with me were flying too slow and hanging back a bit too much for my liking, so I headed off alone. There was high cloud building north of Barraba and clearly shutting things down. The lead gaggle had made the Bingara valley and was having a pretty easy run of it. I regretted not launching earlier and was forced to slow up as I passed over Barraba at 5,000ft asl. Below me I could see the rodeo in full swing with a small crowd watching men on horseback chasing potty calves and stirring up clouds of dust. Just ahead and above me a pilot started

to turn and climb, so I raced in underneath to join him. I hit good lift and cranked into a left hand turn pulling on heaps of brake. That's when it all started to go horribly wrong. The brakes went completely slack and the canopy started to spin quickly to the left over my head. I had stalled the canopy in the turn by pulling on too much brake. I raised the brake on the stalled side but still had too much brake on the right and the canopy immediately went into a right hand spin and was bucking around wildly with small tip collapses (just to make it more interesting). I then released the right brake and the canopy surged out in front of me below the horizon and folded into a big ball of washing. As I dropped underneath the canopy I had pulled the brakes on again and the canopy entered a horseshoe stall (where both wing tips come forward together with all the leading edge cells facing each other and the whole wing looks like a horseshoe). Again releasing the brakes the canopy came back out and entered another right hand spin. I was beginning to wonder if I could get it together or if I was going to have to throw my reserve. After a few more rotations, collapses and failed attempts to steer the canopy out of it, I had one last card up my sleeve, and that was to fully stall the canopy in an attempt to stabilise it. So I held both brakes down below my arse, watched the canopy fold up into a ball over my head and held it there for a count of three. I released the brakes, the canopy re-inflated, surged forward and started flying again.

The whole thing had only taken a few seconds. I had lost 500ft and just about all of my confidence. After seven years of flying paragliders in all kinds of air, that was the closest I had come to throwing my chute. I know now that just about everything was my fault and the canopy had failed to exit the spins due to my over-controlling the canopy and not letting it recover by itself. It was one hell of a lesson and certainly rattled my cage a bit. I timidly turned back into the lift and started circling back up again, holding my breath every time the canopy rocked a little with the turbulence. I ended up 15km past Barraba and finished 20th overall for the day, which I was quite pleased with, and which helped to pump me up a bit for the next day's flying. After two ordinary days the rain set in and the comp was a washout. So, I headed home, disappointed about not getting any really good flights in, but even more determined to come back soon and kick some arse. If you've ever had a bit of a scare, don't let it get you down. Learn from the experience, dust yourself off, and get back up there!










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AUSSIE PILOTS CONNECTION



The Awesome ADVENTURES OF DICK SPEED
Hang Gliding Legend in His Own Mind

This week's thrilling adventure:
GOING DUTCH

OUR STORY BEGINS WITH DICK CHUCKLING WITH GLEE AS HE WINGS HIS WAY TOWARDS A HANG GLIDING HOLIDAY IN HOLLAND...

HEE HEE! THIS'LL GET 'EM BACK FOR NOT LETTING ME COME ON THE FRANCE TRIP!

MUCH TO DICK'S DISMAY, JUST BEFORE THE VERY FIRST TOW OF HIS HOLIDAY, THE DUTCH CLUB'S TOW CAR SPITS A PISTON AND IT LOOKS LIKE FLYING IS OVER FOR THE DAY.

I CAN'T BELIEVE IT! LOOK AT THOSE #5%GING CU'S FORMING!

DESPERATE TO GET INTO THE AIR, DICK REMEMBERS THE CONCEPT OF CIRCLE TOWING AND HATCHES A DARING PLAN...

1. BANG A #5%GPOFF BIG STAKE INTO THE GROUND.

2. TIE ONE END OF THE TOW ROPE TO IT VERY FIRMLY.

3. TIE THE OTHER END TO THE WING TIP OF THE GLIDER (MODIFICATIONS MAY BE NECESSARY).

4. ADD WEAK LINK AND LINK KWEE RELEASE.

5. PREPARE TO RUN VERY FAST IN A BIG CIRCLE AND YOU'RE NOW READY TO GO TIP TOWING.

WIND IS FIVE KNOTS ON THE NOSE, RELEASE CORD IN TEETH, NOSE IS DOWN, Go Go Go!

IN FRONT OF A RAPT CROWD OF INTERNATIONAL ONLOOKERS DICK COMMENCES HIS DEATH-DEEYING TAKE-OFF RUN!

CRAZY AUSSIES!!

(THROUGH GRITTED TEETH): IF I CAN JUST (PANT!) GET THIS #5%GING THING (PANT, PANT!) UP TO STALL SPEED (PANT!)...

Chopper

MEIN GOTTE! HE ISS OFF ZER DECK!

SACRE BLEU! 'EE EEZ GAINING ALTITUDE!

BLOODY HELL! HE'S GONNA HIT THE #5%GING TULIP PATCH!

floss iss unbelievable!

floss really can fly!

MAIS NON! C'EST INCREDIBLE! 'EE EEZ TEEP TOWING THROUGH ZEE TULIPS!

Any resemblance to persons living or dead is purely coincidental.
 All events depicted are fictitious. Don't try this at home.



Flight Review:

APCO KIERA

Hakim Mentès

OVERVIEW

The Kiera was flown at Mt Gordon, an inland ridge soaring/thermic site, during a beautiful sunny day. The day started with a light wind, but it picked up later on as the day progressed. It was mostly a ridge soaring flight with light thermic activity.

CONSTRUCTION

The Kiera is a four-riser glider with floating centre-risers. It utilises diagonal V-rib technology. Most of the stitching is internal, but to my disappointment there is some external stitching on the upper surface. The trailing edge is strengthened with reinforcing strip.

Lines are connected to the risers via typical triangular mallions with O-rings to reduce relative movement between mallions and the lines. The good thing with the Kiera is that mallions are protected with either heat shrink tubes or plastic inserts. This minimises the risk of nuts getting undone inadvertently.

Another nice feature is that all risers are colour coded and marked with a letter appropriate to the riser.

The last section of the lines, just under the canopy, is unshielded (for the sake of performance) which is the method we are starting to see more often these days. Lines are attached to the canopy internally to reduce drag, but it could be a problem to replace them if required.

The Kiera incorporates two unusual features,

which are: SIV valves and plastic batons at the leading edge. It is claimed that these two features increase stability of the wing, especially at high speeds.

The SIV valves technology seems to be working. With the application of speed system, the flaps closing the valve inlets are opening.

The plastic batons are 2/3mm diameter inserts at the leading edge, which are very easy to replace if damaged.

The glider is also equipped with trim tabs, which we don't see often these days.

CONTROL (BRAKE) LINE FORCE

Control lines force is on the heavy side. This gives a re-assuring feeling, but may be tiring for long flights.

TAKE-OFF AND LANDING

Take-offs require a bit of getting used to. Wing tips tend to come up quicker than the centre. Once one finds out how it behaves, there is no drama.

ASYMMETRIC COLLAPSE

The Kiera is a fast glider, therefore response to asymmetric tucks is stronger than most wings. At 50% asymmetric collapse, it does not change direction much (a bit more than 90 degrees) and recovers quickly, but dives steeply to the collapsed side first, picks up speed then climbs out. For the unprepared it could be an exciting moment.

BIG EARS

Big ears are on the reachy side and heavy to pull in. Once released they gradually pop out. They also make a flapping noise.

SPEED BAR

The speed system is a short travel design and on the soft side.

B-LINES STALL

B-line stall is neither difficult to initiate or to hang on to. But, in line with most other DHV 2 wings, it is not very effective. The glider also oscillates back and forth a bit making me uncomfortable to hang on it too long.

URNS AND THERMALLING

Response to control line input is quick and the glider turns in a small radius. I did not see any noticeable difference when compared with other DHV 2 gliders. Because of heavy control lines, it is very assuring and one may feel more confident doing steep wing overs.

Although the response to control line input is good, response to weight shift only is slow. But that could be the result of heavy ballast I was carrying under the seat.

CONTACTS

To test fly the Kiera, contact to Jean-Luc Lejaille from Rainbow Paragliding: <intheair@ozemail.com.au>, [www.ozemail.com.au/~intheair], 0418 754157, 07 5486 3048.



TECHNICAL SPECIFICATIONS

Glider:	Kiera
Manufacturer:	Apco
Weight in flight range:	95-115kg
Classification:	DHV 2
Glider weight:	7.4kg
Number of cells:	(35 x 3) + (2 x 2) + 6

SET UP

Harness:	Edel ProLight
Riser separation:	44cm
Weight in flight:	105kg

Right: Flaps

Below: Valves



HGFA News

CLUB NEWS

Dalby Hang Gliding Club Inc, QLD

This year has been a busy one with the completion of our hangar by our members. "Build it and they will come!" How true! Now with the facilities in place we can be operational in 30 minutes or so. No more assembling and disassembling the tug; we are now on the way to having more fun in the air and doing less work on the ground.

The Dalby area and districts have been turning the weather on for us. Most, if not every time, there is someone flying over 100km and someone else doing a PB. We are holding our first competition in October, coinciding after the Canungra Classic. For those of you who can get two weeks off work you had better be quick to enroll, as we are capping numbers between 30-40 with 10 already paid up.

We offer free aerotow endorsements to intermediate rated pilots wanting to be part of our club. Our coastal sites have been lousy for the past few months, whilst the flying at Dalby has been our saviour. Feel free to contact us, or better still, come flying with us!

See: [www.geocities.com/sxtex/].

Daron Hodder, President
<daron@powerup.com.au>, 0413 515160

NEW PRODUCTS

Skyline Flying Suits

We now have stock of Skyline Flying Suits, in S, M, L and XL. Recommended retail price, \$600 (includes GST).

The legendary flying suit 'Overall Standard' is impressing with its high level of functionality. The front zipper system (imitated by many) allows the pilot comfortable entering and exiting. The Overall has three spacious zipper-pockets, which are of course easily accessible during flight. The wind and waterproofed Overall is manufactured with a light lining (125g/m²), so the pilot, even with thick clothing, has enough space for all movement. All Overalls of the new Skyline generation offer 100% protection against rain, snow and wind, while the material continues to breathe optimally.

Choice of colours: black, blue, red.

The flying suit 'Overall Skystripe' has an extra high level of functionality by a special flying sports design. The entering has been made comfortable and easy with the new zipper-system, which combines front and side zippers reaching from top to bottom. The Overall Skystripe has four spacious zipper-pockets, which are of

course easily accessible during flight, and the 100% protection against rain, snow and wind, while the material continues to breathe optimally.

Colour choices:

Black with grey stripes;
blue with black and
beige stripes; red.

Contact: Moyes
Delta Gliders, ph:
02 93164644, email
<moyes@moyes.
com.au>.

FAI NEWS

Provisional World Record Claims

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

Claim number 7779:

Sub-class O-3

(Paragliders) – General

Type of record: Out-and-return distance
Course/location:

Ratitovec (Slovenia)

Performance: 200.9km

Pilot: Marko Novak (Slovenia)

Paraglider: type not indicated

Date: 16/05/2003

Current record: 169.9km (03/08/95, Pierre Bouilloux, France).

Claim number 7780:

Type of record: Speed over an out-and-return course of 200km

Course/location: Ratitovec (Slovenia)

Performance: 25.14km/h

Pilot: Marko Novak (Slovenia)

Paraglider: type not indicated

Date: 16/05/2003

Current record: new.

Claim number 7787:

Type of record: Out-and-return distance

Course/location: Soriska Planina (Slovenia)

Performance: 204.9km

Pilot: Susa Primoz (Slovenia)

Paraglider: Gradient AVAX RS 26

Date: 24/05/2003

Current record: 169.9km (03/08/95, Pierre Bouilloux, France).

Claim number 7788:

Type of record: Speed over an out-and-return course of 200km

Course/location: Soriska Planina (Slovenia)

Performance: 26.6km/h

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

1800 063 648


www.sky-cz.com

Pilot: Susa Primoz (Slovenia)

Paraglider: Gradient AVAX RS 26

Date: 24/05/2003

Current record: none

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

World Ranking Web Updates

Paragliding

Details can be found on the FAI website:
[www.fai.org/paragliding/rankings/].

Paragliding Accuracy

Details: [www.fai.org/paragliding/rankings/precision/].

Hang Gliding (Class 1)

Details: [www.fai.org/hang_gliding/rankings/class1/].

Class 5

Details: [www.fai.org/hang_gliding/rankings/class5/].

Class 2

Details: [www.fai.org/hang_gliding/rankings/class2/].



Impact Absorbing Foam Cushions for Gliders

Bill Whitehand – CFI Beverley Soaring Society

THE BEVERLEY SOARING SOCIETY HAS UNDERTAKEN TO FIT IMPACT ABSORBING FOAM TO ALL GLIDERS DURING THE GLIDER MAINTENANCE THIS WINTER. THIS FOLLOWS LANDING ACCIDENTS IN WHICH MEMBERS HAVE SUSTAINED BACK INJURIES.

Extensive literature supports the fact that soft cushions in gliders enhance the possibility of back injuries and in fact if impact absorbing foam is not used it is safer to be sitting on the seat pan of the glider without a cushion. Many of these reports recommend the fitting of Dynafoam impact absorbing foam.

Dynafoam has not been readily available in Australia. Our efforts to source the product proved unsuccessful, however samples of an American product Confor foam have

been tested by a club member at his engineering consultancy. These tests confirm the published data indicating that the Confor foam is the near equivalent of the Dynafoam.

A local West Australian foam cutting agent has imported a bun of the Confor foam and will cut sections for glider pilots. Phil Gorman of Specialty Foams, phone 08 9419 4004, fax 08 9419 7317, email <phillipgorman@bigpond.com.au>, 119 Nicolas Drive, Casuarina WA 6167 has stocks of the Confor green impact absorbing

foam. You can either send him the measurements of the foam sections you want cut or take the seat cushion to him and he will measure and cut a Confor foam section to suit.

To get to his workshop drive south along the freeway until the Mortimer Road turn-off. Turn left off the freeway and Nicolas Road is the first turn left off Mortimer Road. Phil's workshop is the first drive on the right of Nicolas Drive.

Phil has cut sections of foam which will be inserted into the existing cushions of the club gliders. The sections are generally about 20 to 30mm thick to ensure that taller pilots have sufficient headroom clear of the canopy, and cost about \$50 each.

Two upholsterers have quoted on inserting the foam into the existing cushions. The complexity of this job varies depending upon the aircraft.

At suitable times during the next few months we'll bring the individual glider cushions down to Perth to have the impact absorbing foam inserted. We have had foam cut for the Puch, ASK 21, PW5 and DG100. The Jantar and Twin Astir will need some more thought regarding the location of the Confor foam sections before we cut the foam.



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Back to Camden Week

The Southern Cross Gliding Club is going to hold a "Back to Camden Week" from 22 to 28 September 2003.

The intention is to bring together as many former members of the club as possible, spend a week flying (those who still remember what a Primary trainer was like might like to compare notes after a flight in our DG-1000!) and hopefully permanently capture as much as we can about the history of the club.

The Southern Cross Gliding Club actually passed its 50th anniversary on 8 January 1998. Due to other priorities a

celebration was not held for this important event.

We are therefore interested in tracking down:

1. Former members of the club (or their families)
2. Memorabilia, particularly photos, from those early years at Camden
3. Former club aircraft

Come and spend some time during the week catching up with old friends. The culmination will be a weekend of flying with a barbecue on the Saturday night and some star presentations on the past days of the club.



The Southern Cross Gliding Club's new DG-1000 taking off from Camden airfield. Photo courtesy Southern Cross Gliding Club's website [www.gliding.com.au]

Accommodation is available at the clubhouse and nearby Camden.

For more details please contact:
Nick Gilbert <szd55@bigpond.com>
or Dave Boulter <dboulter@sgi.com>, phone 0418 474636.

FAI NEWS

Start of Phase 2 of the 3rd FAI World Air Games Bidding Process

After a thorough evaluation of the four valid bids FAI received in April, the WAG Coordinating Committee has invited Italy, Malaysia and Poland to proceed to the second phase of the bidding process leading to the award of the 3rd FAI World Air Games 2005 in November 2003.

Four highly motivated bidders

During the first phase of the bid process to host the 3rd FAI World Air Games (WAG), which ended on 15 April 2003, FAI received four highly motivated letters of intention to bid for the organisation of the 3rd WAG in 2005. After thoroughly evaluating the four files, the WAG Coordinating Committee (WAGCC) decided in principle to invite all four Bidders to enter the second phase. However, because of the close proximity of the next Commonwealth Games, due to be held in Melbourne in 2006, and the rival claims that these games will make on available sources of funding, Aerospace of Australia Ltd (in association with the NAC of Australia) wisely decided to postpone its bid (which was centred on Wangaratta in the state of Victoria), to a later date. Following is a short description of the three remaining Bids for 2005:

Italy

Bidding committee: Aero-Club d'Italia
Region proposed: Lazio (East of Rome)
Main venue proposed: Rieti
Mountainous venues: Poggio and Monte Cucco
Secondary airfields: Terni, Perugia, Aquila
Period proposed: End of August 2005

Malaysia

Bidding Committee: Malaysian Sports Aviation Federation
Region proposed: Langkawi Island
Main venue proposed: Langkawi Island
July 2003

Mountainous venues: Langkawi Island
Secondary airfields: Alor Setar, Kedah, Batu Pahat

Period proposed: July to September 2005

Poland

Bidding Committee: Aero-Club of Poland
Region proposed: Euro-Region Beskidy (South-West of Krakow)
Main venue proposed: Bielsko-Biala
Mountainous venues: Szczyrk, Zar
Secondary airfields: Gliwice, Katowice, Nowy Targ

Period proposed: End of July or beginning of August 2005

Phase 2 of Bid Process

During the second phase of the bid process, which opened on 14 May 2003, the three remaining bidders have been invited to confirm their interest in hosting the 3rd FAI World Air Games in 2005, and to provide FAI with detailed information regarding their proposed venues and infrastructure, initial program of events, budgets and marketing strategy. The results of this second phase will be known by the middle of this month.

GFA AIRWORTHINESS ADVICE NOTICES

GFA AN 162 (Issue 3)

Type affected: Diamond aircraft HK-36R and T series, all serial numbers.

Subject: Miscellaneous airworthiness information.

GFA AN 163 (Issue 1)

Type affected: Scheibe SF-25 Slingsby T-61 Falke series.

Subject: Miscellaneous airworthiness information.

GFA AN 164 (Issue 1)

Type affected: DG1000S
Subject: Miscellaneous airworthiness Information.

GFA AIRWORTHINESS DIRECTIVE

GFA AD 280

Types affected: H401 Kestrel; T59 Kestrel all variants; H301B Libelle; Standard Libelle; Standard Libelle 201B.

Subject: Cracking of the lower rudder hinge/control yoke



GLIDING FEDERATION OF AUSTRALIA Airworthiness Inspection FORM 2 AND C OF A NOTICE

- ☐ A form 2 inspection is due and a cheque for \$143* is enclosed
- ☐ The C of A requires renewal. A cheque for \$33* is enclosed for renewal and the existing C of A document is returned
- ☐ Initial registration package is required and a cheque for \$363* is enclosed

* Fees include GST

A) DOCUMENTATION REQUEST

- ☐ Please send me a change of certificate and owner document
- ☐ Please send me an application to register an aircraft form

Aircraft Type

Registration marks VH -

Address to which documents are to be sent is:

Name

Address

.....

State. Postcode

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

National Coaching for Glider Pilots

Lisa Trotter, GFA National Coaching Convener

AN EXCITING PROGRAM FOR COACHING THIS SEASON HAS BEEN PUT TOGETHER BY THE GFA. THERE WILL BE SOMETHING FOR EVERYONE, WHETHER YOU ARE GOING FOR YOUR SILVER C OR THE WORLD CHAMPIONSHIP. COACHING WILL BE OFFERED IN A VARIETY OF FORMATS TO SUIT PILOTS' INTERESTS.

Team coaching program – for pilots representing Australia at international competitions

Highly experienced competition pilots will be running coaching weeks for international competition team pilots. The purpose of this training is to improve the competitiveness and teamwork of Australian pilots.

This season, three coaching weeks will be run for Club Class, women and junior pilots, and RTO/Sports. These will be run by United Kingdom coaches Brian Spreckley and Martyn Wells and Australian national

coaches Bruce Taylor and Paul Matthews. In the following season a national coaching week will be held for Multi-Class pilots and, in future years, club coaches will be invited to participate.

National coaching at regattas and club camps – for pilots wanting to improve their cross-country performance

National coaches will be available to fly with pilots at club regattas, such as the Narromine Cup, in a two-seater or single-seater lead-and-follow. A limited number of places will be

available for national coaching and a \$100 deposit is required to secure a place. Coaching is provided free of charge, but pilots will need to pay for aircraft hire and tows.

Competition coaching – for first time or early competition pilots

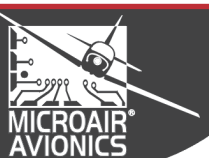

Experienced competition pilots are offering to fly in a two-seater with pilots who are new to competition. Coaches at competitions will also be offering pre-flight briefing and post-flight analysis to pilots flying single-seaters. National coaching will be available at Horsham Week in Victoria.

A limited number of places will be available for national coaching and a \$100 deposit is required to secure a place. Coaching is provided free of charge, but pilots will need to pay for aircraft hire and tows.

If you want more information about coaching, please contact Lisa Trotter by email <gliderpilots@bigpond.com> or telephone 0425 768 890.



Proudly Australian designed & manufactured

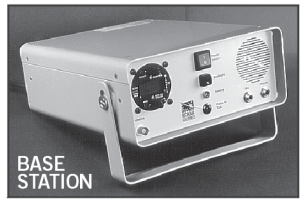



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- ◆ 600 grams

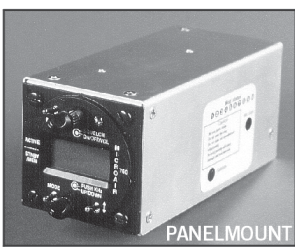
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ULTRALIGHT SAILPLANES

Joe Mikus

THE CZECH COMPANY TEST WAS ESTABLISHED IN THE YEAR 1992 TO DESIGN, DEVELOP AND PRODUCE ULTRALIGHT SAILPLANES, ULTRALIGHT POWERED SAILPLANES AND ULTRALIGHT AIRCRAFT.

However, the unofficial history of this company commenced much earlier. First, of course, just in the form of ideas, or, one could say, brain exercises. But later on, even before the fall of the iron curtain, these images became real – the first flying UL object was a slow, maladroit bird called Klokon – the name of a certain pub in Prague where the flyers had their sessions. Because all constituent members were active sailplane pilots, no wonder that the firm has been focussed mainly into gliders and their motorised alternatives.

Here we can put a general question: why just UL gliders? The top world manufacturers design new types, in particular for categories flown in European, American and world championships. The newest knowledge of aerodynamics is introduced which often requires new or perfected production technologies resulting in higher costs and prices. While just a few glider pilots addict themselves to competition flying where their performance and position depend on the need to acquire high-tech gliders, the great majority of pilots do not require the top technique.

In the Czech Republic during 1995, LAA established a new category of ultralight gliders (ULV). LAA (the Czech Ultralight Association) determined basic limits for this category in a similar way to other ultralight categories – name, maximum gross weight of 260kg and a stall speed of 65km/h. The construction must comply with ULV standards and has to be supervised by authorised LAA engineers. On the other hand, a designer is not prevented from designing to other standards, eg: JAR22.

While developing its airplanes, TeST co-operates with experts from technical universities and LAA to emphasise the interest to build airplanes of high quality and safety. The basic material for structure of the aircraft is wood glued by epoxy resins, which comply with all the standards and conditions, and enable the company to build non-expensive planes.

The TeST's ships, of course, will not compete with top composite orchids, but they can bring a lot of pleasure to the wide-flying community.

When the company commenced in 1992, three enthusiasts, in the harsh conditions of Krizanov airfield hangar, manufactured the mother of its ships – the glider TST-1 ALPIN. With this ship certain sportive results were achieved, eg: several 300km FAI triangles and even one 500km FAI triangle.

In 1995 new premises were hired and the production capacity increased to 10 airplanes a year. New types were developed, produced and sold:

- *TST-3 ALPIN T, the advanced ALPIN, optionally supplied with a retractable power plant (TST-3 ALPIN TM). With this aircraft, which has a retractable engine, several 500km FAI triangles have been flown.*

Then, in September 1998, TeST moved again into larger premises, enabling expansion of its production capacity to 25 airplanes a year. Today the company employs 17 staff, plus several external operators.

The development of new types continued:

- *TST-8 ALPIN DM, a new tandem two-seater with retractable engine.*
- *TST-9 JUNIOR 2000, a modernised TST-7 with T-tail and round fuselage.*

Certification

TeST aircraft have valid Czech certificates awarded by LAA, which is recognised in many countries.

Quality assurance

In April 2002, after scrutiny carried out by auditors of the Dutch certificatory KEMA, TeST was awarded the ISO 9001 internationally valid quality assurance certificate, covering all activities carried out.

The aircraft can be delivered in the following alternatives:

- *shop drawings only plus a licence for one piece*
- *shop drawings plus parts selected and ordered by the customer plus licence for one piece*
- *shop drawings plus all parts (complete kit) plus licence for one piece*
- *so called 'advanced kit', ie: 'complete kit' plus some extras*
- *ready to fly aircraft.*

Further information on the aircraft can be seen on Glider Imports Australia Pty Ltd website [www.aeroskill.com.au].



National Coaching available at Narromine Cup

23-28 November 2003

- Paul Matthews, an experienced competition pilot and coach, will be offering coaching at the Narromine Cup. The format will be a combination of two-seater flying and lead-and-follow, with lectures, briefings and post-flight analysis.
- You do not need any qualifications, other than to be keen.
- There are a limited number of places available. To secure a place, send a reservation fee of \$100 to the GFA Secretariat.
- For more information contact Lisa Trotter by email <gliderpilots@bigpond.com> or by telephone 0425 769 890.

National Coaching available at Horsham Week

7-14 February 2004

- Peter Trotter, an experienced competition pilot and coach, will be offering coaching at the Horsham Week. The format will be a combination of two-seater flying and lead-and-follow, with lectures, briefings and post-flight analysis.
- You do not need any qualifications, other than to be keen.
- There are a limited number of places available. To secure a place, send a reservation fee of \$100 to the GFA Secretariat.
- For more information contact Lisa Trotter by email <gliderpilots@bigpond.com> or by telephone 0425 769 890.

WHO NEEDS THE MORNING GLORY?

Geoff Coombs

ALTHOUGH THE FOLLOWING FLIGHT HAPPENED OVER SEVEN YEARS AGO (20 FEBRUARY 1996) IT IS STILL ONE OF THE MOST AMAZING FLIGHTS I'VE EVER HAD. AS FAR AS I KNOW, THE CONDITIONS FOR THE FLIGHT HAVE NEVER REPEATED THEMSELVES. IF THEY HAVE, NOBODY HAS MADE USE OF THEM.



The Bells Beach launch

Photo: Geoff Coombs

It looked like it was going to be a typical Spion day with the windsock showing a steady 15kt from the south (one of the advantages of working at an airfield). I normally finish work at 3pm, but I was getting restless and we weren't too busy so I managed to sneak away at 2:30pm with my usual excuse of, "I gotta go, it's a southerly."

Driving down to the coast it was looking like it might have a bit of east in it. That meant possibly flying to Lorne – bloody beauty! Passing Anglesea the wind was getting lighter, approaching Aireys Inlet lighter still – bummer. By the time I got to Spion, no white caps at all, but at least Ted Remeika was flying. Well, sort of. If you can call scratching close to cliffs and looking like you're about to bomb out any second, flying! About this

stage I was thinking I should have stayed at work. Now that's really depressing.

On driving up to the top of the hill it looked like there might be white caps out to sea, so there was hope yet. Besides, Warren McDonald was setting up and I wasn't going to look like a wimp by just standing around. Not long after, Ted landed. This was not looking good. Half an hour later, the white caps didn't seem much closer, the wind had died to almost nothing and we were looking pretty silly all set up with no place to go. Ah well, the joys of hang gliding. After another fifteen minutes I decided I might as well glide down to the beach. Warren wasn't that desperate.

After packing up (Harold Niblock had arrived and gave me a hand, thanks) we noticed the white caps getting closer. There was also clear sky to the east with a very distinctive line where the clouds were forming, making a stationary band across the sky (convergence?). I had soared in front of clouds before and this was starting to look interesting, but it was also starting to get late. The lower wisps of cloud were now definitely moving from the east, so it was a race down to Bells Beach before it was too dark for a decent fly (thank god for daylight savings).

Passing Anglesea, the wind strength was increasing and so was our speed! I heard Mark Pike on the UHF saying that the lift was strong and smooth as glass; that guy just

never misses out on a decent flight. Ted was in the air as well; I should have guessed. It was hard not to put my foot flat to the floor.

At Bells we could see both Ted and Mark over at Pt Addis at around 1,000ft and slowly climbing. By this stage I was racing to set the glider up as the wind was slowly increasing, as it often does in an easterly. Harold, who wasn't flying, kindly gave me a hand and I was set up in record time. Two more desperados had turned up, Rob Van de Klooster and Rob Ruge. Both were rapidly setting up. This was becoming quite a party.

By the time I launched it was blowing around 30mph and the air a little rough, so I raced around to Pt Addis without admiring the view (Pt Addis has a nudist beach, not that I was looking of course!). Low down the wind was strong and rough, but as I climbed past 600-700ft the wind strength dropped to around 25mph and was as smooth as glass. Ted and Mark by this stage were at Anglesea and I was racing to join them. My radio was playing up at the time so it was hard to contact anyone. (Later I found that in my haste to set up the aerial wasn't plugged in properly.) Heading towards Anglesea I could see the band of cloud sitting stationary over Urquhart Bluff at around 1,500ft. This was starting to look awesome!

Mark was still at Anglesea when I arrived and we both enjoyed the magnificent view as we slowly climbed in silky smooth air. Pretty soon we headed off to Urquhart Bluff and

**Left: Geoff Coombs at Urquhart Bluff
soaring the cloud band**

Photo: Mark Pike

that amazing looking cloud. Normally we would lose a few hundred feet crossing to Urquhart, but we were slowly climbing all the way. With the sun low in the sky behind the cloud band, the view was simply breathtaking! This is what hang gliding is all about. Where else could you see views like this? Not from the ground, that's for sure. It was strange just watching the front edge as wisps of cloud formed and moved back with the wind, only to have more cloud forming to replace it. I assume that the easterly wind was being forced up over a cooler more stationary mass of air causing the cloud to form, but I certainly don't claim to be an expert on the weather.

The cloud was slowly moving back from Urquhart and the band was now heading in a direct line to Spion, cutting behind Aireys Inlet. By this time we were at 1,900ft and above the cloud, so we just followed it inland, again climbing all the way. How bizarre to approach Spion from behind! By the time we reached the launch area we were at around 2,200ft with the cloud band just heading out to sea in the general direction of Lorne. Without even thinking about it we both just kept going, following the cloud out to sea (I always thought we'd just go out a little way and make sure we had a glide back). Again we just kept slowly climbing, getting further and further from shore. Pretty soon we were more than five kilometres from shore and I was starting to 'point the toes' and think about turning back. All I could see was endless water and cloud. Mark was a long way from the cloud out to sea and I was wondering what the hell he was doing out there. By this time we were at 2500ft, close to 10km from Spion. My nerve had gone and I started to turn back when Mark raced passed and yelled "LAND AHOY!" I turned around and followed, realising that's what he'd been doing out there – trying to see land under the cloud. After what seemed like ages, there was a slight break in the clouds and I could just make out Lorne Pier far below us. I let out an almighty yell of joy as the tension of the last 10 minutes released. What a relief! It was great to be alive and the view was unbelievable! The cloud just kept heading out to sea into the distance, but unless we wanted to fly to Tasmania we weren't going any further.

We thought of landing at Lorne, but hey, what the heck, we flew there, we could fly back. So we did, still climbing very slowly. It was amazing looking at Spion in the



About 3-5km out from Spion

Photo: Geoff Coombs



Following the cloud out to sea...

Photo: Geoff Coombs

distance slowly getting closer with the sea 2,700ft below us and this huge band of cloud to our left. It's a sight I'll never forget.

When we got to Spion we just followed the cloud back the way we had come, but it was dying off inland and we had to turn back and land on the beach. As we spiralled down it was getting dark and the wind strength picked up as we went through 1,000ft, making penetration difficult. But amazingly, below 300ft there was no wind at all. Quite unbelievable. Needless to say, we both overshot the landing area at Moggs Creek by a mile and had a bit of exercise walking back. But hey, did we care?

Looking back at this flight I'm reminded of how amazing flying a hang glider can be.



After all, it's just a bunch of aluminium tubes and a bit of dacron stuck on top!



The Club's Best Ever...

COOLGARDIE 2003

Dianne McLernon, Article courtesy of Triker News

THE 2003 EASTER TRIP TO COOLGARDIE HAS BEEN DECLARED THE CLUB'S BEST EVER TRIP BY ALL PARTICIPANTS! IT WAS BEST IN TERMS OF NUMBER OF PILOTS, BEST IN TERMS OF TOTAL NUMBER OF PARTICIPANTS, BEST IN TERMS OF FLYING, BEST IN TERMS OF ACTIVITIES ARRANGED, AND BEST IN TERMS OF CAMARADERIE. WHAT MORE COULD YOU WANT?

We left home on Good Friday morning to make the journey for South West Microlight Club's annual Coolgardie Trip. The morning began with having to load, tie-down and pack the trike for transport. By 8:45am we were on the road. Despite being a little concerned about the Easter traffic, we were delighted to find that most travellers were not heading in our direction. We had an easy, uneventful trip and arrived in Coolgardie a little after 4pm.

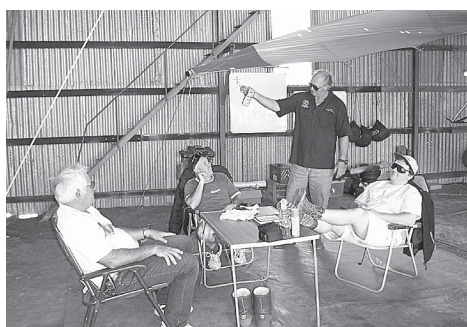
We began to immediately rig the trike, as some earlier arrivals were already flying and those who obviously got up earlier than us were already a good way through setting up. As it turned out, our late start to the morning proved to be our saviour. A huge cloudbase had built up over the Higgins'

strip and caused severe local downdraughts, rain squalls and windy conditions. Several pilots who were flying at the time had their flying skills put to the test, while those of us on the ground scurried madly to tie our trikes down. Fortunately for us (me being the nervous passenger that I am), we were not flying. I'm sure that had I been in those conditions it would have been the end of any further flying.

Needless to say, this little event was to be told and re-told many times over. Told to other pilots, re-told at the tea-table, re-lived and re-told over a beer, and just when you thought enough was enough, re-told again when someone new came on the scene. I guess it's like those surfing and fishing stories... You know the ones... 'You should have been here yesterday!'

Our first ever fly in Coolgardie began the next morning when Paul Coffey led a small group of us (mother duck style), over to the lakes east of town. For Steve and I, this was the longest flight we had ever been on. Coupled with our long day's travel yesterday, we were very tired and looked forward to bit of a kip before flying that afternoon. The routine of rising at 5:30am, morning flying, eating, "nana napping", afternoon flying, eating and then sleeping again, became the week's routine... Bit of a Coolgardie institution really.

The Coolgardie locals were more than happy to entertain the trikers. An invitation to tea at the bowling club on Saturday night was appreciated and enjoyed by all. While some trikers got involved with bowling, others partied hard and well into the night. They drifted back to the motel at all hours. Captain Phil demonstrated some fine vocal skills at some wee small hour of the morning. Those who could rose early the next morning and headed out to the strip. Others found it difficult to surface. Antman in particular was conspicuous in his absence that day and finally rose sometime later in the afternoon. I think he was feeling better – must have been something he ate.





A great trip was planned and led by our intrepid host, Rod Higgins. The flight consisted of some 12 trikes flying to an outlanding and another further on at Credo Station. The first outlanding made for some interesting final approaches and landings. Final approach was either through the trees, or over them – then aiming for Rod and Paul who bravely stood and conducted ‘point duty’ to indicate the strip. Moses had his own plan for landing which happened to be on a 45 degree angle of variation to the strip. (Before writing this, I researched some previous issues of our local club newsletter, Triker News. In December 2000 Don Wilson wrote an article on landings at Park Farm, where Moses was duly awarded a total of 86,542,628 points for his landing, displaying great skills in control, courage, anticipation and innovation.) A number of times during this trip, we were privy to witness Moses’ outstanding skills. In particular, the last attempt in the spot landing competition was impressive. Although not a pilot myself, I’m sure that his manoeuvres were not strictly within the rules and guidelines of the competition.

Anyway, I digress. Back to Credo Station. A strong northerly wind was blowing and it seemed to take forever to reach the station. Many of us felt as if we had been standing still. We finally arrived at Credo and all landed safely. We watched with great hilarity as Brendan came in to land. We all laughed and watched as we thought Brendan ‘toyed’ with his flying skills. It was later revealed



that it was his student in control of the aircraft, attempting to land. Lorraine and Peter “the tree trimmer” Baker had unfortunately been forced to turn back due to radio communication problems, and upon return to Higginsville had a close encounter with the large tree at the beginning of the runway. It was decided that afternoon, that Peter had already won the spot landing competition. Unfortunately for them, Brendan revealed that the ‘spot’ was not in the tree.

The remainder of the week consisted of lots more flying, taking in some awesome views of the surrounding countryside. Open cut mines, trees, red dirt, salt bush, dry lakes and local fauna all adding something special to the flying experience. Other highlights of the week included a BBQ at the strip, complete with skeet shooting. Steve had been looking forward to firing a few rounds. Needless to say, 25 rounds and a bruised shoulder later, he had almost had enough, but couldn’t resist the temptation to fire off another box of shells. So fifty rounds later he had finally had enough. His shoulder was badly bruised, but he says it was well worth the pain.

Anzac Day in Coolgardie will probably never be the same. What a spectacular sight (and sound) it was at the Dawn Service when six trikes flew past. Our capable photographers were on the ground to cover this event for all to see... sorry folks. All did not go to plan. As the light was still very low, it was difficult to get any shots. To say the photos are crappy is polite. But not to worry, we had a back up plan. Take video footage in case the still shots didn’t work... Unfortunately, the video footage was left up to me, and all did not go to plan there either. We have a grand total of two seconds of trike footage. And all of the sounds. We’ll just have to imagine what was happening. Somehow I don’t think I’ll get the job as official photographer at next year’s event.

So, for those of you who may have missed the fantastic event that was Coolgardie 2003, let me finish with a pearl of wisdom by the great man (Moses) himself. First, close your eyes and imagine the scenery of the area. Moses is coming in to land, he has no shirt, and in fact it looks like very little other clothing is being worn...

“If you’ve got a real hairy chest, flying without a shirt is like having every single hair being gently tugged at and caressed”.

If you missed Coolgardie this year, make sure you make it in 2004!

PILOT ROLL CALL 2003:

Peter Baker, Joe Best, Paul Coffey, Rod Folkes, Rod Higgins, Phil Hodnett, Angus Horwood, Peter Kelly, Rob McCaughan, Steve McLernon, Keith Mell, Mick Shepherd, Peter Simcock, Brendan Watts, Brian Watts, Paul Whiteman, Antony Winn.

Friends and partners:

Lorraine Baker, Tania Higgins, Ryan Higgins, Sarah Hodnett, Alex Hodnett, Dianne McLernon, Jose Mell, Darryn Mell, Graham Mell, Matt Brewer, Nikki Shepherd, Peter Simcock Jnr, Jason Simcock, Joe Iacovella (and his squeeze-box).



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EVERYMAN'S COMP AT LAKE KEEPIT

The NSW State Competition in November

Dave Shorter

ORGANISERS OF THE NEW SOUTH WALES STATE COMPETITION BEING HELD AT LAKE KEEPIT IN NOVEMBER THIS YEAR EXPECT THAT CHANGES TO THE FORMAT OF THE COMPS WILL ATTRACT MANY MORE ENTRIES.



Lake Keepit airfield. You can't get lost with such a great landmark

Special arrangements are being made to ensure flexibility in meeting the many and varied needs of competing pilots. The Keepit comp will be an "everyman's comp" (and woman's) – for the seasoned pilot, for the "up-and-coming" pilot, the new recruit and also the "never-will-be's". There will be non-handicapped Multi-Class sections for the hot-shot gliders and an un-ballasted, handicapped Club Class event with assigned area tasking for others.

The comp will run from 15 to 22 November 2003 when weather conditions are ideal in the mid latitudes of Lake Keepit. At this time of year the general bands of high pressure systems move south and create conditions which can include days of 10,000ft and more, but is generally before the onset of thunderstorm weather which develops in December. The days are also becoming longer, just a month before the

longest day in the year – almost a 14-hour day (just 20-minutes of sunshine less than the longest day of the year!)

At this time of year many pilots look for the "big" day to declare a special task – to achieve a special long distance badge, attempt a record flight or beat their own "personal best" flight achievement. As a special variation to the rules, the NSWGA has introduced a change to enable pilots, with the approval of the competition director, to declare a lay-day at short notice for a declared "personal best" task attempt.

As Kerry Claffey, Secretary of NSWGA explained, "Normally pilots need to give 24 hours notice for a lay-day from the competition. Otherwise, knocking off from the comp for a day would incur a zero point penalty for the day. Many pilots have been waiting for the "big" day for that special attempt to beat their own best achievement. This will allow pilots the chance to compete normally, and break off at short notice for the task without penalty if that day arrives. This will allow us the best of both cross-country flying worlds – flying against yourself for badge tasks one day, competition flying against your peers another."

No matter what your task, no matter what your standard, – whether the "personal best" goal is 300, 500, 750 or even 1,000km, – pilots wishing to attempt their task during the competition will receive every assistance including the benefit of the competition weather briefing and early launching if required.

Safe flying with a friendly and helpful atmosphere will be the key focus of the com-

petition. Steve Hedley, President of Lake Keepit Club, said "We are convinced that the most important thing about running a competition is that everyone goes home from the comp in one piece, and feeling they had a great time. We're determined to ensure everyone feels welcome and included – we're a happy and friendly bunch at Keepit and will be looking forward to showing off our hospitality to the rest of the gliding fraternity."

Catering for families is also an important issue, and the recreational facilities of Lake Keepit provide for a wonderful holiday for family and crew. The accommodation available includes a very well run caravan park on the lake where swimming, boating, tennis, ball games, fishing, sailing, exploring, or just relaxing with a book on the grassy lakeside are great ways to spend a holiday. Being November, conditions are also very pleasant without the searing heat and dry dust of midsummer.

"Book your holidays now," said Steve. "Lake Keepit provides some of the most interesting and varied country in Australia for cross-country soaring – traditional agricultural flatlands interspersed with mountains, river valleys and lakes – you can never get lost with so many ground features. A wonderful site. We're looking forward to having you fly with us in November."



For more information: [www.users.bigpond.com/keepitsoaring/].

President Steve Hedley phone 02 9670 6733, email <gliderdag@pacific.net.au>.



Gliders assemble on the grid for the 2001 NSW State comps



The 2001 Millennium competition gliders waiting to go – voted a great comp!

RIDGE SOARING

John Ingram

THIS MORNING, 13 OCTOBER 1997, I WITNESSED
RIDGE SOARING AS IT SHOULD BE DONE.

They both launched from the ridge and were airborne almost immediately, and into the lift. They were built especially for soaring, with deep dihedral and adjustable wing tips, streamlined for gliding and feathered for soaring. The day was 9/10ths to 10/10th cloud cover with a hint of precipitation, but this didn't dissuade the participants in the least, they revelled in the conditions. Lift was not too dramatic; with the occasional sink they moved effortlessly to better air adjusting their wingtips for gliding or soaring as they thought fit, to try to outsoar each other. You could see the pair were enjoying their own company: but were they oblivious to me watching, or they didn't bother with a mere earthbound mortal like myself? It is obvious they must have seen me as tree height was no more than five metres and their average height maybe five to ten times that.... We are taught to turn away from the ridge but they took the best lift whichever way they needed (to turn for it). An intruder came along with devilment in mind and tried hard to upset this duo but with little success, after shaking off the interloper soaring continued; and might be still...

This ridge has saved at least one ASC pilot from outlanding.

There are three wedgies this season habiting this area, maybe one is the offspring, but the pair have been in the area for a number of years now and appear to claim a one to two kilometre radius. There were four eagles a couple of years ago but only the one pair have remained.



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Ralph Henderson (07 3843 6178 (h))

Jenny Thompson (0417 629 782)

Miles Gore-Brown

This past year has been a very complex one, particularly with reference to the Multi-Class Nationals. Club Class and the Decentralised competitions have been very successful and well subscribed.

The past soaring season has been a very safe one. The national championships were incident/accident free, the pilots and applicable competition organisations should be congratulated on their efforts.

Competitions

The 2003 Multi-Class Nationals were programmed to be held at Benalla. The devastating effects of the fires in south-east Australia resulted in extensive smoke areas and reduced visibility covering the majority of the task area.

In the period leading up to the championships many days were un-flyable due to the poor visibility. Expert advice was provided by the fire fighting authorities who expected the fires and poor visibility to continue throughout the period of the championships.

The organisation team at Benalla had expressed concern that with the possibility of a drastically reduced number of flying days along with the apparent small numbers of entries, it was not likely that a viable competition could be held. At that late stage the only alternative was to cancel the championships unless another venue could be found.

A telephone conference was held to deal with the problem and within two days the Orana Soaring Club at Narromine had volunteered to take over the running of the championships.

A very successful championship was conducted with some of the best weather many pilots had experienced in many years. The number of entries were poor but under the circumstances a reduction of numbers was expected.

The Orana Soaring Club should be congratulated for their exceptional efforts in holding the event, especially at such short notice. The event was conducted in a very professional and safe manner – a credit to the organisation.

Next Year's Venues

Waikerie has been selected as the host site for the FAI National Club Class championships in January 2004.

The venue for the next Multi-Class

Nationals has yet to be decided. The bid for Corowa was rejected by the Sports Committee due to concerns regarding the budget, in particular entry and tug charges. As at 1 June an alternative site has not been decided. However representatives from both Narromine and Gulgong have expressed interest in possibly hosting the competition this year.

Dalby has been selected to host the Multi-Class Nationals for the 2004/05 competition year. The event will be held in October 2004, immediately after the Queensland State Championships.

Rule Changes

The rule changes that were put in place for this past season in the main were well received.

The new concept of the finish zone was tried out at both Club and Multi-Class championships and proved to work well. The only suggestion was to make the radius of the finish zone circle one-and-a-half kilometres. This change was implemented: the reasoning being it was considered a one kilometre radius was too small and really did not provide enough separation for circuit traffic. The one-and-a-half kilometre radius was considered sufficient and worked well at both competitions.

Scoring

Tim Shirley has been working extremely hard this past year with the Soardata program. As many of you are well aware, Tim took on the position of scorer for a number of competitions in Italy last year. In that period Tim made several changes to the Soardata program which was successfully used at both national championships. The results at the Multi-Class Nationals were posted extremely quickly, albeit with a small number of competitors, but it was commented by many pilots that the scoring was an enormous improvement from that of previous years.

Nationals Pilots' Meetings

The minutes of the pilot meetings at both the Multi-Class and Club Class championships can be seen on the NCC website.

Mandatory Safety Briefings

The mandatory safety briefings were implemented at both the Club and Multi-Class championships. In addition, these briefings were also conducted at the Easter competition in Queensland and also the NSW and Queensland State Championships. The feedback has been positive. In addition it was also stated by many pilots that such briefings had an effect on the manner in which they flew, making pilots think about safety issues on a

more personal scale.

I would like to thank Harry Medicott for his unrelenting work in this area. He has contributed to the improvement of safety at our competitions.

We still have a long way to go, but I feel we are on the road to improving safety at our competitions and I would like to impress that safety initiatives be given full support.

NCC Safety Sub-committee

The safety initiatives put in place by the NCC have been very successful, I would like to thank the co-operation of all those pilots who took the time to present material for the safety briefings. The safety briefings are here to stay, however the responsibility of these briefings has been handed over to the Operations Panel.

In order to try and smooth out the delineation of responsibilities, especially associated with the compilation and distribution of safety-related material, it has been decided to formally hand over all responsibility of the NCC Safety sub-committee to the Operations Panel. It is hoped that by doing this a smoother and more progressive process will be established. A clear-cut open-minded safety culture is required for all areas of aviation; hopefully our vision of a safety culture will be further developed. I have the re-assurance that the work of the NCC Safety sub-committee will be carried on by the Operations Panel. It has also been expressed that a representative from the Sports Committee will have input to the Operations Panel, which is a pro-active step.

The NCC took the initiative to implement the safety sub-committee to directly address those issues of safety particularly related to competitions. It was also hoped that the work of the sub-committee would carry over into the entire gliding community. I believe that this has already been achieved.

Harry Medicott very kindly volunteered to take on the position of co-ordinator. Harry has done a magnificent job and without his efforts, and the assistance of all those involved, the success so far would not have been possible.

I personally have been pushing the safety barrow for a long time. I am very pleased that through the NCC we have managed to have an impact on safety education by this initial pro-active strategy.

I have been suggesting that an independent safety committee should be established. This has been very avidly resisted. The reason given is that safety-related issues are the responsibility of the Operations Panel. It has been the NCC's

initiative to try and re-educate the competition pilots on aspects of flight safety, with special attention to mid-air collision awareness and lookout.

It is very satisfying to see that a detailed interest in mid-air collision accidents has been taken on board and is receiving attention by the Operations Panel through workshops. This is to be applauded and will continue.

I have had the re-assurance from Bob Hall, President of the GFA, that the functions which have been put in place by the NCC Safety sub-committee, ie: safety Briefings, etc, will continue but under the control of the Operations Panel. I have also requested that those representatives and contributors set up by the NCC will remain and that the Operations Panel will liaise with these pilots when necessary.

I am not sure what the process will be from this point in time but I am sure this will be on the Operations Panel agenda for its next meeting.

Once again thank you to all those that have contributed to the NCC Safety sub-committee; your work has contributed to the safety culture at our competitions over the last 12 months.

Competition Workshop 4 May 2003

Improving the attendance at the Multi-Class Nationals has been a priority of mine since I took on the position as Chairman of the NCC. The NCC, through the sports committee, has been working very hard over the past two years to canvas pilots and the general pilot group about the best ways to try and improve the attendance at the Multi-Class Nationals.

At the Gulgong Nationals I distributed a survey to all pilots requesting their input. The result of that survey was posted on the NCC website. Since that survey I have been talking to many of you over the past three years and finally came up with the new Multi-Class competition format that was to be implemented this year.

The new competition format was to split the classes and reduce the competition period. This had been well canvassed and accepted by the pilot group. Reducing the competition period was seen by many as a way to reduce costs, along with placing less strain on leave and family commitments. In addition, allowing for the class split provided a two-week competition for those wanting to fly cross-class for two weeks. Lastly it was also proposed that at some time in the future the split competition could be separated and flown at two different sites and times, reducing the burden of a two-week competition on organisers. These were the major reasons for implementing this proposal.

The ideas behind this new format had been published in the Soaring Australia maga-

zine, through NCC minutes and also on the NCC website along with a report written last year for the ACM. The concept was widely accepted and hence a decision was made to implement the changes starting this year. It was planned that the results of the first trial year would be discussed and an assessment made as to the effect of the new changes, with further changes implemented at a later date if appropriate. It was expected that we would not lose any of the current pilot group and, in fact, the actual numbers entering the competition would have increased if not only by the availability of cross-class flying.

In addition to the initiatives put in place by the NCC it was decided by the GFA Executive that a dedicated competition workshop should take place to openly discuss the problems and determine possible solutions to improve the participation at the Multi-Class Nationals.

As a result of the competition workshop held on 4 May it was decided that the proposed new format would not be implemented but it would be replaced by a handicapped competition. The nature of the handicap and the format of the event is yet to be decided and will be announced at a later date. The meeting was facilitated by Terry Cubley with four members of the GFA executive in attendance along with sports committee members, two members of the NCC and invited pilots.

The proposal to implement a competition with handicapped scores is a radical change from the previous proposed National format.

I, as NCC Chairman, voted against the immediate implementation of a handicapped nationals, not because of the implementation of handicaps, but mainly because I did not consider that the pilot group had sufficient time to comment, discuss and consider the implications of such a major change as this.

I did not feel that there will be adequate time to fully inform the pilots about this change let alone give the pilots time to discuss and put together a plan of implementation prior to the next Multi-Class nationals. It has been (my) usual practice that the pilot group be informed and be given the opportunity to discuss major changes with sufficient time to comment.

Any action that is taken to change the format of the championships needs to be very carefully analysed to see what the effect will be. I am not against the philosophy of a handicap championship, it may well be the way to go.

My argument against the implementation of the handicap competition at the

next championships is that it is done at such short notice without the appropriate communication to the pilot group. I am also disappointed that the initial changes the NCC had proposed for this year have not been given the chance to see if they could be effective. In addition I do not feel that an acceptable trial of the handicaps will have taken place before the commencement of the next nationals – this is one of my major concerns.

The implementation of the new handicapped event is under the guidance of Terry Cubley, GFA Developments Officer, along with the full support of the GFA Executive. The NCC and Sports Committee will be given the responsibility to make sure that the changes are implemented in time for the next Multi-Class Nationals.

This will be my final NCC news as I will be stepping down as NCC Chairman. At the time of writing my replacement has not yet been decided, however I am sure you will provide my replacement with as much support as you have provided me. I would like to thank all those pilots and others who have assisted me during the period

I have been NCC chairman. It has been a challenging and enjoyable task for me.

Thank you for your support, and safe flying.



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MEXICO – ENCOUNTERS WITH TERRA FIRMA: Part 1

Rob Julian

MEXICO.

SOMBREROS AND CACTI.

SOMBREROS, CACTI AND TEQUILA.

SOMBREROS, CACTI, TEQUILA

AND GUYS WITH SOMBREROS AND

FANCY OUTFITS PLAYING THE TRUMPET.

AND CARRYING GUNS. AND RIDING DONKEYS.

I'd been making vague noises about the idea of an overseas flying holiday for a while, then a window of opportunity came up. Usually when opportunity knocks I assume it's the Mormons and don't get up, but this time I could see it for what it was. In my case, the window between the decision to go and the only feasible date of departure was pretty small. So small I wondered if I could fit through it.

A few days out from my departing flight I was packing with one hand while reading my guide book with the other, so that I'd know at least something about what I was getting into. It made for sobering reading. Mexico City is the world's biggest city with the world's worst air quality and has a reputation for violent crime. Only 30km away from the CBD is a volcano called Popocatepetl (pronounced 'Popocapetl') which regularly spews toxic gases high above the crusty atmosphere of the Valle de Mexico and is still considered a threat to the 30 million odd inhabitants of the region. What a great place for a holiday!

A phone call to Ole hardly assuaged my concerns. "Hey Ole, it's Rob ringing from Australia." "Hey Rob, how ya' doin'? When are ya' flyin' in?" "Well, I'm arriving on 26 December." "Great! Where ya' flyin' in to?" "Mexico City" "Oh, you poor bastard. Okay, call me before you get to Colima."

So it was that I stepped off Mexicana

flight MX 902 from LA after my nineteen hour transpacific flight, armed only with a backpack and my trusty Moyes pod harness. Relieved that I wasn't going into respiratory collapse, and that my taxi driver didn't appear to be sizing me up in his rear vision mirror, I made for the sanctuary of my hotel.

I spent an intriguing few days in Mexico City. To quote from my guidebook, "Mexico City is a place to love and loathe. One moment it's music, glamour and excitement, the next it's overcrowding, poverty and foul smells..." Too true. Most of the smells are courtesy of the hundreds of thousands of green Volkswagen Beetle taxis, rattling through the congested streets. Taking one of these cabs is officially discouraged, as many people have been robbed by the drivers. The Beetles are the ideal vehicle for this, as once you have installed yourself and your bags inside, you are virtually incapable of moving any of your limbs until the driver lets you out. Consequently, should the driver decide to rob you, all you can do is turn your head and say "Hey!" in indignation, or if you speak Spanish, "Oye!"

But Mexico City isn't all that bad. Despite the city's problems, or perhaps because of them, the inhabitants are surprisingly friendly and helpful. Wherever I travelled in Mexico, this impression was reinforced. The city is also culturally fascinating. After sampling some of the city's incredible architecture and wonderful museums and galleries,

I decided it was high time to make use of that harness I'd dragged half way across the world. My first flying destination was a town called Valle de Bravo, about three hours from the city.

I got there by bus. Mexican buses run the gamut from clapped out ex US school buses from the sixties to deluxe modern Volvos. I plunked for a mid range bus because it had a toilet on board. The trip would have been fine except that the toilet on board was locked (broken) and my requests for the driver to let me off so I could relieve myself were ignored, in the nicest possible way.

"Disculpeme, pero necesito a orinar!" (Hey, I really need to take a piss.)

"Si. No te preocupes. Cinco minutos. Vamos a detener." (Yeah. Don't worry. Five minutes. We'll stop.)

This conversation repeated itself for most of the trip, till they finally let me off at a service station. I ran to the toilet to find the door locked.

"What's going on?" I asked the attendant. "Doesn't work," he said. "Try the bus."

Valle de Bravo is a picturesque resort town in the pine forested hills west of Mexico City, in some ways reminiscent of Bright except that it's situated next to a big lake. The streets are cobbled and narrow, teeming with life. Impoverished local Indian women carrying babies rub shoulders with

Photos: Courtesy Rob Julian

Right: About to launch the CSX. Little did I know...

Left: Over Valle de Bravo. Somewhere down there is a "landing zone"

rich Mexico City folk up for the weekend. I eventually found the landing field for the local site next to the lake.

It was easily the smallest and most dangerous landing field I have ever seen, barely suitable for a paraglider, let alone a hang glider, yet I saw a topless glider get in okay after letting down over the lake. Thank goodness it wasn't the only site in the area, as I vowed never to attempt to land anywhere so small. That evening I made contact with Jeff, a gangly American who runs the local flying tour operation, to discuss renting a glider.

Jeff was a little difficult to negotiate with on this occasion. Although nice as he undoubtedly was, he appeared to have one foot in a parallel reality and was having trouble articulating some concepts. The gist of it was that, yes, he had a glider available, and I should come back in the morning.

As it was New Year's Eve, I hooked up with some American pilots and we headed into the town square (known as the 'zocalo') to watch the fun. Amongst our company was Chris, a manic wheelchair-bound old hippie pilot who lived in a beaten up old Ford van and could talk the leg off a table, usually in a stream-of-consciousness style. The back of his van had a large handpainted sign that read, "*Humans! Synthesise! Realise! Reality is not digital. Embrace the real. Fly like a bird!*"

Around 11 o'clock the fun began as everyone crowded into the square and the church bells rung out for mass. The din from fireworks that people had been letting off sporadically all evening started to increase. Soon there were skyrockets whizzing horizontally above our heads. Wheeeow! Bam! Someone threw a huge cracker next to us as we were obviously a good target. Bam! My left ear started ringing. Inside the church we could hear snatches of the mass between explosions.

"*Gee it's getting kinda hot,*" said Chris as a roman candle shot coloured blobs in our general direction. "*I say we pull out.*"

No one demurred. I grabbed Chris' wheelchair and we made our exit. "*Sound the bugles!*" commanded Chris, waving a mock sabre, "*Retreat!*"

We saw in the New Year from the sidelines of the square, in relative safety. I went to bed shortly afterward, but the bells and explosions seemed to continue all night.

Next day I turned up bright and early. Jeff was apparently sleeping in, so I had to explain to Jeff's offsider Dave who I was, and that Jeff had promised me an SX to fly today.



"*Well Rarb,*" intoned Dave in his American drawl. "*I don't know anything about an SX. Let's see. The only Moyes glider we got is a CSX. You flown a topless glider before?*"

I replied that I hadn't, but I didn't think it would be a problem. Famous last words.

All too soon we were heading off in an old Chevrolet Suburban packed to the gunwales with pilots and gliders while I tried to take in Dave's monologue about site conditions and landing fields. I still hadn't even worked out which way north was. And I'd left the radio behind.

Atop the hill at 7,000ft asl (El Penon – 'The Pines'), I checked out launch and the LZ. It looked good. A local pilot called Mauricio helped me assemble the glider, warned me it would feel different to a kingposted glider, and gave me some more site tips. Soon I was ready to go. I took off, went for the zipper, corrected a minor ensuing turn, overcorrected, then overcorrected again and before I could say "*Mama!*" the thing was trying to swap wingtips, threatening to wing over into the pine trees below. I forced myself to slow down and the beast began to settle down, though it still seemed to want to sideslip out of the sky. I had grave concerns about my ability to pull off an approach without spudding in, and I knew I just had to get up and stay up till I got it sorted out. Luckily there was enough lift, and within a half hour or so I was getting the hang of it. After an hour we had buried the hatchet, and after a couple of hours playing at cloudbase at 11,000ft we were even friends. I went over the back to Valle de Bravo, which looked magnificent next to the lake, took one look at the landing area, thought about it for a nanosecond, then turned tail for greener pastures. I set up an approach next to a racetrack, found no wind, flew a nice flat approach then found myself on short finals going tailwind over tussock

grass. The result was predictable.

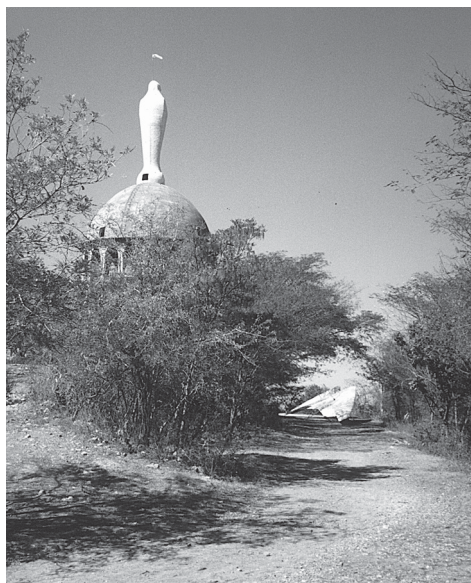
I went through both uprights and found myself flat underneath the glider in about two inches of water. At least there was no one around to watch me extricate myself from the muck. Quite a way to kick things off.

Next day, while the CSX was repaired, they found the SX and we were off again, with nine people in the Suburban, and one on the roof lying on top of the gliders. We set up beneath the pine trees to the sweet songs of Bob Marley. Life was good.

I launched, climbed out okay and flew a couple of hours, but never got high enough to feel confident to go over the back, electing to land at the bomb-out, known locally as 'the Piano' due to its grand piano shape. (Hence to bomb-out is 'to piano'). The Piano, I soon found, was the territory of the local farmers' kids. These kids run towards your anticipated point of touch down so that as soon as your feet hit the deck, they appear beneath your wing screaming, "*Choose me! Choose me!*" You pay them a Peso or two each, and within about three minutes your wing has been professionally bagged. They even folded the curved tips better than I've ever done in a dozen years of practice. I can't express what a luxury it is to have your glider packed up for you in a hot paddock.

The next afternoon, paraglider pilots were starting to trickle into town for an upcoming comp, so it was my cue to escape to western Mexico, to the town of Colima, about an hour from the Pacific coast. Heading south on the bus en route from Guadalajara, Mexico's second biggest and second most polluted city, I began to see strange cacti, big golden brown mountains, a steaming volcano, buzzards climbing out above dry lakes and beckoning cumuli.

Closer to the coast, Colima was hot and semi tropical. It's the capital of one of Mexico's smallest states, and is a lovely relaxed city with



Setting up in the shade of the Blessed Virgin (doubles as windsock)

Top: Many hands make xtralite work. I want to take these kids on the comp circuit next season

an active volcano 20km up the road (El Volcan de Fuego – The Volcano of Fire) just to add a bit of interest to things. I found a cab driver who knew the old airfield on the southern edge of town, where I was to meet my host, Ole Olsen, at the airfield campground.

Ole is a robust character, a self confessed ‘Mexico Freak’, who spends the American winter in Colima in preference to wintry Seattle. Ole lives in a motorhome parked in a wonderful private park cum campground owned by his friend Esteban Zaragoza, himself a pioneering hang glider pilot who now flies ultralights out of the disused 5,000 yard tarmac airstrip. Inside the campground is a huge fig tree, palm trees, some bungalows, a little swimming pool, and a couple of historic cars, including a beautifully restored old Packard inline eight cylinder once owned by the president of Mexico, and assorted other curiosities. The Zaragoza family were some of the nicest people I’ve met and were always dropping in to chat or to cook up Mexican treats on the barbecue. In short, I was made to feel most welcome.

Ole is a great storyteller and has a repertoire of hang gliding anecdotes as long as your arm and as funny as hell, drawing on the bizarre situations that a country as chaotic as Mexico serves up on a daily basis. He is also a dedicated pilot, holding the record for consecutive flying days back in Valle de Bravo (65). Come hell or

high water, Ole was up for it, and on a few occasions he made me feel like a pathetic dilettante.

“Okay Rarb, you gonna fly today or what?”

“Well, I don’t know Ole, looks a bit hazy/I’ve got a headache / maybe I’ll go sightseeing, etc...” “Listen Rarb, what on earth could you do that would be better than floating through footless halls of air on silent wings free from the sundry concerns of life below, fer chrissake?!” “Um...”

And with that he would stomp off towards the truck yelling *“Let’s load ‘em up!”* If there were other pilots around we’d fill the ‘79 Dodge pickup with bags and bodies, strap ‘em all down and roar off, most of us seated on an old couch shoe-horned into the tray facing backwards and waving to policemen who invariably tooted and waved back.

The local site was ‘La Cumbre’ which translates as ‘The Hill’. As a site, it’s as unprepossessing as its name suggests. About 1,100ft above the valley, its one notable feature is that it has a church on the summit in the middle of the setup area. On top of the dome of the church is a very large statue of the virgin Mary, and sprouting from her head is a pole with a windsock on top of it. Apparently nobody minds. We would often be setting up on a Sunday while mass was being held inside. The old Magic Kiss I had bought was a bit of a pig to tension, and on these occasions I had to refrain from my usual blaspheming so as not to offend the congregation.

The site would come under the influence of a seabreeze, so the trick was to get up and get away before it hit, heading back over Colima to the airstrip about eight or nine kilometres away, play around over the city then float down to the airfield, land next to the campground, walk your glider over to the shade of the fig tree, unhook and jump in the pool. It was a winning formula, and doable most days. In the evenings we would drive into town for tacos, pollo de mole (chicken in a spicy chocolatey sauce) or camarones (fresh shrimp), usually washed down with excellent cerveza or pina coladas.

The only hard part was scratching up at La Cumbre, as it was not a big site. I had two incredibly low saves above the LZ after finding miracle thermals which I latched on to like a ferret until they got me up over the Blessed Virgin. Maybe prayers get answered after all.

The Volcan de Fuego was clearly visible to the north, but I never summoned the courage to head off towards it, preferring to stick to the safety of known landing areas. Well, relative safety. After a dozen flights from La Cumbre I finally got bit coming in to land at the airstrip. The seabreeze had come in with a vengeance and was crossing up to 60-70 degrees...

Next month...

Find out who comes out worse off, Rob or his Magic Kiss. Read about ‘the Pterodactyl’, a hang glider with leprosy. And share Rob’s non-flying-related near death experience - ‘the biggest wake up call’ of his life...

HGFA General

Well, it looks like this report is my last for a while. After 109 magazine reports in a row you are probably thinking it is a good thing. I will be spending the next year focussing on getting rid of cancer that has decided to invade my kidney and brain. It has been ten-and-a-half years since I started with the federation and I must say we have achieved a lot in that time, particularly in regard to safety. There have been marked improvements in making training safer, though there is always more to do. I appreciate all the assistance I have had from members and instructors over the years; and hopefully I’ll be back! My successor will be Damien Gates (known as “Tex”), and with a nickname like that I am sure he will be well able to take the reins.

New Zealand Incidents

Two recent tandem hang gliding incidents occurred in New Zealand, one with tragic consequences. The most recent was apparently as a result of a failure to clip in. The female passenger fell from the hang glider and was killed. Rumour has it that the instructor and passenger were prepared to launch from one launch site when the wind changed direction. The pilot unclipped the passenger to move to another launch point nearby. Apparently they then launched without the passenger being clipped back in. She was not able to hold on long enough to make the landing area 3,000ft below.

The other incident occurred several months ago when a tandem hang glider’s wings “clapped” immediately after launch. Luckily the glider, pilot and passenger fell onto the slope below launch and only minor injury resulted. Inspection revealed that a Nylok nut on one of the wing-bolts had dislodged. The side-wires had been replaced and it appears that the Nylok bolts had been reused. The constant packing-up and setting-up of the tandem glider would have hastened the nut working off the bolt. This is a stark reminder of the need for appropriate maintenance and a careful pre-flight check. The cost of a few Nylok nuts is nothing compared to the consequences of one coming off.



Manager's Report

Membership Fee Increase

To keep up with inflation and in the hope of generating a positive budget result this financial year, the HGFA Management Board increased HGFA fees by 3.7% from 1 June 2003. The new annual fees (GST inclusive) are: Full membership \$214.50 and Family Membership \$128.70 (the odd amounts are to simplify GST calculations).

Insurance Renewal

We were recently able to renew the Public Liability Insurance policy for the same premium as each of the preceding two years. We argued for a reduction in premium, given the minimal number of claims, our improving litigious climate (where our waivers are now carrying more legal status) and the continuing decline in training accidents (thanks to each of our instructors). Regardless of this, TBI would not reduce the premium, but agreed to renew at the same price, saying that though we have paid over \$600,000 in premium in the past two years, this is not a lot compared to what a few big claims could cost them given the \$10 million cover.

Pilot Ratings

It is apparent that there are many pilot members flying without appropriate ratings. For instance, we have pilots with hundreds of flying hours still with only Restricted or Intermediate Pilot Certificates. I trust that these pilots realise that they are still required to fly under the restrictions applying to these certificates. Perhaps it is the theory requirements of moving up a rating that discourages pilots. To enable pilots to gain some insight into the theory, study guides for the hang gliding and paragliding certificates are now available on our web site. They can be found under Resources/Links on the HGFA website: [www.hgfa.asn.au/]. To facilitate pilots upgrading ratings, clubs are encouraged to organise theory nights and have the club Senior Safety Officer or an Instructor pass on the theory to club members.

Site Suitability for Check Flights

There has been some confusion as to what sites are suitable to various rated pilots. This is outlined in the "privileges" of pilot certificates in Section 7 of the Operations Manual. The rating of sites is basically up to Club Safety Committees and the rating is applied by safety officers on site. Many sites are suited to pilots flying "up a rating" once they gain experience and are near to achieving their next rating. When rating sites, Club Safety Committees should specify if a site is suitable for an experienced pilot July 2003

to fly "up a rating". This should not be left up to individual safety officers.

Amendments to HGFA Tow Manual

The HGFA Safety & Operations Committee recently decided to make two amendments to the Tow Manual, as follows: to require that an operable release or guillotine is fitted to each end of the tow rope at all times when towing; and to strongly recommend against the use of static line towing for paragliders.

Accident Reports

No 1

Pilot: Advanced HG pilot
Experience: 250 hours total, unknown hours last 90 days
Glider: High performance HG
Pilot injury: Nil
Glider damage: Broken leading edge, small sail tear & bent base bar
Location: Inland site – ramp launch
Conditions: Light wind, light turbulence

Description:

A couple of steps into the launch run the right wing dragged on high undergrowth, yawing the glider. The pilot decided to abort the launch but was unable to stop prior to the end of the ramp. He "mushed" off the ramp onto the ground below.

Comments:

Later on the same day another pilot had a similar incident. The club have now resolved to clear the undergrowth on either side of the ramp.

No 2

Pilot: Advanced paraglider pilot
Experience: 155 hours, six hours last 90 days
Glider: DHV 1/2 paraglider
Pilot injury: Bruised collarbone, ribs and pelvis
Glider damage: Torn canopy
Location: Inland XC site
Conditions: 4-8kt/light turbulence

Description:

After flying for around 30 minutes in reasonably calm conditions, the pilot encountered strong sink and made a low turn to make a low pass along the face of the ridge. As he turned, the left wing collapsed; he managed one pump just as the wing came out; then entered a frontal tuck and dive into the trees. The trees softened his fall and he was left suspended one metre above the ground.

Comments:

The size of a "safe" margin of separation can change very quickly when conditions are

also changing. The time of this incident was 1pm, which may have been a factor.

No 3

Pilot: Restricted HG pilot
Experience: Three hours, three hours last 90 days
Glider: Restricted/intermediate hang glider
Pilot injury: Broken left shoulder
Glider damage: Leading upright
Location: Inland tow site
Conditions: 0-5kt headwind, nil turbulence

Description:

After a low level release the pilot recovered into wind but with little airspeed. He looked directly down as he approached to land, which led to a hard landing. The pilot held onto the control frame as he hit and suffered a broken shoulder.

Comment:

The pilot was using a Linkknife release and failed to notice the release cord wrapped around the base bar of the glider, which led to the initial low-level release. Looking down on approach is an easy trap for low airtime (and experienced!) pilots; doing so will invariably lead to a hard landing. Letting go of the control frame is certainly a better option than hanging on – though I have heard conflicting ideas as to whether to let go with one hand or two.

No 4

Pilot: Intermediate PG pilot
Experience: 39 hrs, 1 hr last 90 days
Glider: DHV 1/2 paraglider
Pilot injury: Broken wrist, sprained ankle, torn ligaments and bruising
Glider damage: Nil
Location: Coastal soaring site
Conditions: 15kt plus

Description (by pilot):

After voicing my concern about the wind strength I was assured I would be okay with an anchor. I inflated my glider, it overflew me and I corrected. At this stage I was off the ground, my anchor let me go, I lifted straight up and the glider swung to the left and backwards. I tried to correct with right brake but was well on the way at 60ft and veering left and rearwards to collide with a 6ft retaining wall. I then pulled up over the wall and dragged 50ft to collide with a concrete wall.

Comment:

The pilot said that he should have gone with his own instincts, said no, and walked away to fly another day. I can't disagree.

Fly safely, Craig Worth

Letters to the Editors • • • • •



Bagging a Sale

Dear editor,

We know Alasdair will bend over backwards to make a hang glider sale, but when he offered to take us out on the town we had hoped for a better looking escort.

Harry Docking/Geoff Bennett



Craig Worth – Give 'em heaps

The HGFA Board welcomes Damien 'Tex' Gates to his new role as Managing Director, Hang Gliding Federation of Australia. From the beginning of June 2003, Tex will be fulfilling the duties of the position and the board congratulates him on this appointment.

As we know, Tex's appointment is a one year assignment brought about by the need to provide Craig with time off to focus fully on and beat his illness. During the next 12 months, Craig and Suzy will carry with them the positive thoughts and energies of every one of us as they fight and recover from this setback.

Over the past years that I have been involved with the HGFA, it has taken me quite a while to fully understand and appreciate just what is involved in the job. In being faced with the task of writing a job description for a one year assignment as MD, we had to really get a hold on what was essential for immediate attention and what could be delegated while the new MD came up to speed. There are the obvious tasks, but the things that you can't readily pick up is the wealth of intellectual property and huge network of contacts that Craig has developed over the years, and while Craig will be dedicated to regaining full health, he has told us that he would be happy to assist us should the need arise.

We are in a sport that carries the added dimension of a federal government bureaucratic system which has to be dealt with. Throughout the developing years of our sport there has been no alternative but to comply. Had there not been a well-organised executive to deal with the bureaucracy over the years, we would not be in very good shape at all today. The depth of knowledge and great enthusiasm that Craig has been bringing to the job for so many years, has set us up well to maintain the vigilance during his recovery.

I have known many people who have faced and beaten nasty illnesses, and without exception they have used the same positive attitude and determination to succeed that I have seen in Craig. Give 'em heaps mate!

Keith Lush, President HGFA Board

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T-Shirt

Available in a range of sizes and colours. Contact HGFA for an order form on 02 6559 2713

Soaring Calendar

AUSTRALIA

WA Hill Flyers Spring Fly-in

13-14 September 2003

Open to all HG and PG pilots. Local accommodation is available. Tasks set on the day, will be Hill launch from one of WA's Premier hill sites – Bakewell, Noondeering 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>.

Back to Camden Week

22-28 September 2003

Held by the Southern Cross Gliding Club. For further information contact Nick Gilbert <szd55@bigpond.com> or Dave Boulter <dboulter@sgi.com>, phone: 0418 474 636.

St Bernards Canungra Classic 2003

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) plus \$40 site fees. GPS mandatory, int with inland experience. Cheques/MO made out to 'Classic Account CHGC', Rod Stead, 9 Griffith St, North Tamborine 4272; or preferably EFTPOS/Visa to Vicki Smith at St Bernards, ph: 07 55451177. Registration enquiries to Rod Stead on 0428 132215, 07 55450969 or email <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. PGs, floaters and intermediates welcome.

Queensland State Gliding Championships

27 September – 4 October 2003

Southern Downs Aero and Soaring Club, Warwick, Queensland. Practice and registration day Saturday 27th, followed by seven competition days which will be contested in FAI classes, and also a handicapped Sports Class using Assigned Area Tasking. On site camping and catering. Discount of \$20 for entries received before 6 September. Contact Michael O'Brien, phone: 07 3892 3473 (h), email <mob@ieee.org> or [www.fly.to/sdasc].

The Dalby Big Air Carnivale

6-10 October 2003

Dalby Aerodrome, Qld. The Dalby HG Club Inc is running an aerotow HG 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]. Entry fee \$120 (includes T-shirt and presentation dinner). Tow fees \$25 each.

Canungra Paragliding Cup

1-8 October 2003

Canungra, Qld. The Canungra HG Club once again is pleased to invite PG pilots to participate in the 2003 Canungra Cup. Awarded AAA sanction from HGFA and Category 2 status from CIVL, makes this the first sanctioned AAA PG event of the Australian season. Entry fee incl. maps, comp T-shirt, presentation dinner, email pilot pack, site fees for the duration of the event and the chance to win up to 450 National ladder points each day: \$150 (same as last year) providing your registration AND payment is received before September 11, 2003 (\$180 thereafter). Following the amazing success of last year's retrieve system with three full buses, we will again endeavour to provide this terrific service. Pilots interested MUST make notification of interest with their registration, and payment MUST be received in full by 11 September 2003. This will enable us to pre book the right number of buses and seats. The cost for the retrieve package this year will be \$170, this includes retrieves during all eight days of competition, and use of buses on any lay days. Workshops will be held each evening, with presentations from top national pilots, on all matter of competition flying skills. Fun evening entertainment will again be planned, with last year's favourite "Roast & Boast" back on the agenda. So bring those stories! For more information about the competition or Canungra, visit: [http://home.iprimus.com.au/plenderleithm/canungracup/] or email <canungracup@hotmail.com>. Comp Director: Karen Sexton, phone 0410 433711. Comp Organiser: Brandon O'Donnell, ph: 0416 089889. (NEW online registration facilities available this year! Accommodation options available on our website, but book early! Private homestay accommodation being sourced this year, email Karen for details.)

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>.

Gulgong Classic 2003

19-23 November 2003

Gulgong 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@gulgongclassic.com> or phone: 02 49423131 or 0412 423133 or online info and rego at [www.gulgongclassic.com]. Comp factors are: B grade, 5km, 70km, 10%.

Narromine Cup Week

22-29 November 2003

Enquiries to Mrs Beryl Hartley, phone: 02 6889 2733; email <hartley@avionics.com.au>.

Australian FAI Club Class Gliding Nationals

11-23 January 2004

Waikerie, South Australia. Contact: John Hudson email <john.hudson@santos.com> or [www.waikerieglidingclub.com.au/clubclass/].

Corryong Cup 2004 (The 20th Anniversary – take 2!)

18-24 January 2004

Corryong (Vic/NSW border). This 20th anniversary celebration rises from the ashes, bigger and

better than ever (new top landing areas for one thing...). Not even Acts of God will stop us this time (not that we're putting out a challenge or anything big guy...) so turn up, come what may, for registration and practice day 17th, comp start 18th with registration in the morning. Mt Elliot, Corryong is one of the most reliable and spectacular flying sites in the eastern highlands, a hill launch set at the base of the Australian Alps. Tasks are generally 50-100km with up to four turnpoints set to make pick-ups easy in the flying-friendly valley. The comp will again be scored on a handicap basis according to your glider type and flying experience, so everyone who enters has a chance of taking out the top prizes (first three positions, best placed veteran, most improved new comer to competitions, first placed team receiving the Corryong mugs, and numerous day prizes). You must have an int rating (preferably with inland experience), UHF radio and parachute. Camera optional (databack not required), as this year scoring will be with GPS or camera, whichever you prefer (please let us know if you require a roll of film). This is still the cheapest comp on the HG calendar at only \$100 if you register before 30 November 2003 (\$120 thereafter), cheques to Blue Mountains HG Club. Included is comp entry, the great 20th Anniversary T-shirt, a film for turnpoints (ask), colour topo map of the area and presentation dinner. Places are limited so don't miss out. Register now with: The Blue Mountains HG Club, c/o Steve Bell, PO Box 110, Woonona NSW 2517. Phone: 0412 686812 or email <spbell@1earth.net>.

OVERSEAS

Red Bull X-Alps 2003

14 July 2003

Austria. On 14 July 2003, 15 athletes will launch from Austria's Dachstein Massif and embark on the world's toughest PG competition. The pilots have 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 prize money: 20,000 Euros. Teams can choose their own routes. All information necessary for registration can be found at [www.redbullxalps.com].

Bolu Paragliding Festival

20-26 July 2003

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

13th Open PG Championship of New Caledonia

1-8 November 2003

New Caledonia. Uses two main flying sites, Ouazengou (Northern district) and Dzumac (Southern district). Required are a reserve parachute and valid insurance, GPS to validate turnpoints, FFVL rules apply. Registration: By 30 September 2003. Fee: US\$165, NZ\$350 or 183 Euros, not refundable payable by 20 October 2003, incl: registration, maps, transfers, dinners, B&B in Northern district, sandwich and drink each task day, shuttles to take off and from landing, welcome cocktail party, results party. Not incl: airline tickets from your country nor accommodation in Noumea during comp. For more info please ph/fax: +687 240629, email <avinc@netcourrier.com>. Tourism info at [www.sponline.com].

Changes to the GFA FAI Multi-Class Nationals

Rob Moore, Chairman, Sports Committee

A workshop was held in Sydney on 4 May to consider the difficulties being faced by the Multi-Class Nationals. In recent years, attendance at the event has dropped alarmingly, to the point where only six Australians attended this year's event. Clearly it is time to take drastic action, and this workshop was arranged to do just that.

The workshop was called by the GFA Executive, and was chaired by the Chairman of the Sports Committee, Rob Moore, with the discussion being facilitated by GFA Development Officer Terry Cubley. Those attending included many of the people who have had a major involvement in organising and competing in the Multi-Class and Club Class Nationals over many years. Participants were Terry Cubley, Rob Moore, Paul Matthews, Kerrie Claffey, Henk Meertens, Beryl Hartley, Tim Shirley, Bob Hall, Miles Gore-Brown, Ralph Henderson, Peter and Lisa Trotter, Colin Turner and Tom Gilbert.

SOME FACTS

The meeting first looked at attendance over the past four years in both the Multi-Class and Club Class Nationals. It found that with the exception of the current year there is a core group of 26 to 28 Australians who regularly attend Multi-Class, and a similar number who go to the Club Class. The difference is that Club Class attracts a large number of once-off competitors giving a total of 40 to 45, while Multi-Class attracts only one or two in this category. By contrast, Multi-Class gets two to 10 foreign entries, while in Club Class there are only one or two.

It appeared that contrary to common opinion, the timing of the event does not have a major effect on the numbers attending Multi-Class except in respect of the foreign entries. However, when the competition is held in January the number of foreign pilots is higher than at other times.

Location may also be a factor as NSW appears to be somewhat more popular than other states.

Of the 26 or so Australian pilots competing in Multi-Class, all but one or two fly competitive gliders – this suggests that League 2 is not attracting pilots.

STAKEHOLDERS

The meeting then looked at the various

stakeholders – who should benefit from the event, and is that benefit being achieved?

The event must attract pilots of course, but in addition there is the benefit to the local club and community and GFA membership as a whole. We also looked at the pilots in four categories – foreign pilots, international team pilots, other regular Australian attendees and finally (perhaps most importantly) pilots who are eligible to attend but who are voting with their feet and staying away.

Of these, we felt that the following groups needed to get more from the event.

1. Local club

The local club needs some incentives to run an event like gliding nationals. It is a lot of work, not always much fun, and the benefits need to be tangible if members are to see it as worthwhile. Officials and other helpers are often out of pocket and/or are using annual leave to attend. This is fine if it is fun or if the club benefits, but otherwise it is unrewarding and the club or its members are not interested in continuing to do it.

2. The GFA membership

The GFA is interested in using this event for promotional purposes, as an incentive for members to succeed, to recognise the best Australian pilots, to use the success of the sport to fight and win political battles (eg: for airspace), and to enable nurturing and selection of international teams.

This distills into the need for a well-run and well-attended event, that can be promoted outside the sport and used to encourage up-and-coming pilots by providing role models among the top pilots and encouraging newcomers into competition flying.

3. Pilots regularly attending

By this, we mean the group of regular attendees at the Multi-Class Nationals who

are not usually in contention for international team selection or the major prizes.

Encouraging this group of pilots to continue and expand was seen to be best done by providing a safe and a well-run competition – one that is fun regardless of whether they win or not. These pilots like to fly against the best, to improve their own performance and to have an enjoyable experience while doing so.

The competition format for these pilots needs to be inclusive in social terms, a scoring system that does not unreasonably punish performance that is slightly off the pace, task types and lengths that do not encourage gagging or outlanding, and reasonably friendly terrain.

4. Eligible pilots who are not attending at present

This is really the most important group of all, because this is the “market” for the event.

In many ways their needs are similar to the previous group only more effort is required to attract them either to enter in the first place or to return to the competition.

In addition to the points noted for the previous group, these pilots need to be able to compete at reasonable cost, and this means that we need to find ways to minimise not only the cost but also the time required to compete. The meeting acknowledged the changes currently being introduced by NCC to reduce the duration of the Multi-Class Nationals. We are hoping that this will encourage more pilots with competitive gliders to enter. Pilots in this group will also need the opportunity to enter and compete sensibly with older gliders.

Value for money is important for this group, and clearly at present they are finding better enjoyment and value for money in Club Class or at non-competitive events like the Narromine Cup.

MULTI-CLASS NATIONALS		CLUB CLASS NATIONALS	
POSITIVE	NEGATIVE	POSITIVE	NEGATIVE
Prestigious	Unsafe	Safe	Becoming more serious
Winners recognised	Unfriendly	Friendly	Lower standard
Ballasted	Expensive	Inexpensive	of competition
Encourages latest	Too serious	Access to gliders	Not as much fun now
gliders to come in	Elitist	Egalitarian	Some aircraft types
High standards	Not fun	Flexible tasking	not coming
Competitive	Need top glider	Relevant to clubs	
Small class sizes	Tasks too difficult	Large numbers limit	
Foreign pilots	Gaggles	task sizes	

WHAT IS THE PURPOSE OF THE NATIONALS?

From a GFA member's perspective, there are three major purposes: to find the best pilots, to promote the sport internally and externally, and to select winning international competitors.

A survey of pilots found that finding the best pilot was the most important purpose, with stretching personal boundaries and international team selection close behind.

Perceptions

The meeting did a brainstorming session on the positive and negative perceptions that are held about both the Multi-Class and Club Class Nationals. Note that these are perceptions – they don't have to be true to have an effect.

The challenge for the GFA and the Sports Committee is to find ways to promote the positive perceptions and reduce the negative.

The changes

Since the majority of the Sports Committee and of the GFA Executive were at the meeting, it was possible to agree on the next steps then and there. There was a lot of discussion about whether to implement the changes immediately, but in view of the fact that the situation is critical and already impacting the sport, there was a strong feeling that this could not wait.

A vote was taken with the majority of those present, including a majority of the sports committee, agreeing to the changes to be implemented at the beginning of the 2003-2004 National competition season. Details are to be worked out by various committees in the next few months and will appear in Soaring Australia and on the GFA web site. Of course, input into the details of how these changes will work is highly desirable and encouraged, but the basic principles of the changes are now agreed and will apply for at least the next two years.

Handicaps

The Multi-Class Nationals will become a handicap competition. It will remain a ballasted event of course, but the major competition will be handicapped, with this result determining the National champion and team selection. Line honours will be scored as a secondary event.

The Handicap Committee, which is already responsible for the very successful Club Class handicap list and for the decentralised competitions handicap list, will administer the handicap list to be used, which will be based on the DCC list.

The reasons for making this change are to improve the competitiveness of the event. We don't want to discourage the import of

the latest equipment, but we do need to encourage participation by competitive pilots who cannot afford the very latest sailplanes. There are a number of countries that already follow this approach, so it is not a new idea.

Classes and tasks

For Multi-Class there will be two classes, separated simply on performance. That is, gliders with a handicap of less than a certain value will fly in Class A and those over that value will fly in Class B. The actual split and titles for the classes will be determined by the Sports Committee.

Class size has been a significant issue in recent years as we have seen increased numbers of classes at the same time as the number of competitors has decreased. This change will improve the competitiveness of the classes by increasing the number of gliders competing directly against one another.

Tasking is expected to be predominately Assigned Area Tasking in Multi-Class, with Club Class retaining the option of POST. This change is seen as necessary to accommodate the range of performances in each class, and also to improve safety (by not forcing everyone to round a fixed turnpoint), fun (by making it possible for slow pilots or lower performance gliders to complete a task rather than be forced to outland), and cost for the same reasons.

Competition organisation

Tim Shirley is to update the organisers' handbook which is now well out of date, and will also continue to develop the scoring and verifying package. This package consists of a laptop computer and printer set up with all necessary software to download, verify and score a gliding competition – the intention being to reduce the effort for organisers to find scorers, computers, software, etc, and the effort in setting up and getting going with this most important aspect of the event.

An increased effort in promotion will be made in order to sell the value to clubs of hosting the competitions, and to identify clubs in each region who are willing to do so.

It is certain that the Sports Committee will in future seek bids for the Nationals 18 months in advance so that it is possible for the planning, organising and promoting to be done properly.

International team selection

It was decided that from now on all Nationals would count towards team selection. The exact way in which this will be done is a matter for the International Team Committee who will devise a new process to start with this coming season.

Finally

These are radical changes. All of us in the meeting recognised that, but at the same time realised that there was no alternative. No amount of fiddling at the edges was going to change things to the extent necessary to bring the Multi-Class Nationals back to its rightful status on the GFA's competition calendar.

To make the changes now provides us with a two-year selection cycle for the next Multi-Class World Competitions, whilst delaying would mean another two years before change could be made.

We realise also that there will be pilots who disagree with some of these changes, but we would urge those pilots to understand that in the absence of radical change the Multi-Class Nationals might well cease to exist in the near future.

And, to other pilots – please consider that the Multi-Class Nationals may now be an excellent way to test your skills against the best Australian competition regardless of the glider you fly, to fly full of water ballast, and to enjoy a well-run, friendly and safe competition.





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Paramotoring... The Day I Discovered My Backyard

Andrew Polidano

MY BEST FLIGHT TO DATE WAS THE DAY I DISCOVERED MY BACKYARD. A 90KM CROSS-COUNTRY IN OCTOBER LAST YEAR.



Left to right: Andrew Polidano, Lindsay Wooten, Marie from Malta, Peter and Peter

By no means an amazing distance record, but flying around a volcanic rim proved to be an exhilarating cross-country experience, topped off by achieving it in difficult conditions as well as crossing from NSW to Queensland. Almost three hours in the air saw a route from Byron Bay to Mt Warning and then through the Nummingbar Valley. It happened to be Day One of the Canungra Cup. I had buddies in the competition and had flown in it myself in past years. However, this year I wanted something different, and that's certainly what I got. It was the most technical flight of my life to date. I was rained on and clouded in at times. I was cold and wet, but never lonely, having the best support crew of all time providing me with support on the ground and information in the air. I had been thinking about this flight for several months and the day had finally come.

The day before I had called Phil Hystek and Craig Walker, locals at Canungra, and checked out the protocol in terms of some landing sites. You cannot assume everyone is a die-hard fan of the James Bond entrance! Flying into a highly used free-flying site should not be undertaken lightly, as the temperaments of land owners affect all people using the area to free-fly. This is something I want to firmly state before advertising my epic journey. This is also the main reason I use the quietest paramotor I can get my hands on.

The evening before a flight like this is a

good time to make updated weather checks and have a good once over of equipment. I also called Graham Sutherland, another paramotor teacher and a good mate who'd taught me all the basics and who'd accompanied me on several epic flights already. We discussed the weather, equipment and altitude regarding airspace as we both had VTC maps of the area. All the planning in the world would not be enough for the journey the following day, however it all had to be done.

Craig Walker had given me some GPS co-ordinates for possible landings, so I fired up the 'Ozi Explorer' navigation package I had been experimenting with, loaded the Lismore and Brisbane maps on the PC, and plotted a route. It's a great way to mark points to aim for and to mark a route to follow. I knew when the chips were down I would fly by the seat of my pants. Mt Warning and the Tweed volcanic rim are unmistakable, however I wanted a reference track.

MY GROUND CREW

I've driven for several pilots to achieve site records and personal bests. I knew ground encouragement was important so I packed the odds in my favour. Car one had Peter Wagner, a local pilot, and another Peter who was just looking on with interest in paramotoring. He rang me the night before for lessons and I told him to come along for a look at what sort of flights could be done. Peter W was driving a ute and I had him lead the route to report on conditions as well as to offer moral support. Lindsay Wooten, a local pilot and SSO was in car two with Marie, a Maltese friend keen to have a look at Australia. This car would trail me during the flight.

SETTING UP

I arrived at the Tyagarah airstrip Saturday morning about 7:45am and went to Joe Scott and Dave Julian, two local hang glider and trike instructors, and told them of the flight plan. I quizzed them on local conditions as they had already been doing flights. I told them of my plan and they uttered words of



The south-west face of Mt Warning, the time I nearly hit the kill switch



I was past the tiger, looking down the Nummingbar Valley, cloud behind me

encouragement, as well as questioning my sanity. While setting up, a bunch of sky-divers did a jump from 2,000ft and whizzed passed my car. Amazing what sticks in your memory before embarking on an adventure.

Looking about, the day was rapidly becoming cloudy and moist. Bugger! But I had done so much preparation I decided to have a flight; the rain clouds looked at least an hour away. Even to just make it back to Mullumbimby and then drive the rest of the way to Canungra was better than not flying at all. I looked back towards Mt Warning and the top wasn't visible. The mountain top is about 3,800ft, so I knew cloudbase was low – airspace restrictions were no longer my height ceiling. Fortunately the sky was filled with varying amounts of cloud density and my thread of hope was to weave three-dimensionally, keeping safe distances from clouds.

I had done the pre flights and was now waiting for the right moment to get in the air. Pre flights are very important on a flight like this. It is important not to get carried away with what is ahead and forget about the things that will get you off the ground. With the additional support on the ground this was achieved efficiently, thanks to a great crew.

Lindsay put a call out on the VHF for my flight plan. Although Tyagarah is not in MBZ, the local aircraft operating use VHF.

LET'S GO

After waiting for a good puff I zoomed up and circled to gain 1,000ft. I was finally on my way towards an overdeveloping sky ahead of me. Contact between both cars was established and I took a few snaps of the airstrip and coast with my digital camera.

Mullumbimby, the place I live, is 10km off the coast and was on my flight path. I flew over at 1,000ft with clouds close by. I



The Nummingbar Valley wall



View after launch from Mullumbimby towards Mt Warning – gloomy indeed!

took a snap of Mt Chincogan on my right and later the Koonyum range on my left. It was a little depressing looking further inland as the dark clouds seemed thick and were building. Why today, I remember asking myself? Clouds began building below me so I reduced altitude again to keep a safe distance. What was on my mind was the height I would need to clear the treed-in area ahead. I had never been past 'dry creek', so the unknown factor created some excitement. I decided to push on, with further encouragement from the ground crew.

The next 30 minutes of the flight was technical. I flew by all the hang gliding sites on the Koonyum range I have flown in the past, and started heading west further than I'd ever been. I knew I had to make the height to cross Nullum State Forest. I had never crossed it, even in the days I flew hang gliders. I was better off now as I had a motor, but I also had a low ceiling so the benefits were reduced. I was, however, more comfortable with landing this machine in tighter paddocks. I pushed on, taking pictures of the clouds either side of me. I had to make several height adjustments as I moved forward. Spiralling under clouds as they started to develop below me became normal, as well as climbing out on full power to gain height to cross large treed areas. I have a cylinder head temperature gauge as part of my vario, so I kept checks on the motor. At the altitudes I was flying the motor was operating fairly cool.

I checked in with the ground crew and let them know I was going to keep on flying. I glanced over at the Clarrie Hall Dam to my left and saw little water in it as the drought had set in. The whole time I had Mt Warning in my sights as a reference and point for direction and cloud cover. I was getting cold even with a full ski suit and gloves on. I hadn't

been rained on, however the air was moist.

The crew made it to Uki and I told them to wait until I had made definite plans to move ahead. They waited in a cafe and had good visual contact with me. They reported a little shower and I was aware my choices of dry areas were becoming limited. I made an attempt to fly to the east of Mt Warning, however a squall was approaching and the further I got towards it the darker it looked. My helmet visor was getting sprayed with droplets, so I turned and headed back to Uki. Was this it? Showers in Uki were reported to have increased. I crept closer to Mt Warning and decided to look around the west side for a way through. I had one car ahead and one stopped in Uki. I had a ride back either way. I felt safe and there was still a safe margin for investigating a path. The air had been smooth until now and the wind light from the south-east to east, so my ground speed had been reasonable. With all the detours I was making my petrol consumption was on my mind. I kept my eye on it over the next few hours.

The west side of Mt Warning was grim. I could only see sections of the Tweed Volcanic rim, as the black clouds and rain reduced visibility. With plenty of fuel still on board, I took the time to take snaps of Mt Warning. The first time for me to ever fly there. With landings in sight I managed to get a great view of the mountain, snapping away. Due to the shape of the Mountain and the incredible treed country to cross ahead, the only option was to wait for a higher cloudbase and then head out.

Patience paid off and before I decided to head for the café and pack up in the drizzle, the clouds parted. Alleluja! I was flying along the south side of the mountain crossing a spine with a long glide out in front to clear the treed area. I again reached for the digital camera and to my surprise hit the Kill switch! For a second the engine splattered, but as I was at high revs it continued to run. Phew! Luckily my motor can restart in flight, however it was not a situation I needed. I made the crossing and reduced height to remain below base. Up ahead were more squalls to deal with, however I now had more room in which to manoeuvre. The wind ahead of the squall was turbulent and required some active piloting. It was a chance to do some thermaling as the lift was abundant. I rode the wave of lift in front of the squall and cruised around it, far enough away from the rain and cloud.

Looking down the Nummingbar Valley was victorious. Still some kilometres to go, but as long as I stayed under the height of the ridge I seemed to be safely under the dark clouds. I made positive contact with both cars and the road ahead looked rain free. The air before each squall was active and I played in

the thermals reaching cloudbase with ease.

At the start of the valley I made contact with Eddie Gray, a mate on launch at Beechmont. I remember he was busy jamming in co-ordinates for the task set by the competition committee. I urged him to tell comp director Karen Sexton to get the task started as the day was certain to overdevelop. The weather ahead was turning north and my final glide down the valley was a little slow. I was below the valley wall, trimmers up and keeping an eye on landing paddocks.

My GPS provided ground speed; I remember cruising through the valley area at an average of 30km/h, which indicated a slight change in wind direction from south-east to north-east. I had more contact with Eddie and was thrilled as Beechmont launch came into view! Craig and Ed encouraged me to top land on Beechmont launch, so I motored over to check out the conditions. On idle I was able to maintain several hundred feet above launch. There were several pockets of lift about and I decided to use a thermal or two to give a visual to the competing pilots on the potential of the current conditions. The area seemed to have less cloud development than what I had flown through to get there, so alarm bells rang and I radioed for people to get off launch as my prediction was for things to get wet.

After several attempts to top land I decided it was too strong. Regardless of how good your flight is, the landing can add icing to the cake or leave a bad taste in your mouth. I opted for the icing. I picked the school grounds on top of the ridge as it was a weekend and no kiddies around, as well as there was a windsock in the grounds. An easy landing in great conditions and close proximity to essential amenities! Lindsay and Marie were there in time to help me pack up and provide me with congratulations. After nearly three hours I was buzzing and still keen to check out the free-flying back on launch, as well as encourage people to get off while they could.

I had landed with 400ml of fuel, so the trip took exactly 10 litres. On launch I mixed with some old buddies and spoke to Karen about the usefulness of paramotoring around to give the task committee info on conditions. Having flown for almost three hours before the first launch window had opened I knew much about the air and current conditions. I'd arrived at 11:30am, having avoided so many squalls on the way up, so it was easy to predict that Beechmont would be in total cloud with imminent showers. Just as it was.

Once again, my team's encouragement was a winning factor on the day I discovered my backyard.



GFA Development Officer's Report

Terry Cubley

Value for members

Some comments received recently by a club instructor who was concerned about his club's efforts to try and increase the number of new students through offering packages:

"If a financial incentive package brings a new member into the club – great, let's do it (covering the cost) but let's follow through and do all we can to keep them. There is nothing more frustrating to me as instructor than to bring somebody to first solo and then never see him/her again. The instructors' book is full of early students whom we haven't seen for months."

This is certainly the most critical issue for club committees to consider. Attracting new members is important, but you must be able to keep them in the sport once they have made the initial commitment.

What is it that leads these new members to leave before or after they are solo? Obviously there are some legitimate reasons caused by changing personal situations, but in most cases the new members choose to leave because the club/sport is not satisfying their needs, eg: lack of flights, lack of progress, lack of activity in the club, lack of social interaction, lack of achievable goals.

When you attend the gliding club as a student/new member

- Do you feel like you belong?
- Are you made to feel welcome by the club hierarchy?
- Do you get at least four flights each day so that progress is made?
- Are you able to participate in all club activities?
- Can you easily find out what is happening around the club?
- Are there social events that you are invited to?

Many clubs I have visited really struggle to ensure that members progress fast enough, with one or two flights per day being the standard. This just isn't good enough.

The following is a note from a GFA member who has been gliding for a couple of years, who even bought a vintage glider so that he could do more flying, and who is now planning on leaving the sport to take up sailing because, as he says: *"when you go sailing you go sailing."*

"I left the club today as I could see that at 1430, with two persons ahead of me in the flying queue, and two joy-flight visitors, I was in for a very short flight, if any, yet again. My last four visits to the club have eventuated in either no flying, or very little flying. I really enjoy flying gliders; it is a wonderful feeling. But, unfortunately, it just is not happening for me. I cannot see any solution in sight, which includes my certification to fly."

I really think that a glider club should be focused on flying gliders and not have people just sitting on the ground. Today, as members were building a new hangar, one of the club hierarchy said: "Let's get those gliders in the air earning money." Thank God someone has got the right idea – although I think it goes beyond money. He should have said: "Let's get the gliders in the air – that's where they should be and what we should be doing." Winter is coming, so there will be plenty of days when working bees can be organised for hangar building and the like."

I do not mind helping the club, or being ground crew, but I am there to fly. As mentioned above, the last four visits, in particular, I have had very little flying time. The last visit I had none, zero!

I believe my time and money is too valuable an asset to be wasted: it is a two-hour round trip, and once I go to the club it is an all day event. If glider flying actually meant flying gliders – there would be no problem. As it is I think places such as the sailing club are much better – sailing means: to go sailing."

A sad story and I hope that it is not too common. When the management of a club is not focused on getting people into the air, then they are losing contact with what it is all about. Yes, there are lots of other tasks that need to be done around a club, and in a small club these tasks are shared amongst only a few people, but we need to ensure that we get new people flying instead of expecting them to take on all jobs with the older members. If they want to get involved then involve them, but be careful that the work doesn't displace the real reason for being there.

Web page – an apology

I have been promoting the new web page [soaring.com.au] over the last few months. This was on the expectation that the site would be up and running by about March. Unfortunately the person who was putting the page together for us ran out of time and was unable to finish it. Thankfully Nikki Douglass jumped to our rescue and I am

hoping that by the time that you read this article the web page will be up and running.

The web page (or lack of it) received a little roasting on aus-soaring. Fair enough I guess, but hopefully some of the technically-capable of these will now be able to help us to improve the page and its promotion.

If any of our technically-capable or artistically-minded members have suggestions for improving the web page I am very keen to receive them.

Country clubs – sharing opportunities

I recently made a visit to three small country clubs in Southern NSW and Northern Victoria. Although small in number, each of the clubs has some real value to add to the sport in their region.

One of the biggest issues for a small club is to get true service from the GFA committees and technical groups. This is a factor of large distance and small numbers. As a result, many of these small clubs feel a little ignored and unsupported.

There appears to be an opportunity for these smaller clubs to band together to make more of a critical mass and so benefit from the resources available. For example, the Leeton, Wagga, Temora clubs, (maybe the Corowa and Harden clubs also) could band together for a coaching weekend at one site, and the GFA coaches could attend to support all of the clubs at the same time. A similar opportunity exists for instructor training, airworthiness schools, etc.

Even small social events, fly-ins, local competitions, etc, may be possible.

Those smaller clubs who can form an alliance with other small (or large) clubs have a better opportunity of receiving support from their State and National organisations. Once you have formed some alliance, ask for the support – there is money and time available.

Sport or pastime?

We promote gliding as a sport, although there appears to be some dispute over this from some members. For some members gliding is a pastime – something to do for a few hours every now and then.

How do we compare with other activities?

Golf: The sport of golf is promoted through the activities of the top players and competitions. Weekend golfers often compete in local club competitions in their regular (weekly, monthly?) competitions. In

between, they go for a social game, a few hours with some friends on a Sunday morning, but all of the time comparing their performance with their previous personal best. Is golf a sport or a pastime?

The same discussion can occur with many other activities that people get involved with – tennis, squash, football (whatever code), hockey, volleyball, horse riding, etc.

There are some activities that clearly qualify as pastimes – playing cards, chess, computer games.

How do we classify gliding? Does it matter? The thing that seems to identify a sport concerns the level of skill required, which can be developed progressively over time, and therefore the ensuing level of effort required to develop this skill and improve performance.

Gliding: The development of basic flying skills is not the sporting aspect of gliding, although the sheer satisfaction that is gained from the achievement of this skill keeps people involved for quite some time. Unfortunately, if that is all there is then the challenge is immediately lost.

It is the ensuing performance/skill development that defines the sport of gliding, and keeps people developing and participating.

For some pilots, the basic skill development to achieve the C certificate may be sufficient – they are comfortable to have an occasional circuit, a little soaring and a relaxing flight. This group probably enjoys the social aspect and to them gliding is a pastime.

To many pilots though, the desire to improve their own abilities so that they can fly higher, longer or further (the concept of beating your personal best) or so that they can get to participate in a broader range of soaring experiences (wave, thermal wave, morning glory, cloud streets, fronts, etc) leads them to develop their soaring skills, fly different aircraft, use different equipment, etc. These are people involved in the sport of gliding.

It is the view of council, and my own personal view, that we need to be developing the sport of gliding, creating the challenges, supporting people to improve their performance that will help the sport grow. We obviously have to do this whilst at the same time not denigrating the pastime of gliding.

My own experience is that the sporting aspect encourages and motivates a large number of people, encouraging them to stay in the sport and increase their involvement. This doesn't have to be through competition:

GFA Badges and Certificates

FAI List – June 2003

A CERTIFICATE

Zmeskal, Robert	10828	Byron Bay
Kirkham, Bill	10840	Southern Cross
Whitaker, James	10842	Narrogin
Howell, Joseph	10847	WA Air TC
Lincoln, Catherine June	10848	Geelong
Pulis, Patrick	10851	Adelaide
Findley, Joshua	10852	NSW Air TC

B CERTIFICATE

Williams, Jonathon Paul	10687	SA Air TC
Page, Wayne Duncan	10805	Central Coast

A AND B CERTIFICATE

Enright, Peter Francis	10850	Orana Soaring
Blackman, Danny	10857	Adelaide Soaring

B AND C CERTIFICATE

Davies, David William I	10253	Lake Keepit
Rechinger, Karl Bjoern	10819	Adelaide Soaring
Richards, Ian Winston	10481	Bathurst Soaring

A, B AND C CERTIFICATE

Barelli, Guy	10827	Lake Keepit
Skennar, Norman Carl	10829	Alice Springs
Whalan, Peter John	10830	Central Coast
Hodgson, Phillip G	10841	Caboorture
Baldini, Stephen	10843	Bendigo
Sargent, Robert Charles	10844	Bundaberg
Edwards, Darren A	10845	Alice Springs
Gliddon, David Peter	10846	Darling Downs
Baker, Stephanie Ruth	10849	NSW Air TC
Wurbs Von Beulow, R	10853	Sthn Riverina
Grove, Bob	10854	Sthn Riverina
Leijon, Justin	10855	Sthn Riverina
Trist, Stuart	10856	Sthn Riverina

A, B AND C CERTIFICATE

Faber, Robert Henry G	10858	Byron Bay
Parkinson, Richard J	10859	Bathurst Soaring

SILVER C

Colley, Raymond Harry	4485	Darling Downs
Jurotte, John Charles	4486	Southern Cross
Enright, Peter Francis	4487	Orana Soaring
Eriksson, Bengt Johan	4488	Sthn Riverina
Oguna, Hiroyuki	4489	Sthn Riverina
Wurbs Von Beulow, R	4490	Sthn Riverina
Trist, Stuart	4491	Sthn Riverina

GOLD C

Wurbs Von Beulow, R	1573	Sthn Riverina
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DIAMOND GOAL

Ueda, Junzo	Sthn Riverina
Hewitt, Kenneth William	Sthn Riverina
Wurbs Von Beulow, R	Sthn Riverina
Trist, Stuart	Sthn Riverina

Claims for all badges and certificates to:

FAI Certificates Officer Beryl Hartley

PO Box 275, Narromine NSW 2821

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

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

Decentralised Competition entries to:

Chris Stephens

PO Box W48 Wanniasa ACT 2903

Ph: 02 6231 4121, Email <poboxw48@dynamite.com.au>

the sport of gliding is reflected in many ways – soaring skills, personal bests, ability to use a variety of meteorological conditions, badges and certificates.

What does your club do to encourage your members' involvement in the sport? Some clubs are doing a lot:

- *Promotion of badges and certificates*
- *Providing data loggers for each glider*
- *Camps - Flinders Ranges, Grampians, Canberra wave camp, summer camps*
- *Local competitions – spot landing, duration, cross-country, height gain*
- *Two-seat coaching, lead-and-follow coaching*
- *Lectures*
- *Club visits and fly-ins*

You are invited to send in some details of your club's success in these areas.



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Contact Addresses GLID

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 487642.

Canberra Gliding Club

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

Central Coast Soaring Club

PO Box 1323, Gosford South NSW 2250, 02
49772740.

Cudgegong Soaring Pty Ltd

PO Box 352, Frenchs Forest NSW 1640,
02 94522777, 02 94530777.

Forbes Soaring & Aero Club

PO Box 267, Forbes NSW 2871,
02 68523845.

Goulburn Gliding Group

57 Munro Rd, Queanbeyan NSW 2620.

Grafton Gliding Club

16 Fuller St, Mullaway NSW 2456,
Sec: Bob King, 02 66541638 (h), 040
388551, <bobgking@hotmail.com>.

Greenethorpe Gliding Club

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

Harden Gliding Club

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

Hunter Valley Gliding Club

PO Box 9, Newcastle NSW 2300.

Kentucky Flying Club

The Hill, Kentucky NSW 2354.

Lake Keepit Soaring Club

PO Box 152S, South Tamworth NSW 2340,
02 67697514, 02 67697640.

Leeton Gliding Club

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

NSW AIRTC Gliding Club

41 Simpson Ave, Forest Hill NSW 2651,
02 69227526.

NSW Police Gliding Club

27 Bourne St, Wentworth Falls NSW 2782,
0427 592744.

Orana Soaring Club

PO Box 240, Narromine NSW 2821,
02 68892733, 02 68891229.

RAAF Richmond Gliding Club

RAAF Base, Richmond NSW 2755.

RAAF Williamtown Gliding Club

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

Royal Australian Naval Gliding Association

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

Scout Association NSW Gliding

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

Soar Narromine Pty Ltd

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

Southern Cross Gliding Club

PO Box 132, Camden NSW 2570,
02 4655 8882.

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, Wandoan QLD 4419,
07 46274080.

SA Gliding Association (SAGA)

Adelaide Hills Soaring Group

PO Box 1, Bridgewater SA 5155.

Adelaide Soaring Club

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

Adelaide Uni Gliding Club Inc., Adelaide

Uni Sports Association

The University of Adelaide, SA 5005,
08 88262203.

Alice Springs Gliding Club

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

Balaklava Gliding Club

PO Box 257, Balaklava SA 5461,
08 88645062.

Barossa Valley Gliding Club

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

Blanchetown Gliding Club

c/o 12 Altola Rd, Modbury SA 5092.

Bordertown Keith Gliding Club

PO Box 377, Bordertown SA 5268.

Gawler Gliding Club

PO Box 135, Cockatoo Valley SA 5351.

Millicent Gliding Club

PO Box 194, Millicent SA 5280.

Murray Bridge Gliding Club

PO Box 1277, Victor Harbor SA 5211.

Northern Australian Gliding Club

PO Box 38889, Winnellie NT 0821.

Port Augusta Gliding Club

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

Renmark Gliding Club

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

SA AIRTC Gliding Club

PO Box 2000, Salisbury SA 5108.

Waikerie Gliding Club

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

Whyalla Gliding Club

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

Victorian Soaring Association (VSA)

Albury Corowa Gliding Club

PO Box 620, Wodonga VIC 3689.

Beaufort Gliding Club

116 Tennyson St, Elwood VIC 3184.

Bendigo Gliding Club

62 Lawson St, Bendigo VIC 3550.

Corangamite Soaring Club

Kurweeton, Derrinallum VIC 3325.

Geelong Gliding Club

PO Box 197, Bacchus Marsh VIC 3340.

Gliding Club of Northern Tasmania

12 Delungra Rd, Trevallyn TAS 7250,
03 63346594.

Gliding Club of Victoria

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

Grampians Soaring Club

PO Box 468, Ararat VIC 3377,
0417 514438.

Latrobe Valley Gliding Club

PO Box 625, Morwell VIC 3840.

Mangalore Gliding Club

PO Box 80, Avenel VIC 3664.

Mount Beauty Gliding Club

44 Roper St, Mount Beauty VIC 3699.

Murray Valley Soaring Club Ltd

PO Box 403, Corowa NSW 2646.

RAAF East Sale Gliding Club

c/o Gary Mason, 9 Weir St, Sale VIC 3850.

Soaring Club of Tasmania

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

South Gippsland Gliding Club

PO Box 475, Leongatha VIC 3953.

Southern Riverina Gliding Club

PO Box 78, Tocumwal NSW 2714,
03 58742063, 03 58742705.

Stawell Gliding Club

20 Jones St, Stawell VIC 3380,
03 53582713.

Sunraysia Gliding Club

PO Box 647, Mildura VIC 3500.

Swan Hill Gliding Club

PO Box 160, Nyah VIC 3594.

Tumbarumba Gliding Club

Mundaroo, Tumbarumba NSW 2653.

Victorian Motorless Flight Group

GPO Box 1096J, Melbourne VIC 3001, 0402
281928, 03 98486473.

Wimmera Soaring Club

PO Box 158, Horsham VIC 3402.

WA Gliding Association (WAGA)

Beverley Soaring Society

PO Box 136, Beverley WA 6304,
0407 385361.

Gliding Club of Western Australia

356 Abernethy Rd, Cloverdale WA 6105,
08 92774148, 0409 683159, 08 96351023.

Morawa Flying Club

PO Box 276, Morawa WA 6623.

Narrogin Gliding Club

PO Box 232, Narrogin WA 6312, 0407
088314 or 08 98811795 (weekends).

Stirlings Gliding Club

c/o Post Office, Lower King WA 6330.

WA Squadron Australian

Air Force Cadets

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

HGFA

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

HGFA National Office and General & Operations Manager

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

Craig Worth: 0418 657419, <general.
manager@hgfa.asn.au>.

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

Board Members

Keith Lush (President)

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

Rohan Grant (Vice President)

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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 2003-2004

Membership:	Normal	Family
NSW/WA/QLD	\$175	\$139
Victoria	\$176	\$140
South Australia	\$179	\$143

Student membership:	Full	Family
NSW/WA/QLD	\$108	\$72
Victoria	\$109	\$73
South Australia	\$112	\$76

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South Australia	\$57	\$69

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added to membership fees:

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*Note: Once only purchase to Australian
residents, thereafter 12 month membership to
be purchased.

Nigel LeLean 11 Mullaway Rd, Lake Cathie NSW 2445, ph/fax 02 65854723, 0419 442597 (m).
Bill Moyes 173 Bronte St, Waverley NSW 2024, 02 93875114, fax: 02 93693342, <Bill_Moyes@hgfa.asn.au>.
John Reynoldson 68 Teddington St, Hampton VIC 3188, 03 95970527, fax: 03 9598 1302, <John_Reynoldson@hgfa.asn.au>.
Mark Thompson 40 Hovia Terrace, Kensington WA 6151, 08 94912417 (w), 0428 729028, <mark.thompson@team.telstra.com>.

Microlight Public Relations

Paul Haines ph/fax: 02 42941031.

States & Regions

ACTHGA

PO Box 3496, Manuka ACT 2603; Pres: Steve Foggett 0417 313589 <stephen.foggett@bigpond.com>; Sec: Mark Elston 0428 480820 <mark.elston@defence.gov.au>; Trs: Tony Davidson 0500 883322 <td@silktel.com>; Committee members: John Chapman, Michael Porter, Peter Kestel, Rene Sedlmaier; SSO: Peter Bowyer 0412 486114. Meetings: 1st Tue/month 7:30pm, Yamba sports Club, Phillip.

Hang Gliding Association of WA

PO Box 82, South Perth WA 6151; <hang_gliding_association_wa@hotmail.com>. Admin: 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: Mike 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>.

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://bbhgcc.tripod.com/]. Pres: Joe Scott 0415 717141, <skylimit@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: Lee Patterson 0427 220764, <leeroy@dustydemons.com>; V-Pres: Tove Heaney 02 48494516, 0419 681212, <tove@dustydemons.com>; Sec: Scott Hannaford 0417 272498, <scott@dustydemons.com>; Trs: Dan Watters 0410 347801, <daniel.watters@csiro.au>; SSO: Grant Heaney 02 48494516, 0419 681212, <grant@dustydemons.com>; Editor: Kath Kelly 02 6456 1590, 0427 220764, <phase9@snowy.net.au>.

Hunter Skysailors

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

Illawarra Hang Gliding Club Inc.

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

Kosciusko Alpine Paragliding Club

[www.homestead.com/kapc]; Pres: James Rylie 02 62359120, <rymicalago@netspeed.com.au>; V-Pres: Nigel Hack 02 64576452, <trexoz@snowy.net.au>; Sec: Charles Palmer 02 62925664, <palmerc@charlespalmer.net>; SSO: Heinz Gloor 02 64567171.

Manilla SkySailors Club Inc.

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

Mid North Coast HG Association

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

Newcastle Hang Gliding Club

PO Box 64 Broadmeadow NSW 2292; Pres: Mick Hurley <fly176@hotmail.com>, 02 49432903; Sec: Adam Donaldson <adsnic@rivermet.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 Veski; SSO (HG): Glen Salmon 02 99180091; Wayne Fitzgerald 02 99827094; SSO (PG): Mike Brandt 02 98912391; Wayne Fitzgerald 02 99827094. Meetings: 1st Tue/month, 7pm, Mona Vale Bowling Club.

Stanwell Park HG and PG Club

PO Box 258 Helensburgh NSW 2508; Pres: Chris Fogg 02 42948951, <fogg@idx.com.au>; Trs: Adrian Le Gras; Sec: Scott Zwanenbeek <scottz@internode.on.net>; SSO (HG & PG): Tony Armstrong <hangglideoz@hangglideoz.com.au>.

Sydney Paragliding Club

PO Box 225, Helensburgh NSW 2508, [www.sydneyparagliding.com/club/],

<sydneyparaglidingclub@yahooogroups.com>. Pres: Enda Murphy 0412 445741.

Victoria

Dynasoarers Hang Gliding Club

Pres: Darren Brown 03 93971233 (w), fax: 03 93974566, <dbrown@bmlegal.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/dynal].

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, <membership@skyhighparagliding.org>; Sec: Malcolm Marker, <secretary@skyhighparagliding.org>. Meetings: 1st Wed/mth 8pm, Retreat Hotel, 226 Nicholson St, Abbotsford.

Southern Microlight Club

Pres: Kel Glare 03 94395920 (h), 0421 060706; V-Pres: Ben DeJong 03 97898970; Sec: Ian Rees 03 97621364; Trs: Dianne Pierpoint. Meetings: 2nd Tue/month 8pm, The Manningham Club, 1 Thompsons Rd, Bulleen.

Western Victorian Hang Gliding Club

Pres: Stephen Norman 03 98536554, <shnorma@optusnet.com.au>; V-Pres: Glen Bachelor 0419 324730; Sec: Nathan Grieve 03 53673106; <nathan_grieve@yahoo.com>; Trs: Phillip Campbell 03 53313812, <campbell@giant.net.au>; SSO: Rohan Holtkamp 03 53492845. Meetings: Last Sat/month, The Golden Age Hotel, Beaufort.

Queensland

Cairns Hang Gliding Club

Pres: Russell Krautz <krautzrl@yahoo.com.au>; V-Pres: Joe Reyes 07 40555553, <reyes@ledanet.com.au>; Sec: Lance Keough 07 40912117, 31 Holm St, Atherton QLD 4883; Trs: Nev Akers 07 40532586, <nevjoy@ozemail.com.au>.

Canungra Hang Gliding Club Inc.

PO Box 41, Canungra QLD 4275, [www.chgc.asn.au]. 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, <flyinglion2000@yahoo.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 Pizzev 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>

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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 Microlight Club

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

Western Soarers Hang Gliding Club

<wshgc@hotmail.com>, PO Box 483, Mt Hawthorn WA 6915, [www.iinet.net.au/~navi]; Pres: Mark Thompson 08 93684497, <mark.thompson@team.telstra.com>; V-Pres: Paul Blachford, <pblachford@bigpond.com.au>; Sec: Phil Wainwright, <phil@iqpc.net.au>; Trs: Graeme Sharp 08 94457044, <GSharp@stothoare.com.au>; SSO: Mark Stokoe 08 9581 3572; Events & Promotion: Krista Gaunt <kristagary@wn.com.au>. Meetings: 1st Wed/month 7:30pm, The Irish Club, 61 Townshend Rd, Subiaco.



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SOARING: Official monthly journal of the Soaring Society of America Incl., PO Box 2100, Hobbs, NM 88241 USA. Foreign subscription rates (annually): \$US43 surface delivery; \$US68 premium delivery.

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MOYES XT 145 int, GC, blue/red US, spare DTs, \$1,700. Ph: Kath or Lee 02 64561590 (h); 0427 220764; <kat@katabatic.com.au>.

AIRBORNE SHARK 144 adv, GC, fl. yellow/blue US, approx 130 hrs, 1 spare DT (never needed). First to fly, will buy. Ph: Paul 02 42961583 (h); 0438 907516.

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MOYES SX5 adv, blue/red US, EC, 50 hrs, \$2,500. Harness Aeros, fit person 180cm tall, \$500. Instrument Bräuniger, competition series, \$800. Ph: 0400 501865; <airarena@hotmail.com>.

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I had a Fun 220 (serial number 26) hang glider 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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