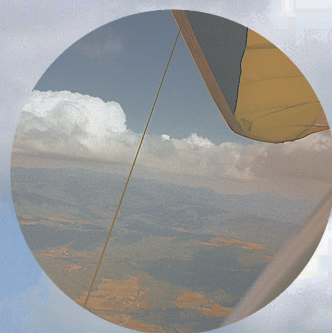




Soaring **AUSTRALIA**

August 2003



**Mexico – Encounters
with Terra Firma 2**



Easter Comps



**Paragliding and Skiing
in the French Alps**

August 2003

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Soaring AUSTRALIA



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



THRILLER IN MANILLA

2003 Australian Paragliding Open and 2003 New Zealand Paragliding Nationals

TWO INTERNATIONAL COMPETITIONS AND

140 PILOTS TAKE OVER MANILLA FOR TWO WEEKS!

In early March 2003 the small, but famous for its flying, country town of Manilla was invaded by eager paraglider pilots from around the world seeking flying, fun and a challenge – to compete in the first ever FAI Category 2 Paragliding double header – the 2003 Australian Open and 2003 New Zealand Nationals. With over A\$14,000 in prizes up for grabs, two National Championship trophies and a stack of WPRS points, many were quite serious contenders. Pilots came from 22 countries and included more than a dozen highly ranked PWC hot shots on their hot ships, as well as the best Australia and New Zealand had to offer. With 140 pilots entered, the competitions were also a test run for a possible Manilla PG World Championships in 2007.

But not everything went as planned for the Thriller before it started – the drought of a century, which had promised so much in terms of mega tasks, had broken – the region was inundated just a week earlier and looked as green and wet as could be. Nevertheless, an over subscribed Aussie Open field of 140 pilots was chomping at the bit and eagerly awaited the first day's briefing. In what is now a Manilla tradition a local pastor blessed the pilots and asked for the rain to hold off for a while. By the time the weather briefing was held an hour later, the news was not good though – the day was cancelled due to light rain – but at least the meeting was held at a leisurely pace and there was a forecast for a reasonable week of competition weather to come – the gods were helping!

For the 2003 Australian Open, tough conditions all week meant that careful task setting was critical to extrude the most from each day. This was done by organiser and record holder Godfrey Wenness along with Fred Gungl and Enda Murphy – both former Australian Champions. With careful analysis of the regional meteo info, local conditions and task requirements, they managed to successfully call tasks each day that flying August 2003

was possible, despite the high potential for cancellations with rain clouds forming on most of them! One critical factor for safety and fairness was to hold off starting the task until conditions proved right. This tactic was the backbone of the competition tasks being flyable all week, as the six tasks from six flyable days and no accidents show.

The week of slow and hard conditions with low cloudbases were not managed too well by Aussie pilots initially, who were used to the fast and strong drought conditions of the season so far. The Kiwis, Japanese, Norwegians and Brits all looked to be at home and fared well over the moist, green and tricky landscape which required patience and conservative racing.

Tasks over the week ranged from 43 to 101km (straight line and triangles) and goals were achieved on four out of six flying days.

The late starting 50km Task 1 in weak conditions, shocked a few of the prototype jockeys and showed that you don't have to be a seasoned pro to win a day. Goal was not made (two kilometres short by David Smith, UK) and the top three places were filled by virtually unknown pilots flying intermediate gliders, whose method was to just stay in the air with every dribbling thermal they found and drift along the course!

The other non-goal days were shadowed out (Task 3 Mullaley, 76/83km) or suffered from stability and wind (Task 6 Manilla, 40/52km), but were nearly achieved by winner of each, Godfrey Wenness, with the bulk of the field well on course.

Tasks 4 (Kiandool, 101km) and 5 (Baan Baa, 60km) showed signs of Manilla magic as scores of pilots made goal (23 and 41 pilots respectively) with cross-country racing to the west in good conditions despite over-development nearby. Both tasks were technical in route selection terms, as they required pilots to dodge isolated rain showers and predict conditions on course to stay flying. Overshadowing and wet fields made the decisions critical to getting to goal, with



some electing to take long detours to ensure a good result.

As Day 1 and 5 were rightly canned due to rain before sending pilots up to Mt Borah, the decision was also made on Wednesday to invoke the reserve day – Saturday 8th.

On the last day (Task 6) anyone in the top 20 had a good chance of winning! The small open triangle task around Manilla did not score highly, as pilots were subjected to a headwind on the second leg which decked most in weak broken conditions.

The tight results were kept very secret until the presentation night at Vic and Tom's Royal Hotel. The top 10 pilots were separated by only a few hundred points and in the end the quiet achiever, Kiwi Grant





Middendorf (3,908), walked out with over \$2,000 in prizes, narrowly beating French PWC pilot Stef Andre (3,864). Aussie Ron McKenzie was in third (3,709) and also secured his well deserved first ever Australian Champion trophy in the process after many years of just missing out.

The winner of the women's section was Britta Steude (NZ) who was in a tight three-horse race with fellow Kiwis Jillian Borst and Jasmin Hill all week. The local Manilla Madness crew came through in the end to win the team's event, took home \$500 and had their name on the perpetual trophy again. Norwegian Tore-Erik Stranna took out the Serial Class, DHV 2 and Veteran's prizes – an excellent effort! The new daily toilet seat award also reared its ugly head during the week, with many famous and not so famous pilots having the pleasure of re-counting their misfortune through the "hole of shame" in front of a crowded morning briefing. The end of comp party with its free band, food and beer was a bit more subdued than usual, as many were keen to start the new week fresh and from scratch putting the hard week behind them.

Part two of the Paragliding Thriller in Manilla was the 2003 NZ Nationals. There were 30 new pilots at the special briefing on Sunday morning in the Manilla Town Hall, along with 103 that stayed on. The Kiwis were welcomed by a leader of the local Aboriginal tribe, and then also engaged in their own traditional welcome – the Haka led by Bev Smith on guitar.

A Kiwi flavour was added to the task committee for the week with previous Manilla PG Comps winners Ross Johnstone and Craig Collings assisting Godfrey and Enda. The week promised to be more conducive to competition flying, but with

the potential of localised overdevelopment and rain showers ever present, careful task setting was needed as before.

The 133 pilots flew seven tasks in seven days, straight ranging in distance from 47 to 90km. Pilots made goal everyday, though Task 1 (37 pilots), Task 2 (66 pilots) and Task 4 (23 pilots) had the most. The other tasks were difficult, but achievable for the best pilots and those that had a bit of luck on their side. Once again the leaders were tightly bunched all week, and bad results here and there threw the top 20 wide open.

The 65km dog leg Task 2 to the Kings-town GPS goal saw the best conditions of the two weeks with cloudbases over 3,300m and half the pilots in goal – a whopping 66, many of whom were in goal for the first time too! Comp organiser Godfrey Wenness, after making the virtual GPS goal in third place, even flew back headwind along the whole course and landed just a few kilometres short of Manilla at sunset, logging his 5,000th flying hour in the process.

The 82km Task 3 saw a solid tailwind take most of the field to within 20km of goal at Caroon in quick time, only to be greeted by an un-forecast 30km/h+ headwind creeping up from the south. Most pilots had vertical or backwards landings in the wide open Breeza plains and walked away with a new experience for sure. Aussie Fred Gungl got away early and was the only pilot to make goal on that 1,000 point day.

After a slow start, former two times Manilla winner Craig Collings (NZ) fired up and won the 45km flat triangle Task 5 to give himself a chance at the title.

The Thriller was taking shape again as pilots lined up for the last days, Task 6 and Task 7, both a 90km race to Bingara – the Manilla milk run direction which oddly

enough had not eventuated so far in the 10 days prior. Fresh from headaches after some very ugly karaoke at the Royal the previous night, Friday's Task 6, despite looking promising early, saw slow conditions after Barraba with major overshadowing and fields greener than ever before. Kiwi Ross Johnstone won it in three hours 18 minutes and, with a track record of Bingara goals, was announced as the pilot to watch on the identical last task.

With Australia well ahead all week in the Trans Tasman Cup, and Aussies well placed in the top 10, it all came down to the last day. For locals Rhett Rockman and Godfrey Wenness, it was the easy blast to Bingara that they could do blindfolded – a win for either of them would mean winning the comp. For the Kiwis Ross and Craig, the conditions suited them – steady as she goes and don't race in to the ground. Craig needed a fast win and Ross needed the cards to fall in his favour. Comp leader, Olivier Tops of France, also needed to just get to goal in a good place to win. The distance and goal place calculations were revised time and time again by all in the top 10 during the race. The radios were alive with chat – who landed where? did you see so and so? did such and such make it past the Cobbadah shadows? and so on.

In the end five made it to the Bingara goal on the last day, including both Collings and Johnstone, but not the Aussies nor Olivier! The final results would depend on how high the day scored – only the team at HQ, Bob, JJ, Susan and Godfrey, knew the winners when the time came to present the results...

A huge crowd of over 300 flocked to the Royal Hotel for the much anticipated final Thriller night, which was also Thomas the publican's 50th birthday. The food was devoured by the hungry masses in quick time and washed down with kegs of beer as the band played some lounge music until Godfrey's final siren for the week sounded. With the courtyard and balconies packed, the top 10 was read out in reverse order to great cheering and anticipation.

The surprise for the night was the announcement that there was no third place. Instead, in a comp first, there was a tie for second place – Rhett and Craig on 3,051. Then all was silent as everyone quickly wondered who won. In the end the winner was veteran UK comp pilot Steve Ham, who quietly crept up on the leaders during the last two tasks and opened up a 270 point winning margin. He carried home a gold Manilla Eagle trophy and \$2,000 in prizes.

The biggest shock for all was reserved for the Trans Tasman Cup. Both team leaders, Enda and Craig, were summoned to the front – Enda with the trophy that the

Photos: Courtesy Diana Wallis

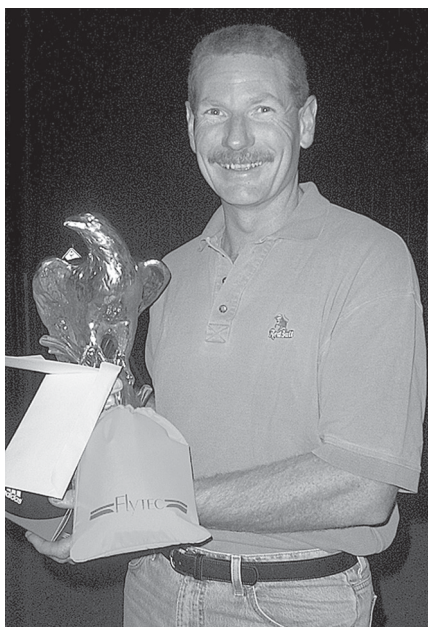
Aussies held from 2002. The Kiwis won it back, and he had to hand it over to a laughing Craig whose team came from being clearly behind all week to consolidating a win of over 500 points on the last day.

Jillian Borst of NZ won the women's in what was a tight threesome again. The Norwegian veteran Tor-Erik once again dominated and won the same classes as the week before and contributed daily to the Norwegian Eagles team's win in the team's event.

With an average of 140 pilots flying in some large gaggles daily, and over 2,000 flights in two weeks from Mt Borah, the only accident was a mid-air which resulted in one pilot under reserve and the other landing with a torn canopy – both walked away to fly again. The use of individual pilot start gate times, re-flights being permitted and a long timed start window, were the keys for this remarkable statistic. This took an element of desperation and urgency off the pilots, who, after a few days, got used to the more relaxed Manilla comps way.

Once again the local retrieve drivers played a vital role in getting pilots home every day and were specifically recognised at both presentations – no pilots were lost (not for too long, anyway).

The competition would like to thank the following important sponsors, for without them the event would not be the same: Manilla Shire Council, Manilla RSL Club, Mahoneys Manilla Guardian Pharmacy, Vic and Tom's Royal Hotel, Tooheys, Ambleside

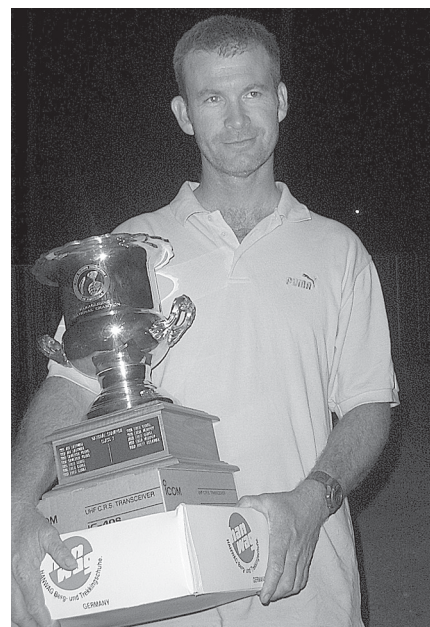


Grant Middendorf (NZ) accepts the Gold Eagle

B&B, River Gums Caravan Park, Manilla Paragliding, Mat and Teen's Take-away, Manilla Bakery, Flytec, Icom, Adidas, Advance, Hanwag, Skyline, JDC and Cross Country Magazine. Special thanks go to the Manilla SES who provided much needed additional pilot transport at Mt Borah.

As in previous years, local artist Diana Wallis prepared a photo CD of the event which has over 1,000 images! Some of these can be viewed on the website and CD's can be ordered by contacting her directly. Thanks to all pilots who contributed digital photos to this!

The 2003 Thriller in Manilla Comps were the 11th and 12th major annual



Best Australian Ron McKenzie in third place

paragliding competitions to be organised at Mt Borah by Godfrey Wenness. The 2003 official team consisted of: Brian Shepard (Launch/Comp Director), Bob Smith, JJ Bastion and Susan Jackson (Scoring), Nardine Haydon (Goal), Jamie Haggart (Borah Basher), Suzi Smith, Enda Murphy, Alex Satchell (Assistants). They all worked together to provide an excellent service for two weeks straight, to what was in effect virtually a World Championship sized entry field. My personal thanks go to my team and the pilots who attended to make the event a success.



WINNERS AND PRIZES

Australian Paragliding Open 2003

PLACE/CLASS	TROPHY	PRIZE
1 Grant Middendorf (NZ)	Gold Eagle	Flytec 4030, Adidas Mod A121 Sunglasses, \$400 cash!
2 Stef Andre (F)	Silver Eagle	Skyline Harness, \$200 cash
3 Ron McKenzie (AUS)	Bronze Eagle Head	Hanwag Boots
Best Female: Britta Steude (NZ)	Bronze Eagle	Garmin GPS 12
Best Australian Pilot: Ron McKenzie	Eagle	Icom IC-40s UHF Radio
Best Australian Female: Heike Haman	Eagle	Manilla Rivergums Tourist Park 1 week for two including breakfast
Best Intermediate: Megumi Nakamura (JAP)	Gold Eagle	\$2,000 disc on Advance Omega 6 or Sigma 5, \$250 cash
Best Veteran: Tor-Erik Stranna (NOR)	White Eagle Head	JDC Skywatch
Best DHV 2: Tor-Erik Stranna (NOR)	Eagle	JDC Skywatch
Best Serial Class: Tor-Erik Stranna (NOR)	Bronze Eagle Head	Manzella Gloves
Australian Encouragement Award: Craig Donnell (ACT)	Eagle	Ambleside B&B weekend for two +T-shirt
Little Black Duck: Bill Brooks (AUS)	Little Black Duck	Free Entry to the Manilla Paragliding Open 2004
Best Team: Manilla Madness	Manilla Comps Perpetual Team's Trophy	Perpetual Trophy, \$500 cash

PLUS

Five Cross Country magazine subscriptions for 1st, 2nd, 3rd, Best Intermediate and Best Veteran
Day Prizes from Advance, Skyline, Mat & Teens, Vic and Toms Royal Hotel, Manilla Bakery, Manilla Paragliding, Rivergums Tourist Park, Manilla RSL Chinese and more...

New Zealand Paragliding Nationals 2003

PLACE/CLASS	TROPHY	PRIZE
1 Steve Ham (UK)	Gold Eagle	Flytec 4030, Adidas Mod A121 Sunglasses, \$200 cash!
=2nd: Craig Collings (NZ), Rhett Rockman (AUS)	Silver Eagle	Hanwag Boots, Skyline Speed Arms, \$100 Cash, Garmin GPS 12
Best Female: Jillian Borst (NZ)	Bronze Eagle	Lazer Jetstream helmet
Best NZ Pilot: Craig Collings	Eagle	Icom Joey UHF 40ch radio, \$200 cash
Best NZ Female Pilot: Jillian Borst	Eagle	Manilla Rivergums Tourist Park, 1 week for 2, including breakfast
Best Intermediate: Jari Naponen (FIN)	Gold Eagle	Flytec Windwatch
Best Veteran: Tor-Erik Stranna (NOR)	White Eagle Head	Bottle of Wine, Advance BumBag
Best DHV 2: Tor-Erik Stranna (NOR)		Advance BumBag, T-shirt
Best Serial Class: Tor-Erik Stranna (NOR)		Manzella Gloves
Best Australian Pilot: Rhett Rockman		Weekend for 2 at the Astra Alpine Ski Lodge - Falls Creek
NZ Pilot Encouragement Award: Dan Robertson	Eagle trophy	Ambleside B&B weekend for 2, T-shirt
Best Team: Norwegian	Manilla Comps Perpetual Eagles Teams Trophy	Perpetual Trophy, \$500 cash

PLUS

Five Cross Country magazine subscriptions for 1st, 2nd, 3rd Best Int and Best Veteran
Day Prizes from Advance, Skyline, Mat & Teens, Vic and Toms Royal Hotel, Manilla Bakery, Manilla Paragliding, Rivergums Tourist Park, Manilla RSL Chinese and more...

Beyond Core Business

Emilis Prelgauskas



Gliding museum at Monarto entry view

INDICATIVE OF SUCH INITIATIVES ARE:

John Wright, former president of the Murray Bridge Gliding Club, who, with others, during one winter put together an inflation kit for Blanik undercarriages; rather than just hiring a bottle and connector when needed. That kit still operates today; and is now used by a circle of clubs when ageing glider undercarriage gas/oil oleos from differing glider-makes deflate from time to time.

Scott Montroy, John Davis, Noel Matthews and others in South Australia contributed to the state gliding association mobile display coming into existence. Today

FOR THOSE WHO SEE GLIDING AS EXTENDING BEYOND PERSONAL FLYING, THERE ARE THE GAINS OF HAVING:

- INTERESTING THINGS TO DO ON INCLEMENT DAYS; 9
- PERSONAL GAINS TO BE ACHIEVED IN TERMS OF EXPERIENCE, SKILLS AND OUTLOOK; AND
- PLEASURE IN SEEING THINGS BEYOND THE EXPECTED COMING TOGETHER.

it forms a backdrop at fairs and shows for individual gliding clubs to run raffles, generating both introductory flights and a direct income from the display day.

With that heritage, it shouldn't come as any surprise that ambitions in such non-core activities can get more adventurous over time.

In 1972 the first proposals for a dedicated gliding museum display in South Australia were put up as a theoretical concept. At the time it was suggested that such a thing might be a reality by the end of the millennium.

Not surprisingly, with clubs focussed on day-to-day realities, it wasn't.

It took until 2001, an almost 30-year gap, for the first piece of such a non-core asset to be open to access. Today it is getting closer to becoming the public interface as was originally envisaged.

As of now a stage two building is being constructed; the original shed being filled with airframe parts and memorabilia. A long waiting list prompted the expansion.

Like on other non-core things, gliding people generally might ask "why bother?"

- *Partly because spending some thought and effort on something not dictated by daily crisis-need in the sport is fun.*
- *In part, because rather than letting existing gliding bits and pieces just fritter away; it keeps them for a further purpose after their main flying days.*
- *And, as clubs which are turning 50 years old in this time are finding, there is a lot of good stuff each club has already achieved*



Museum main body with Hippi primary in foreground

that deserves to be reflected on – possibly in a small part as a goad to the sport today.

It also offers up the question, "how will gliding's behaviour today be viewed with the hindsight of another 50 years?"

Some might suggest: "not real well!"

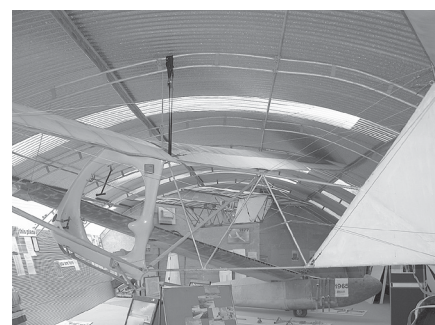
That may change however. Museum displays remind us that today is not a fixed, finished event – that it is rather a part of a continuum. That today we may not have it all, but tomorrow we may well be another step closer. Including by treasuring the positives of what we have already achieved.



Hippi, Tern, 1924 bodyshift glider



Bodyshift glider – oldest known airframe – 1924



Work in progress, stage two under construction alongside completed stage one museum

Landing Out

Emilis Prelgauskas

Sailplaners have a long tradition of landing away from home; usually in paddocks all over the countryside.

This had led to well-established habits of talking to the landowner by walking to their house after landing, as in the past we usually also wanted to use the phone. Thereby good relations with very few exceptions were created with the farm community.

Time change. Hang gliders and balloonists also land out. Sailplaners have mobile phones and radios and aerotow retrieves.

Retrieve today may occur without the pilot even walking away from the plane. Societal changes also mean that the landowners are less often interested or sympathetic with what we do; they are far more aware of their rights and worried about litigation and problems from others accessing their land. They have also had problems from land outs, even when, from other sport aviators, we carry the can for all that.

In my home community, recent residents' meeting was a good insight to how things have changed. I was the meeting chair, and my pro-aviation bias is known since I have a strip in my backyard. So I was viewed with suspicion by both parties.

The issue had arisen, of a commercial balloon operator, who had on landing disturbed prize stock, which had run into a fence and become injured. This brought a whole section of this highly subdivided rural living community of over 200 families into uproar. Many run high values add crop and stock on small acreages, by being organic accredited or having fine fleece and other premium lines. The commercial operator of course saw his money making scheme at threat from the 'unnecessary' concern of landowners. The stage was set for open-ended conflict.

The meeting showed what happens when you misjudge the mood of the public over whom we fly. The balloonist approached the meeting with a 'hail fellow, well met' attitude. He talked about all the other communities he had flown in, and how well he had got on there. The clear implication that it was this community's fault did not escape the meeting participants, nor improve on the innate antagonism.

The balloonist talked about how many years he had been operating and he had never had a problem. Well, he was getting more and more of a problem right here, right now.

Residents complained that – the partic-

ular pilot involved in the incident was not at the meeting, only the business owner. No apology or offer of compensation for the damage caused was on offer, it was the balloon which had caused the problem; then exacerbated by the retrieve crew driving in without stopping at the farm house. How the balloon owner's offer of 'do approach the balloon on landing' was an insult since it was their land after all.

Things did not improve with counter offers of a ride in the balloon for any landowner on whose property they landed, or a monthly raffle for a balloon ride at residents meetings. The meeting by this time was heading for a fight.

A summation was made that since the balloon operator had not shown any operating standards or manuals, any insurance or willingness to work with landowners, the only option was to have him shut down. Residents would go to CASA, the local government and launch site owner.

This finally caused the operator to talk about the CASA licenses and audit trail for commercial ballooning, flight safety need to land when the wind comes up, the use of quiet burners near ground level, the insurance for issues directly related to balloon operation, and the willingness to take on local concerns.

Residents responded with their accep-

tance of balloons flying in the area (aren't they pretty), and acceptance of these landing. Subject to:

- *The balloon operator undertaking to mark on maps sites he can not land on, because of the risk of importing weed or virus on gondola or retrieve vehicle, prejudicing the land accreditation, and the branched broomrape quarantine exclusion zone.*
- *And to ensure his pilots and retrieve crews conduct themselves with respect to landowners.*

The meeting broke up with general bonhomie, with the usual background muttering from those who had not had enough opportunity to vent their spleen publicly, or those who only now were thinking of what they ought to have said.

For a local amateur sailplane operator who has been building relationships with locals for several decades, all that work had in a moment now gone out the window?

And sailplaners in my community have to start all over again to show that we do not land out thoughtlessly or take the 'forced landing' legislated right for granted.

Because times have changed. Not through any action we can control. Both current generation public and other sport aviators' attitudes force on us – "to not assume we will get a welcome reception when we 'aux vaches'."



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Basic Sailplane Instrument Definitions

Mike Borgelt

MIKE BORGELT IS A FORMER AUSTRALIAN 15M CLASS CHAMPION (1981) WHO TOGETHER WITH HIS WIFE, CAROL HAS BEEN DESIGNING AND MANUFACTURING VARIOMETER AND GLIDE COMPUTER SYSTEMS SINCE 1978 AS BORGELT INSTRUMENTS WHICH IS CURRENTLY IN ITS 25TH YEAR OF OPERATION WITH SALES TO OVER 22 COUNTRIES.

VARIOMETER

– a fast response rate of climb instrument usually scaled to match typical glider rates of climb and descent. (+/-10kt or +/-5m/sec). The variometer makes soaring possible by displaying the glider rate of climb to the pilot in near real time, enabling the pilot to manoeuvre the glider so as to remain in rising air.

Variometers come in many types. Some sense the airflow from a capacity bottle or chamber (as the outside pressure increases or decreases due to altitude changes, airflows in or out of the chamber to equalise the pressure) either mechanically or electrically; others measure the air pressure directly using silicon pressure transducers and compute rate of climb electronically from the changes measured.

All Borgelt variometers since 1982 use this last method.

Audio signals which vary with rate of climb/descent are also possible when electronic sensing is used and this is a great help in keeping pilots looking outside the cockpit for other traffic, gliders or birds climbing better in nearby thermals and interesting and/or useful meteorological phenomena.

In turbulent thermals while our variometer will help us find the best lift, it is sometimes difficult to know how fast we are really climbing (or whether we really are climbing) as there may be sink in part of the circle and lift in others. In this case we can use an **averager** which is really just a slow response variometer. Most vario averagers integrate or average the variometer readings so that the running average rate of climb of the last circle or so is shown. This requires averaging over 20 to 30 seconds. The averager display may be “on demand” or continuously displayed in digital form.

TOTAL ENERGY VARIOMETER

– the basic variometer described above suffers from the effect that as the glider changes airspeed in response to pilot inputs, large transient rates of climb and descent are induced until the airspeed is stabilised at a new value. These may easily exceed and swamp the rates of climb due to air mass rising and falling (a 30 degree pull-up from 100kt gives an initial rate of climb of 50kt, causing the +/-10kt scale variometer to indicate uselessly at the top of its scale).

If, instead of sensing the outside air pressure or **static** pressure with the variometer, we connect the variometer to a venturi of the correct dimensions we find that as long as the airspeed is constant the pressure in the venturi decreases and increases as in the basic variometer case. If the airspeed decreases due to a pull-up the suction produced by the venturi will decrease and will compensate for the reduced static pressure from the climb resulting in no net change of pressure and hence no change in variometer reading.

The suction produced by this venturi (pressure below **static** pressure) is the same as the pressure increase above static pressure measured by a **pitot** tube (open ended tube or hole directly facing oncoming airflow) at the same airspeed.

For the last 25 years the most common and best “venturi” in fact doesn’t look like a venturi at all.

A 6mm tube usually extends from the fin leading edge and is bent up or down 70 degrees or so, so that the last 80mm of the tube is at 20 degree forward inclination to the airflow. The end of the tube is sealed and the end is cut off square to the tube (not parallel to the airflow) and two small holes are drilled in the rear half of the tube as

pressure ports. The suction of the device depends on the distance of the holes from the end of the tube. This design is relatively insensitive to yaw (sideslip) and pitch and unlike a real venturi doesn’t provide a home for spiders and insects. It is also easy to keep clean (required for correct functioning). As it was invented by Frank Irving it is known as an **irving** tube. The generic term for all venturis, probes, etc is **total energy probe** or TE probe.

A total energy variometer as described above can be further improved. As described the vario will, in still air, show the glider sink rate at the speed being flown.

Let us take a good modern glider such as an 18m racer. The unballasted polar curve for this glider will show a minimum sink rate of around one knot at around 45kt IAS, a best L/D of about 50 at around 55kt and sink rates of about two knots at 75kt and four knots at 100kt. The sink rate through the air mass at typical thermalling airspeed and bank angle will be about 1.6kt.

Now suppose you are cruising between thermals and you encounter rising and sinking air and you vary the airspeed according to Macready speed to fly theory between 60kt and 110kt as you encounter rising and sinking air. The vario is TE compensated so changes in airspeed don’t cause large transient indications on the vario. However at 110kt the glider might be sinking through the air mass at five knots and at 60kt at just over one knot. These sink rate changes can mask small changes in the air mass and make it difficult to pick the best path through the air, (which is the path with the most and fastest rising air and the least and slowest sinking air).

If encountering a thermal at high speed you may even reject the thermal that is really

acceptable. A thermal rising relative to the ground at eight knots will show as three knots up on the vario if you are sinking at five knots at 110kt IAS. In fact, after you reduce speed and turn in this air you would climb at $8 - 1.6 = 6.4$ kt so it is difficult to use the vario indication to decide whether to accept or reject the thermal being flown through.

A **netto** or **airmass** variometer adds to the raw TE vario reading an upward deflection to counteract the sink due to the glider polar at that airspeed. Now, in still air, the vario will read zero at any airspeed if the polar we have assumed is correct. Even if it isn't the differences are likely to be small fractions of a knot and it is much easier to use the vario to pick the best path through the air.

There is one disadvantage and that is if we fly through our thermal rising at eight knots relative to the ground we see eight knots on the **netto** vario regardless of the airspeed we are flying at. When we slow to circle we climb at $8 - 1.6 = 6.4$ kt. So we mentally must subtract our circling sink rate of 1.6kt to see what rate of climb we will get if we circle now. This is much easier than with our raw TE vario but still adds to workload (for most gliders two knots is in fact close enough for practical purposes).

The **relative netto** variometer is a further refinement of the netto vario and is sometimes called just **relative** or **super netto**.

If we superimpose a downward deflection of 1.6kt on our netto variometer we can see that at any airspeed the variometer will show the rate of climb we will get if we circle.

This now makes it very easy to use the vario to decide if the thermal is good enough (it isn't the only criterion – you may not have flown through the centre – you may already be low, etc) but at least the vario is easy to interpret.

For picking the best path through the air the relative vario is almost as good as the netto. Any time that the vario is heading in the upward direction the air is getting better, downwards worse. To get the best of both the netto and relative vario just mark the two knots down position on the outside of the scale with a sliver of white tape. This serves as the “still air” reference point. Any time the vario is above this point the airmass is rising.

Do we care about this? Surely we just want the best air?

Sometimes it is important in interpreting the meteorology to know if the air is rising or sinking. Also our estimate of how well the glider will go on final glide depends on knowing the absolute rise or fall of the air we fly

through. We may be flying in the best available air but if that airmass is sinking at only a fraction of a knot on average we must allow extra altitude for final glide.

Earlier in the article I mentioned Macready speed to fly theory. Depending on the anticipated strength of the next thermal and the glider polar and the air you are currently flying through there is an optimum indicated air speed to be flying at.

A table of speeds is one way to do this, a moveable scale (**Macready ring**) around the vario is another.

SPEED COMMAND

If we have the electronics to measure our airspeed to provide a netto (or relative) vario we can also use a little more processing to provide a zero reader for the optimum speed to fly. Pointer above zero – pull up, reduce speed. Below – push and gain speed. This is known as a **speed command variometer** or **speed command**. Audio signals for “fly faster” and “fly slower” may also be generated.

This combines the TE variometer reading with a downward offset controlled by the MacCready or STF (Speed To Fly) selector (may be a rotary knob or controlled by accessing a menu on screen) and an upward deflection that gets larger as airspeed is increased. If done correctly the result is that you fly at the optimum speed at all times. For reasons given in the Horizontal Gust article the speed changes should be made gently so the zero reader indications are usually filtered to slow down the commanded changes.

Examples of all of the above are now given with reference to current production Borgelt Instruments variometer systems.

In the current Borgelt variometers the B40 is a variometer and becomes a total energy variometer if a TE probe is used as

the pressure source. It also has audio and an on demand (optionally-continuously displayed digital) averager.

The B50 Super Vario has the same basic vario sensor as the B40 and a continuously displayed digital averager as well as audio when climbing in lift.

In addition the B50 provides a display of relative netto (optionally netto) when flying between thermals and a speed command zero reader as well as audio speed command and automatic alerting to lift stronger than the current speed to fly (STF) setting. The Digital averager becomes a netto averager making it easy to see if you are flying in rising or sinking air over the last 20 to 30 seconds.

The Borgelt TE probe is of the basic Irving type with modifications.

It should be noted that the pressure change for any given altitude increment reduces with altitude so variometer calibrations require correction for the effects of altitude. The TE probe will automatically compensate for the effects of altitude.

Because the air is less dense at altitude which causes the glider polar to change, netto, relative and speed command indications also require correction for altitude.

The glider polar also changes with the weight of the glider and with the contamination of the airfoil by insects so both the glider weight and the degradation of the polar due to bugs must be accounted for in the netto, relative and speed command indications.

The signal processing in the B40 Vario and B50 Super Vario takes all the relevant effects into account.

B40, B50 and other product manuals and details may be viewed and downloaded from the Borgelt Instruments website [www.borgeltinstruments.com].



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Journey to the National Gathering of Trikes 2003

Garry Fimeri

ON THE WEEKEND OF 3-4 MAY MORE THAN 60 TRIKES CONVERGED ON WANGARATTA AIRFIELD AT THE FOOT OF THE AUSTRALIAN ALPS IN EASTERN VICTORIA. EIGHT OF THESE TRIKES WERE FROM THE SOUTHERN DISTRICTS FLYING CLUB AT STRATHALBYN, SOUTH-EAST OF ADELAIDE. CLAIRE BAKER TRAILORED HER TRIKE ACROSS ACCOMPANIED BY HER FRIEND SARAH, WHILE THE OTHER SEVEN TRIKES DECIDED ON A TWO DAY CROSS-COUNTRY FLIGHT TO WANGARATTA...

Ken and Carol Cocks kindly provided the back up vehicle and trailer and induced Ken's mate Dirk Meyer to come along. Carol and Dirk alternated as either back seat passenger in Ken's trike or car driver, and, occasionally, drove together while Ken soloed. Rachel Foster and Brian Crawford alternated pilot and passenger roles in their Redback. John Neuling, Peter Grose, Rob "Cool Bananas" Pullens, Michael Quek and Garry Fimeri flew solo. All in all, including Claire Baker's trike, the Strathalbyn contingent consisted of five Wizards, two Streaks and an Edge.

It was planned that the group would take off at 6:30am Thursday morning, but on Wednesday night there was some trepidation about starting in the morning due to the poor weather forecast. Much ringing around and alternative planning ensued. A consensus to 'suck it and see' in the morning was reached.

Thursday. The participants started dribbling in from about 5:30am and the Strathalbyn starters were in place by 6:20am. Peter, who started from Gawler airfield north of Adelaide, rang to tell us that he was about to take off in his Wizard. He later told us that the wind and low cloud made for an interesting, low, slow and bouncy transit to Strathalbyn.

After delaying take off to wait for Peter it was decided that the three slower Wizard trikes would get going as it was going to be a long day pushing into the brisk headwind enroute to Kaniva. Eventually Peter arrived and we quickly refuelled him and he got going. Michael, Rob and Garry, flying faster trikes, were a little more casual about getting going, but all were in the air by 8:40am.

Once in the air the radios worked overtime as all altitudes were tested for the best groundspeed, and it soon became evident that there was some level of error in the numbers quoted. Still, it was very useful and

we soon learned what enthusiasm quotient to assign to which voice.

With our slow groundspeed we decided to land at Tintinara to top our tanks and both empty and refill our bladders. This latter factor became a strong determinant for the length of flights for the rest of the trip. Snacks and coffee become as essential as fuel, especially after flying at colder altitudes. At Tintinara we were welcomed by a bemused group of agriculture pilots. It was interesting to see a group engaged in one of the most dangerous forms of aviation, looking upon us with an air of scepticism.

With circulation restored to extremities and intestines appeased, we forged on. The better than expected progress on the previous leg allowed us to make Kaniva the next stop. Rob, as usual, had taken off last and, due to his much faster Streak, arrived first. In his enthusiasm he had an interesting strong crosswind landing in Wally Meyer's tree speckled airfield. It must have impressed him because he quickly came on the radio advising us to land into the wind.

Wally once again proved the great host and met us in the field with a great demeanour, a large container of home made sausage rolls and a bottle of sauce. The conflict between the urgency of stomach and bladder was excruciating. We had planned to camp overnight at Wally's place, but the inexperienced cross-country pilots, having exorcised their demons on the first two legs, were enthusiastic to push on to Warracknabeal utilising the relatively more favourable wind.

This next leg set the theme for the rest of the trip. We had a tailwind component and the air was remarkably smooth. The excitement after landing was also remarkable. This was a different bunch of people from those that took off only six hours previously. Michael astonished all when he produced a Big Mac from the bowels of his trike and

proceeded to devour it!

Contact was made with the local members of the Warracknabeal Flying Club and, once again, the country hospitality that never ceased to amaze us came to the fore. They came out to the airfield and opened their well equipped club rooms for our use as an overnight cabin, pushed a Cessna out of the hanger and helped us store all our trikes inside. After setting up camp in the clubrooms and doing the fuel run to the local garage we joined the Warracknabeal fliers at the pub for dinner and a convivial evening. For some reason there was great hilarity over the most popular desert, sticky date pudding. Our funny bones had obviously been lubricated.

That night the volume and tone of the various snorers determined the disposition of future billets. The lighter sleepers had both horrendous and hilarious stories of broken sleep to tell next morning.

Friday. The euphoria of the previous day induced an early start. We took off under solid, low cloud and had a delightful, tailwind run into a rising sun and clearing sky. I almost developed an aesthetic neuron. Borung airfield is a typical pasture strip and, while the GPS indicated that we were directly overhead, it was almost undetectable even though I had been there before.

The tailwind and rural road system had combined to create a large difference of transit times between the support car and the trikes. Ken decided to wait for the car to gain a passenger and Rob and Michael chose to wait with him. To make things worse the strip was no more visible from the road than it was from the air. Mobile phone and VHF contact with the car conspired to fail simultaneously. Compounding the problem was the not uncommon phenomenon of locals not knowing that they had an airfield. They sent the car on a wild trike chase and the

subsequent drama was amusing only long after the frustrations had subsided.

The first contingent of four trikes had another nice run until letting down below the strong convective cloud on the approach to Shepparton. The bouncing certainly kept everyone attentive.

We pulled up in front of the Goulburn Valley Aero Club and tied the trikes down on the manicured lawn. The members once again upheld the culture of hospitality and not only gave us the run of their clubrooms, but also loaned us a car for the duration of our stay.

The delay of the other three trikes was unfortunate because they missed seeing Pip Borrmann, a local personality and Australian aerobatic champion, do an amazing low level routine during his lunch break. A designer can obviously afford to heavily reinforce an aircraft when they have heaps of power.

We stayed in cabins on a lake that evening and watched the sun frame the various waterfowl as it went down across the lake and while we sipped beverages on the verandah. Does life get any better than this?

Meanwhile, Claire had uneventfully trailered her trike to Wangaratta, set up and flown with Sarah.

Saturday. Another early start and we

were off in perfect tailwind conditions over lakes and hills on the short run to Wangaratta. Again my dormant aesthetic neuron twitched. It must have been scenically exceptional because Rachel's expressions of awe took hours to run down.

The opening meeting was scheduled for 9am and everyone flying in must have had the same ETA. One almost had to take a ticket to get a turn at a radio call, and the circuit was solid aluminium. Conflicts were sensibly resolved by mutual self-preservation and only egos were damaged. This was the first of much evidence of the wide range of local cultures that develop separately despite the same syllabus and training. Our Strathalbyn pilots, despite their unfamiliarity with high traffic volumes, seemed to handle the situation very well.

We arrived about 8:30am, quickly tied down and moved on to the flying club where we hastily registered and got stuck into the long anticipated cooked breakfast. The Southern Microlight Club from southern Victoria, who were the organisers, and the Wangaratta Aero Club, who were the hosts, did an admirable job. Due to the excellent weather forecast, organiser Ian Rees committed the faux pas of taking credit for the ensuing conditions. The food and the

facilities were excellent, but the wind conspired to spoil the party by rising to concerning levels considering the large lumps of planet upwind.

Some of us took the opportunity for a pleasant stroll through the main hangar, which houses the remnants of Drage Air World. I must say that I enjoyed walking unconstrained amongst the various aircraft that remain, more than the roped off and sterile museum that I visited some years back. One can examine details and get different perspectives.

There were also interesting bits of aircraft of various vintages and condition scattered about the hangar waiting to be restored. A sizeable restoration workshop still operates in one corner of the hangar.

Later we watched a trike parked into wind at a high angle of attack blow over backwards and break its keel. Another taxiing crosswind blew over sideways, seemingly in a moment of inattention. We all then tied our trikes down and went off to set up camp in the pleasant, on airfield, camp ground.

Next came the fuel and beer run and that took care of the rest of daylight, and that night we had a group dinner at a pub with our contingent vying to be the liveliest. It was an excellent evening, apparently.

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Sunday. No one sleeps in at a trike fly-in. The sound of sixty rotaxes at daylight would wake the dead (I can say from personal experience that it did). The early morning stillness induced us to explore the Ovens, Happy and Kiewa valleys. As we climbed out we found the south-east wind growing and the mechanical turbulence more evident as we approached the mountains. We explored the boundary of enjoyment for about an hour or so before heading back for breakfast. The various returnees gave accounts widely ranging from smooth, pleasant trips to highly unpleasant turbulence.

These local wind conditions and the favourable south-easterly inspired simultaneous and spontaneously independent decisions by all our group to start our trip home early. This fell in line with the need of two of our members to be home before the planned Thursday. So, a quick breaking of camp, a grab of the picnic lunches provided by the organisers, and we were off to Echuca. The tailwind and the air were very pleasant up high and a picnic lunch laid out on my instrument panel went down well an hour into the flight.

Echuca proved an interesting test of the mixing of aircraft of disparate performance. It was quite busy with some Pipers that were qualifying scouts for their air badges, a touring Piper, two vintage biplanes and eight

trikes desiring the one strip simultaneously.

Claire had accompanied us on this leg and we helped her pack up to await Sarah with the trailer. Sarah was somewhat delayed by the car keys being in Claire's pocket at 4,000ft.

The air had been very pleasant and we decided to push on to Sea Lake, which would put the two early returners within an easy day's flight of home. Again the high groundspeed and smooth air made for such a delightful time that I had another instrument panel picnic.

By the time we arrived the day was in its closing hours. Down low the convection was still switching the windsock around the pole. The early starts, late finishes, this day's late and long flight, and a confusion of runway choice transmissions may have conspired to induce one of our number to land downwind. The nose wheel set up a wobble and the pilot had a few interesting moments until he managed to settle it down. I think the watchers were more shaken than the pilot.

The airstrip is quite remote from town, but a young farmer had spotted the arrival of seven trikes and soon he and a bunch of his mates turned up. With the lag of the ground support vehicle we were grateful when the farmer and a pretty young woman offered to transport us around. We cheekily got them to get a truck for the fuel run and we were refuelled and tied down by the time our car

arrived, but not before Ken had given them joy flights. The woman was rapt with the experience but the guy was a little less sure.

We had sent Peter ahead to organise accommodation and dinner, which he accomplished in his own inimitable style. Both pubs shared our rooming and one had been bullied into opening their dining room on a Sunday night! Again a town put on the remarkable country hospitality. One publican embraced the festivities to the extent of becoming quite incoherent. He looked a little less than healthy at breakfast.

Monday. Next morning the trip to the airfield was the first to be accomplished without local help. In our preoccupation with partying we had failed to drop the requisite hint! Peter left us here at Sea Lake and headed north alone to the Riverland to get a few extra days scenic flying.

With the enticement of the continuing 25kt tailwind the leg was extended to Lameroo and another relaxing cruise ensued. At Lameroo we realised that our enthusiasm was flagging and that our own beds were only a short flight away. Having taken the appropriate anatomy enhanced group photo in front of a local friend's trike we set off for home, foregoing our scheduled overnight stay. Our enthusiasm, reinvigorated by the proximity of home, again made the trip very pleasant.

Five of us arrived back at Strathalbyn happily, but Ken, having been again delayed waiting for his car to catch up and re-establish communication, was forced to fly around for a considerable time while a Cessna did "aerial work" over the field and a Parafield student did circuits. It's fortunate that he is so mellow.

We put the trikes to bed and everyone hung around not wanting to be the first to kill the ambience of the group. After a suitable come down period, which included a cleansing ale, we bid fond farewells and resumed our individual lives.

The people who left the airfield were not the same people who had taken off only four days before. Their flying horizons and confidence in their capabilities had grown immeasurably. The lessons learned or relearned were numerous. A quick fly on a Sunday morning would never be quite the same.

We found out later that Peter had won the trophy for the longest flight to Wangaratta by dint of his extra leg from Gawler.

Our unbounded thanks go to our ever-smiling ground crew Dirk and Carol (the woman behind the man behind the men behind the radar guns) and to all those generous and helpful people that we met on the way.



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EVALUATE, CHOOSE AND FLY:

TROPHY 2003



Angelo Crapanzano

A NEW WAY OF DOING COMPETITIONS:

READ THE SKY, CHOOSE THE ROUTE, FLY FAST AND GO FAR!

Icaro's yearly competition in Laveno (Italy), the X-MAX Trophy, was a great success this year. In three days, through stunning Alp scenery, the 26 flex wings flew a combined distance of 3,060km and the 16 paragliders 738km!

The longest flight was 178km, by Christian Ciech on his Laminar MR. The X-MAX is now an FAI recognised competition.

This, the third running of the annual competition, has given free-flight fans three marvellous flying days. Amongst the flex wings were all the best national pilots, not to mention World Champions Christian Ciech and Alex Ploner, as well as the multi-adorned Manfred Ruhmer, the winner of last year's X-MAX. Prominent paragliding names also turned out in force – Patrucco, Bottegai, Berta and Dondi to name a few.

The Sunday was definitively the big day of this year's competition. The sky was spangled with streets of cumulus, under which the thermals were generous. It was in these conditions that the pilots were really able to show their flying skills.

In any other competition the imperative thing is to fulfil the flight task, which is dictated by the competition director, in the shortest possible time. But to win the X-MAX you need much more! Flight skills are important, but you must use much more of your brain:

- You must be able to interpret the evolution of the weather conditions
- You decide your own take-off window
- You choose how and where to fly
- You decide if it's in your best interests to fly an open distance, a round trip, a triangle, alone or with other pilots

This creates an awesome free distance competition without retrieval hassles. It's great to be able to do alpine competition triangles of 100 to 170km and get back to goal, instead of tasks of 80km where the fast pilots get goal in just over two hours but many pilots land out and have to be retrieved... With the X-MAX format, pilots are flying just as much against themselves as their opponents, and some brain power has August 2003

to be used: you have to fly long distances, but you also need to get back to score high points!

In this kind of competition it's useless to follow somebody else, trying to beat him on final glide. Pilots often fly completely alone, and choosing your own best route is as important as flying skills.

All in all, this was one of the most challenging and enjoyable competitions I have partaken in. During the X-MAX, most pilots get back to goal and are often quite happy because they achieved the maximum they could for the day (it's not by accident that both last year and this one, several top pilots made their own personal record). In the case they are not satisfied, they can only blame themselves... like I did on the last day when I was not confident going forward, and made a "V" shaped flight of 160km (which scored like a 110km triangle) instead of trying for a true 170km triangle. Bugger!

But I only had myself to blame. And it's in this way some "new" flying skills (which are not so important in classic competitions) are developed:

- *It's the pilot who chooses when to take off... so he/she cannot say they got unlucky conditions in the take-off order*
- *It's the pilot who chooses their route... and so cannot blame the task setter if it was too difficult or too easy*
- *It's the pilot who decides when to head back toward goal... and so cannot blame anybody if he/she lands short*

Maybe some good pilots will find this difficult, after so many years of flying controlling the opponents. But good pilots learn fast, and the ranking proves the good ones are, more or less, still on top.

A competition like the X-MAX also promotes safety because any pilot can respect his/her own safety margins, and is not pushed to fly a task above their skills. It's also a relatively easy type of competition to organise – easy enough to have a good map on a wall, plus a good weather forecast and a computer in the goal field. Pilots go to take-off when they want, and fly whatever way they want, in order to try and achieve the



A typical flight of the X-MAX competition

longest flight possible while still arriving back at goal.

Having paragliders and hang gliders together was not a problem at all. It was also interesting to note the differences in route choices and flying performances. (Out of interest, Patrucco, the winning paraglider pilot, would have been 14th in the hang glider rankings.) Even during take-off, despite different needs and limited space, there were no problems and everything went smoothly. In flight we had no over-crowding, even above take-off.

The X-MAX format proved itself once again, and Olivier Burguelle (CIVL President), who came to check it out, is now convinced it might be a good idea for the Paragliding World Cup too. He asked me to modify the formula (which has been designed specifically for Laveno) so that it's adaptable to any flying site, and so any competition organiser can have an "X-MAX" day within a classic competition format.

Ivan Twose is planning to implement it into the next version of Comp-GPS, and we'll give things a check run during the Valerio Albrizio Trophy (in Laveno again).

Oh, and who actually won the X-MAX Trophy 2003? Manfred won (like always!). But the "old guys" (read Mino Bricoli and yours truly) proved that experience still counts... doing well against the "youngsters".

Next year, youngsters and olds, we'll have to start some Manfred hunting!



(Article and images courtesy of Icaro)



Left to right: Flavio Tebaldi (Meet Director), Manfred Ruhmer (winner flex wings) and Olivier Burguelle (President CIVL) – all thrilled with the success of the X-MAX Soaring Australia 11

OPTICAL FACTORS IN COLLISION AVOIDANCE – or Good Lookout is no Accident

Harry Medicott

FOR EVERY MID-AIR COLLISION THERE ARE PROBABLY 500 NEAR MISSES WHERE GLIDERS HAVE UNINTENTIONALLY COME WITHIN 15 METRES OF EACH OTHER AND 5,000 INCIDENTS WHERE A PILOT'S COMFORT ZONE HAS BEEN COMPROMISED WITH AN UNINTENTIONAL SEPARATION OF LESS THAN 50 METRES.

In virtually every instance at least one pilot should have had a clear view of the other glider, so why the depressing statistics?

No pilot willingly exposes himself to unnecessary risks and probably every pilot believes that his lookout is of an adequate standard. Obviously we are not getting it right. The GFA is to be commended for now placing extra emphasis on lookout. It is not good enough to exhort pilots to maintain a good lookout, they must know how to use their eyes effectively.

This article explores some of the optical factors involved as a help to developing an effective lookout program.

Our vision can be divided into three sections.

Foveal vision is that part of our eyesight which we use for examining detail and subtends less than five degrees.

Binocular vision covers the 60 degrees straight ahead of our face and is enhanced by having the benefit of having the input from both eyes. Let's call this 60 degrees our "field of vision."

Peripheral vision extends about 90 degrees to each side. In this part of our eye the nerves to the brain are bundled in a way which precludes fine vision but picks up movement or difference in light intensity, such as a flashing light.

Read a comic strip. When looking at one picture we do not take in the next or proceeding pictures even though the whole page is well within our field of vision. Even when reading the words in a picture the adjoining figures are indistinct and not recognised.

Exactly the same happens with our distance vision. We see clearly the object which is the subject of our attention but anything else is not taken in unless it is moving or flashing in which case our eyes are automatically drawn to it. Unfortunately gliders on

a collision course do not move on the canopy and only expand rapidly in size when they are so close that a collision is almost certain. The exception is when one of the gliders is turning.

How much time do we have to identify a possible hazard and take evasive action? Gliders cruise at between 25 and 50 metres per second. In a head-on situation one kilometre can be covered in 10 seconds and it is only in the last few seconds that it expands from being a small mark on the canopy to an unmistakable and unavoidable object. US Naval Aviation estimates the time taken to see an object, identify it as an aircraft, recognise collision risk, decide to take avoidance measures and delay due to reaction and aircraft inertia at 12.5 seconds.

It is obvious that looking away from where you are going for more than five seconds is fraught with risk. Tasks with an out and return content or POST tasks where head-on situations can occur are best avoided. They are a disaster waiting to happen. Joining or flying with other gliders in close proximity obviously requires great attention and the time span that it is safe to be distracted from a careful lookout procedure is very short indeed.

Now let's identify some common lookout faults.

a) *Spending too long looking at instruments. It helps to have ASI, vario and GPS readouts at the top of the instrument panel. Can you change radio channels without looking? Most radios have a hard to read digital readout. Keeping our head in the cockpit for 10 seconds or more while changing channels is not an option. With memory channels pre-set them in an easy to identify order so that you can change channels without looking.*

Using an audio vario is a must when flying in or near thermals with other gliders. Learn to scan your GPS. They have arrows or bars showing if and how far you are off track. Scan these rather than read a digital heading.

- b) *Not looking into the airspace into which you are about to fly. Pretty obvious, but it happens all too often. Pilots start turning and then look out, don't look out before releasing from the tug (both ways to check the tugs airspace), don't look up as they reduce speed (most pilots continue to look straight ahead), or roll out of a turn without looking in the direction of the down-going wing.*
- c) *Fixation – probably the most common cause of mid-air incidents. We tend to spend too long studying a feature of interest to the detriment of looking where we are going and the airspace generally. Pilots who would not dream of driving a car at high speed without keeping their eyes on the road and only scan the rear vision mirror or side roads for a second or two before looking back at where they were going, seem quite happy to study clouds or the airfield on which they intend landing for 10 seconds or more while flying at speeds of up to 200km/h. Small wonder we have had a series of disasters near airfields and most incidents away from airfields are associated with pilots thinking lift not lookout in areas of thermal activity whether marked by clouds or otherwise.*
- d) *Less common but not unusual is the pilot, generally inexperienced, who almost continuously moves his head in a random fashion without carefully studying anything. He is concerned about lookout but is using his eyesight in an inefficient manner and would probably not identify an item of interest even though it was momentarily in his field of vision.*



VOIDANCE



Harry Medicott

LOOKOUT IN RELATION TO VARIOUS ASPECTS OF FLYING

Looking ahead

The time scales we have discussed emphasise the need to regularly monitor areas of interest. Firstly we must regularly move our eyes around our 60 degree field of vision to identify objects of interest. This is not a continuous flowing action but a movement, stop and focus, move again, stop and focus, etc. We only identify objects whilst our eyes are stopped and see virtually nothing when they are moving from point to point. A scan around our 60 degree field of vision without moving our head will probably take about six seconds so it is impossible to scan the whole sky – it would take too long and we would stand a good chance of conflicting with something in front of us while we were scanning elsewhere, quite apart from getting a stiff neck and wearing out our concentration. When we are flying at a constant speed an aircraft on a conflicting course will be almost always on or very close to the horizon. Our looking-where-we-are-going look-out encompasses 10 degrees above and below the horizon (our view downward over the instrument panel is about 10 degrees) and 45 degrees to each side, which is just outside our field of vision and only requires a small head movement to cover. This scan will not be tiring physically or mentally.

Turning

When initiating a turn we should move our head enough to see the wingtip in the direction of the turn, carefully scan the airspace

into which we will be flying and then look ahead again. Too many pilots move their heads from front to side at a rapid rate. Regular good looks are better. Once established, look out in the direction of the turn about every six seconds.

Speed changes

Many pilots continue to look straight ahead when pulling up and their vision is usually obstructed by a hat brim. A high risk bet that there is not a glider above and behind you. The same goes when accelerating quickly when leaving a thermal.

Circuit area

Don't stare at the airfield! One good look should take no more than five seconds and then look ahead and to each side for traffic. You can think about what you saw on the airfield and then look back again. If you see another aircraft don't fixate on that either. It is the aircraft you haven't seen which will get you. Do a careful priority look both ways when joining down wind, base and particularly final. Your downwind radio call should be made as you enter that leg so that aircraft about to join the circuit, perhaps further on than you, are aware of your position.

Sources of lift

Maintaining a careful scan is particularly important when studying clouds or turning gliders. If you study them for 10 seconds before scanning ahead and to each side then that is far too long. Have a good look and then think about what you saw while you are scanning for that other glider which may be also investigating the lift source and is similarly distracted.

Our duty of care

When two gliders are in close proximity (less than one kilometre apart) in competition flying, usually only one has, or should have, a clear view of the other. The safety and indeed lives of both pilots depends on the actions of the one with clear visibility.

If the other glider suddenly turns or pulls up will you be well clear? Do you reduce speed before joining a glider in a thermal and fly in a manner so that the thermalling glider can see you? Are you aware of the sudden changes of relative position which can occur on a strong day? Are you situationally aware of gliders close by at all times?

Unfortunately many inexperienced pilots are not aware of just what constitutes safe separation until they are told by their irate friends – it is a skill which must be

learnt. Take your duty of care seriously and be cautious.

Most en route accidents have occurred when following gliders have collided with thermalling or turning gliders. A turning glider has a restricted lookout to the outside of its turn and is relatively unmanoeuvrable compared to a glider in level flight. A pilot following another glider has an especial responsibility to fly in a manner which will not endanger the leading glider. Being to one side requires vigilance for when the leading glider turns, a conflicting situation can arise very quickly. It is necessary to fly sufficiently to one side (not less than 150 metres) to allow the leading glider to turn without a conflict or to stay well back, about one kilometre. Better still, fly alongside the leading glider, exchange a friendly wave and gain his respect as a pilot who shares the lead rather than just leeching. Top competition pilots say there is nothing more worrying than to have following gliders fly just out of their sight, to one side, and relatively close.

SUMMARY

- *Train yourself to develop good scanning habits. Move your vision from focus point to focus point systematically; stopping long enough to identify a physical object such as a wingtip or feature on the horizon.*
- *In level flight the area from which a threat is most likely to emanate will be 45 degrees to each side and 10 degrees above or below the horizon and can be scanned with modest untiring head movements. Give this area regular attention.*
- *When about to turn carefully scan the airspace into which you will be flying. When reducing speed check the airspace above you. When accelerating you have a blind spot beneath you.*
- *Except when one is turning, aircraft on a collision course start as a small stationary object and only increase in size rapidly when a collision is probably unavoidable.*
- *Minimise time looking inside the cockpit, arrange instruments thoughtfully, use an audio vario, remove obstructions to good vision such as a compass on top of the instrument panel and keep your canopy clean.*
- *Situational awareness. Keep a mental picture of the aircraft around you. To do this you must be very familiar with your aircraft, in current practice and unaffected by fatigue, hypoxia or lifestyle excesses*

A good lookout is essential but so too are safe flying manners. What you achieve on your next flight will only be a distant memory in a few years time. Just make sure you are around to enjoy it!



SARWATCH, OUTLANDINGS AND SAR

**Stuart Ferguson – Search and Rescue Officer, Australian Search and Rescue (AusSAR),
Recreational Aviation Liaison Officer for AusSAR and President of the Canberra Gliding Club**

SAR AND SURVIVAL PLANNING ARE LIKE BUYING INSURANCE; IT IS AN
ESSENTIAL PART OF OUR PLANNING THAT WE HOPE WE NEVER HAVE TO USE.

Gliding, while generally being a non-team sport, relies heavily on structured activities and mutual cooperation so that those taking part get the most of the activity. These structures are, or should be provided by the GFA, our home club, a host club, and competition organisers.

One of the responsibilities of clubs and competition organisers is to ensure that all aircraft/pilots are accounted for at the end of each day's flying. This responsibility, and the action they are required to take when someone is not accounted for is clearly laid out in the GFA Manual of Standard Procedures (MOSP) Part 2, section 14.1.14. The MOSP requires that action for overdue aircraft and crew be handed over to the Search and Rescue authorities (AusSAR) one hour after last light. While the MOSP does not require any action be taken prior to that time, common sense, and good judgement would dictate that local action would have occurred prior to contacting AusSAR. AusSAR can be contacted on 1800 815 257, the number is also listed in the emergency section of all Australian White Pages.

[JY1]SAR WATCH

As the pilot, and/or crew, you have a responsibility to yourself, the club, or competition organisers you are operating with to understand the local procedures in place for each gliding site you fly from. Details of all local procedures should be part of the initial briefing, and may be presented as a verbal briefing, or as part of a package of briefing notes. SAR alerting procedures should be part of this briefing. If in doubt, ask.

Having established what the local procedures are, you have to work these procedures into your daily routine. You will be expected to advise the organisers where you plan to go each day. Those pilots who are fortunate to have a crew can delegate some of these duties. For those who are working solo, it is just one more thing you must attend to in what is already a busy schedule.

On return we then have a responsibility to cancel our SARWatch. Once again follow local procedures.

THE OUTLANDING

While outlandings are part of gliding, most of us depart expecting to return to our departure point, or another declared landing point. If we outland our priorities change. We need to communicate with event organisers and our crew to arrange the retrieve. In many cases this is done via radio, followed by a confirmation phone call from the occupied property we land close to. It is worthwhile trying your mobile phone, however most outlandings will occur out of the coverage area.

Sometimes outlandings are not as straightforward as we would like them to be. We may land on a property where the occupants are away – I once walked 18km looking for an occupied property. Every now and again outlands go very bad, and the pilot is incapacitated in some way. Communications are even more important in this case.

We have already looked at established lines of communication; I would now like you to consider some practical alternatives. Assuming your VHF radio is still working, or you are carrying a handheld, over-flying Regular Public Transport (RPT) aircraft can provide a relay platform. This can be done using the local Air Traffic Control (ATC) frequency. These frequencies can be found on the Enroute Charts (ERC). These are published in two formats, one for below FL200 known as the LOW chart and the other for above FL200 known as the HIGH chart. The local club should have a copy of these charts, if not, ask the tug pilot, he should also have a copy. If you have no success there try the international distress frequency 121.5 MHz, which is monitored by most RPT crews in the cruise. Having made contact make arrangements to change to an alternative frequency to pass your information.

This information should include:

"Request relay via Air Traffic Control..."

Who you are = Aircraft call sign

Where you are = GPS position latitude and longitude

Situation = The usual items we pass in an outlanding report

Who you wish this information to be passed to = Phone number, etc

Any additional relevant information, such as short-term intentions (keep it brief)

While you will most likely be talking to a local crew, it is possible that you will be talking to a crew whose English is very poor so you may have to repeat yourself several times. To avoid your outlanding becoming one of the classic tales of poor communication, keep it simple. This information will then be passed back through the Air Traffic Control system to the number you have requested. Hopefully you will be able to stay in touch with the relay aircraft and receive confirmation that your message has been passed.

SEARCH AND RESCUE

As previously discussed, if the organising club has had no contact with you, one hour after last light they are required to hand the fact you are missing/overdue over to AusSAR. This could result in a wide area search for you.

You can also assist if you are carrying a beacon, and I strongly recommend you do. Activate your beacon approximately one hour after last light. The "Rescue Co-ordination Centre" (RCC) having received notification that you are overdue, will also be receiving the signal from your beacon. This will indicate that you are okay, however need assistance. If you deploy your beacon correctly (read the manufacturer's manual) the satellite system will identify your position within several kilometres and assistance will be on its way. By following these simple procedures you will speed up your recovery, and avoid the need for an expensive search. It is also a good practice to carry a portable strobe light or torch to assist crews find you in the dark. Do not turn the beacon off until rescued. Contact with an approaching search aircraft should be able to be established on the area frequency.

If you have been injured, activate your beacon immediately. It is strongly recommended that you carry your beacon on you, so in the case of a bail-out, the beacon is with you, not your aircraft.

At this point I will remind you that a beacon is a distress signalling device, and does not replace established or alternative means of communications. The activation of a beacon sets the SAR machine into action. Used inappropriately it will bring discredit to the sport of gliding, but if used appropriately it may save your life.

CONCLUSION

Like insurance, with survival and SAR planning it is important you understand the fine print, it is too late after the event.

Tips:

know the local procedures (carry a copy if you need to), know the local contact phone numbers, know the local frequencies and have a radio that can access them. Carry a distress beacon, surplus water, your usual outlanding kit, and a small survival kit.



Dinnertime!

JD Ingram

AFTER A LONG DAY AT THE WINCH. "BLANIK, TAKE UP SLACK, TAKE UP SLACK, TAKE UP SLACK", COMES OVER THE RADIO; AND THEN, "ALL OUT, ALL OUT, ALL OUT."

One, two, three, four, full power sends the winch almost internally haemorrhaging. The Blanik rises majestically into the air at a steady climb for height. Thirty degrees, 40 degrees, 50 degrees, slacken power, 70 degrees, half power now, 80 degrees power off, the cable is dropped, and slackens. Must pick up the slack (in the cable).

That is a good launch even if I say so myself! Eighteen hundred feet? Parachute opens.

Looks like they are flying with eagles; but the eagle's too low for the aircraft? I'd swear she's eyeing off the 'chute! 'Chute for dinner? Well, it is nearly the last flight of the day.

'Chute still coming in, and the eagle is still following! Wouldn't it be funny if the eagle decides to take the 'chute, and get caught up in it? I could say I bagged an eagle!

Slacken speed before the 'chute hits the ground – and the eagle is still very interested!

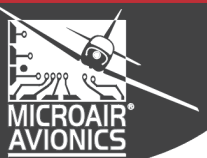
The final phase of retrieving the parachute is by dragging it along the ground – and the eagle is maybe 20ft above the deck eyeing off dinner.


The last 50ft or so the winch is put out of gear and the engine stopped, and the 'chute comes to rest at the winch – with the eagle no more than twice the height of the winch away – I can almost touch the creature she is so close.

A quizzical circle about the winch was spoilt by the invasion of several Murray magpies insisting the eagle is on their territory, and so she flaps away: so close I can hear the 'flapping wing' noise, squeaking like a hinge.



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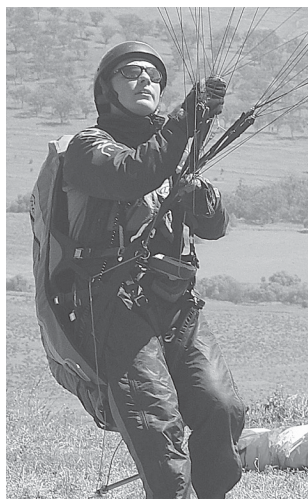


**AIRFER
PARAMOTORES**

MAC PARA TECHNOLOGY



CMAC XC League Winner: Godfrey Wenness



Godfrey Wenness wins the 2002/03 Australian CMAC XC League.

For the second year in a row, Manilla's Godfrey Wenness has won the Australian National CMAC XC League, but this time with a 50% points margin over the rest of the

field. All flights were foot launched from Mt Borah.

He also flew the two longest paragliding distances of the season (242km and 245km) two days in a row – the latter was also a National declared goal record flight (pending verification). The Omega prototype he is test flying for Advance will eventually be developed into the new serial Omega 6 DHV 2/3 glider in spring.

Aussies in Advance Competition 'A' Team



Two Australians have been selected for the prestigious Advance Competition 'A' Team.

Australian cross-country

record pilot, Godfrey Wenness, and former two times Australian Champion, Enda Murphy, have been selected by Advance of Switzerland to be a part of their very exclusive and prestigious Competition 'A' Team. Unlike other manufacturers who sell many dozens of uncertified race gliders to the public, Advance's philosophy is to only release a few to their team pilots for prototype development of the serial glider.

Only six pilots from around the world get selected to fly the newest prototype Omega race gliders, and the manufacturers team is regarded as the most difficult to obtain a place in. It is also the first time that pilots from outside Europe have been selected.

Both Godfrey and Enda will be attending an Advance Team training camp with top level European Champion, Kari Eisenhut, and PWC winning, Steve Cox of Switzerland, prior to the Paragliding World Championships in Portugal.

Gilmore Site Closed

We have just received advice from the owners of the Gilmore site, south of Tumut NSW, that their property is now closed for hang gliding and paragliding. They advise that any persons entering their property will henceforth be considered trespassers.

Craig Worth, HGFA

Aussie Paragliding Team off to the Worlds!

Craig Donnell secured a place on the Australian National Paragliding Team after only two years of flying and only his second competition season. The whole time flying a standard DHV 2 glider against DHV 2-3 and comp wings, not to mention holding down a full time job. In his first year of competition he was flying a DHV 1 and one day made goal of 150km! Craig's previous and much loved DHV 2 glider was an Ozone Octane which has now been replaced by the latest DHV 2 from Ozone, the Vulcan, which he will eagerly fly in Portugal. Best of luck!

Peter Bowyer, CFI Australian PG Centre

CLUB NEWS

Canungra Hang Gliding Club – Visiting Pilot Fees

The Canungra Hang Gliding Club welcomes visiting pilots to fly our beautiful region. Winter is an excellent time to visit our sites of Beechmont, Mt Tamborine, Hinchcliffe and Flying Fox. The Club has just recently introduced for visiting pilots a 'Short Term Membership'. This covers pilots for a period of two weeks and costs \$30 (pre-paid) allowing access to local sites.

Membership forms and fees can be paid by going to 'The Paragliding Centre' at shop 3/40 Christie St, Canungra (right next to Canungra Realty under the windmill in the main street of town). In front of the shop is a notice board which holds a sign and envelopes regarding site fees and memberships. Collect an envelope, fill in your details, add the fees, keep your numbered receipt section (Club pilots will check visiting pilots for proof of payment on launch) and either give to staff in shop or slip under the door. Phil Hystek, local paragliding instructor, will pass fees onto the Club.

The Club asks that visiting pilots observe local rules regarding landing zones, height restrictions, access and the privacy of landowners. It is required that they fly in the company of a Club pilot, this is to protect our highly sensitive sites for future use of all pilots.

More details regarding the Canungra Hang Gliding Club can be found at our website: [www.chgc.asn.au].

New NSW Microlight Club



Front row seated: Ian Harris, John Flynn, Andrew Fisher; back row: Luke Carmody, Carlo Battisti, Dave Parsons, Ned McIntosh, Paul Haines, Jon Harris, Ivan Maderic, Kevin White.

On 10 June about a dozen trike pilots caught up for a chat and a drink.

I'd like to acknowledge those who made the effort to travel from outside Sydney and the many pilots that called or emailed to send their apologies and support along with those who attended on the night.

The evening was a great success with many ideas for flying get togethers discussed. Those attending requested that we meet again. We therefore invite all NSW trike pilots to join us for a chat Tuesday, 12 August 2003 at the Brewery Room, Paddy's Bar, Markets Hotel, 268 Parramatta Rd, Flemington from 7pm.

We also invite you to register your interest in a club. Simply send me an email <kwmh@rivernet.com.au> and we will keep you informed of coming events. Also see the website at [http://member.rivernet.com.au/kwmh], or call Kevin White, 02 8333 3254 (w), 0417 722433.

Kevin White

Mid-North Coast, NSW

Lee Scott is organising an aerotow and cross-country flying tour for late October, going to Gloucester Laurieton, Canungra and the Darling Downs. Please contact Lee for details.

NEW PRODUCTS

New Dennis Pagen Book: The Secrets of Champions

Imagine having a companion who is a world class pilot with the patience to talk to you time after time, analysing your performance, showing you expert techniques and giving you little tips that result in big flights. This companion would ideally give you the secrets he or she gathered from decades of flying but also the insights of other flying aces. A pipe dream you say? Not anymore. Your companion might not be a warm body, but you can take it anywhere and it never complains. It has the patience to entertain

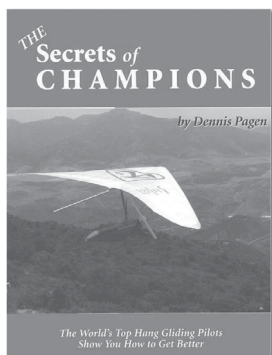
you nightly. It is the new book, *The Secrets of Champions*, by Dennis Pagen.

This new book consists of 17 interviews with most of the world's top pilots from nine different countries. They offer many different perspectives along with their insights. There are secrets about thermalling efficiently, finding thermals and working in weak lift. The specific techniques of gliding are covered by some of the top competition pilots. Cross-country strategies and fast flying are given much attention. Safety is addressed in a whole discussion of flying in strong "Owens Valley" air. In *The Secrets of Champions* you'll learn about flying from the legendary "sky gods".

This book was more than six years in the making. We started interviewing our pilots with three-time world champion, Tomas Suchanek, and finished with three-time world champion, Manfred Ruhmer. In between we captured the ideas and insights of the best from Europe, Australia and the U.S. Everyone in the book was more than willing to divulge the secrets that he or she uses to achieve hang glider excellence. We discuss both the physical and mental factors that work for them. We cover the practices that led them on the road to success in our sport. We delve into the equipment tricks that they use and how it integrates with their actual flying techniques. There is more information in these hours and hours of interviews than any one pilot can gather in a lifetime of flying with awareness.

The Secrets of Champions is targeted to the intermediate to expert pilot, but any pilot who has soared will find some great secrets that they can take to the airtime bank. This book is the final of our hang gliding triad, starting with the *Hang Gliding Training Manual* (for beginners to intermediates) and followed by *Performance Flying* (for novice to advanced pilots). The three together provides a fairly complete store of knowledge about modern hang gliding technique and practices.

Here are the pilots you will learn from: Paris Williams, Mike Barber, Jim Lee, Chris Arai, Mark Gibson, Kari Castle (US); Manfred Ruhmer, Gerolf Heinrichs (Austria); Bethino Schmitz, Andre Wolf, Luiz Niemeyer (Brazil); Oleg Bondarchuk (Ukraine); Richard Walbec (France); Guido Gehrman, Bob Baier (Germany); Tomas Suchanek (Czech Republic); and Rohan Holtkamp (Australia).



The Secrets of Champions consists of 254 pages, well supplied with flying wisdom. There are handsome graphics and a full complement of over 110 photos and illustrations to enhance your understanding and your reading enjoyment. You can learn in hours what it took top pilots years of experiment and practice to figure out by curling up with

this interesting read.

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FAI NEWS

World Rankings

Paragliding

There is no change to the top 10, Alex Hofer (SUI) leads ahead of Norman Lausch (GER). Steve Cox (SUI) stays 3rd, Jean-Marc Caron (FRA) 4th, Oliver Rossel (GER) and Torsten Siegel (GER) equal 5th, Achim Joos (GER) 7th, Stephane Andre (FRA) 8th, Helmut Eicholzer (AUT) 9th and Tomas Brauner (CZE Rep) 10th.

47 nations are ranked, with Switzerland leading, Germany in 2nd and France 3rd.

Hang Gliding (Class 1)

No change to the top 10 placings in hang gliding either. Oleg Bondarchuk (UKR) leads, Manfred Ruhmer (AUT) is 2nd only one point ahead of Gordon Rigg (GBR) in 3rd, who is only one point ahead of Gerolf Heinrichs (AUT) 4th. Mario Alonzi (FRA) equal 5th with Antoine Boisselier (FRA), Richard Walbec (FRA) 7th, with Jean-François Gérard (FRA) 8th. Andreas Olsson 9th and Paris Williams (USA) completes the top 10.

France leads in the nation rankings, with USA holding 2nd and Australia 3rd.

Class 5

Christian Ciech (ITA) leads, four points ahead of Alessandro Ploner (ITA) while David Chaumet (FRA) rises to 3rd. Johan Posch (AUT) slips to 4th, Bruce Barmakian (USA) 5th, Davis Straub (USA) 6th. Heiner Biesel (USA) 7th, Toni Raumauf (AUT) 8th, Hans-joerg Truttmann (SUI) 9th and Jim Yocum (USA) 10th.

USA still dominates, Switzerland 2nd and Germany 3rd.

Class 2

Manfred Ruhmer (AUT) shares his lead with Brian Porter (USA), Robin Hamilton (UK) 3rd.

GBR is in the nations' top spot, USA is 2nd, Germany 3rd with Austria 4th, France 5th and Japan 6th.

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Provisional World Record Claims

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

Sub-class O-3 (Paragliders) – General

Claim number 7803:

Type of record: Out-and-return distance

Course/location: Julian Alps (Slovenia)

Performance: 213.8km

Pilot: Susa Primoz (Slovenia)

Paraglider: Gradient Avax RSE

Date: 12/06/2003

Current record: 189.2km (04/05/03, Susa Primoz, Slovenia)

Other claims pending ratification:

200.9km (16/05/03, Marko Novac, Slovenia)

204.9km (24/05/03, Susa Primoz, Slovenia)

Claim number 7804:

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

Course/location: Julian Alps (Slovenia)

Performance: 28.9km/h

Pilot: Susa Primoz (Slovenia)

Paraglider: Gradient Avax RSE

Date: 12/06/2003

Current record: New

Other claims pending ratification:

25.14km/h (16/05/03, Marko Novac, Slovenia)

26.6km/h (24/05/03, Susa Primoz, Slovenia)

Claim number 7822:

Type of record: Straight distance to goal

Course/location: Edinburg, TX (USA)

Performance: 288km

Pilot: Josh Cohn (USA)

Paraglider: Windtech Nitro

Date: 22/06/2003

Current record: 278.3km (21/11/02, Peter Simonics, Hungary and Szilard Forgo, Hungary – Joint Flight)

Sub-class O-5 (Hang Gliders with a rigid primary structure/movable control surface(s) without pilot surrounding structures and fairings) – General

Claim number 7806:

Type of record: Speed over a triangular course of 50km

Course/location: Zapata, TX (USA)

Hang Glider: Air Atos-C

Performance: 46.60km/h

Pilot: Davis Straub (USA)

Date: 21/06/2003

Current record: 40.80km/h (17/05/01, Davis Straub, USA)

Claim number 7833:

Type of record: Speed over an out-and-return course of 100km

Course/location: Zapata, TX (USA)

Hang glider type: Air Atos-C

Performance: 27.6 km/h

Pilot: Davis Straub (USA)

Date: 28/06/2003 – Current record: new

World Record Ratifications

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

Claim number 7675:

Sub-class O-3 (Paragliders) – General

Type of record: Out-and-return distance

Course/location: Soriska Planina (Slovenia)

Performance: 189.2km

Pilot: Susa Primoz (Slovenia)

Paraglider: Gradient Avax RS

Date: 04/05/2003

Previous record: 169.9km (03/08/95 - Pierre Bouilloux, France)

Claim number 7662:

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

Multiplace Category

Type of record: Speed over a triangular course of 25km

Course/location: Plaine Joux (France)

Performance: 12.90km/h

Pilot: J.C. "Koos" de Keijzer (Netherlands)

Co-pilot: Shelley SMITH

Hang Glider: Icaro XL 5

Date: 22/04/2003

Previous record: none

FAI congratulates the pilots on their splendid achievements.

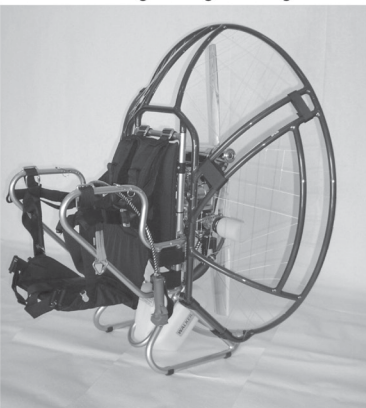


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Planned dates late October (to be announced by mid August)

Contact Lee Scott
1800 063 648
for more details



The Awesome ADVENTURES OF DICK SPEED

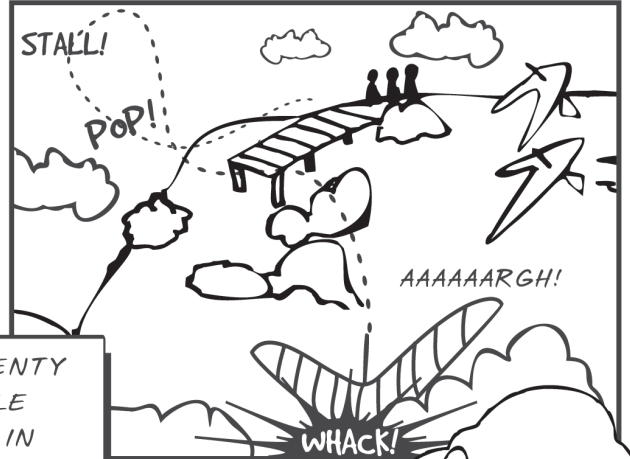
Hang Gliding Legend in His Own Mind

THIS WEEK'S ADVENTURE: **DICK'S BIG IDEA**

AS OUR MERRY TALE BEGINS, DICK FINDS HIMSELF A BIT IN THE WARS, HAVING DEVELOPED A NASTY HABIT OF POPPING THE NOSE ON LAUNCH.



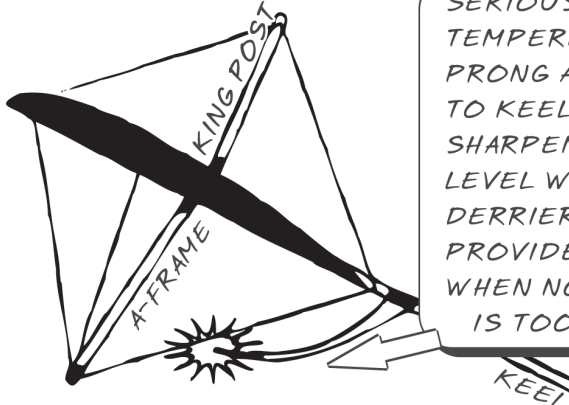
HE BEGINS HIS LAUNCH RUN WELL ENOUGH, BUT AT THE CRUCIAL MOMENT...
...WELL, YOU GUESSED IT!



DICK HAS PLENTY OF TIME WHILE RECOVERING IN HOSPITAL TO PONDER THE DREADFUL HABIT HE'S DEVELOPED. HAUNTED BY THE TRAUMATIC MEMORIES OF HIS RECENT APPALLING LAUNCHES, HE SEARCHES FEVERISHLY FOR A SOLUTION. THEN...



DICK'S AMAZING SOLUTION TO THE NOSE-POP PROBLEM:



SERIOUSLY BIG TEMPERED STEEL PRONG ATTACHED TO KEEL, WITH SHARPENED POINT LEVEL WITH PILOT'S DERRIER (ARSE) TO PROVIDE FEEDBACK WHEN NOSE ANGLE IS TOO HIGH.

DICK'S EVEN THOUGHT OF A NAME FOR HIS INVENTION: "THE DERRIER POKER" OR **DERRI-POKER** FOR SHORT...

GENIUS



HOW COME DICK'S EATING STANDING UP?

DON'T ASK...

SOME TIME LATER, IN THE PUB AFTER A DAY'S FLYING...

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

Chopper

Nutrition, Dehydration, Hypoxia and Recovery

John Buchanan

FLYING GLIDERS SUCCESSFULLY AND SAFELY REQUIRES MENTAL ALERTNESS AND GOOD DECISION-MAKING OVER A LONG PERIOD OF TIME IN A HOT ENVIRONMENT, PROBABLY AFTER BEING IN THE SUN PREPARING EQUIPMENT FOR THE FLIGHT.



A competition, regatta or gliding camp requires good decisionmaking and alertness over many days of tiring activities in the heat on the ground and in the air, whilst also sleeping and living away from home. Many pilots have attended the gliding venue from much kinder environments and are unaware that the stress effects of the heat and competing are accumulative. This fatigue and stress build up is very subtle, leading to irritability, indecision, bad decisions and unsafe actions.

In addition to the environment, other factors which affect the pilots' fatigue and stress accumulation, and cognitive thought processing abilities, are nutrition, dehydration, hypoxia and recovery. Fortunately, unlike the environment, all of these are controllable by the pilot.

NUTRITION

The two most important factors with respect to nutrition are a balanced diet and appropriate blood sugar levels.

Much is written about balanced diets, typically concentrating on 70 to 80% fruit and vegetables and the balance in protein and other carbohydrates. Clearly this is in conflict with what a lot of Australians eat. However, being mindful of the need for high levels of fruit and vegetables, and attempting to eat high levels, will help your energy levels through the vitamins and minerals they supply. You should also listen to your body. Take note of what you have eaten in the 24 hours prior to a period of low energy – or high energy. See if a pattern can be detected after a while. A lot of people are unaware that, for them, too much wheat, yeast or lactose can produce fatigue. Simple sugar foods, soft drinks, tea, coffee, and alcohol may provide short-term energy bursts but are invariably followed by relapses. Try a week of high concentrations of fruit and vegetables or the longer lasting easier digestible vegetable juice and see if you feel more energised.

Of course you can go to a naturopath and get tested for food allergies or preferred foods for your body. Just don't get too hung up on the results though – just use it as a guide to your own experimentation.

At a contest try to maintain your normal diet in spite of the difficulties. In particular avoid an increased consumption of fats, sugars, starch and breads. Try to opt for a greater percentage of Asian foods if eating out a lot whilst away. These have higher vegetable to protein and fat contents.

Maintaining an appropriate range of blood sugar level is very important. Blood sugar is the fuel for the brain. Low levels produce slower thinking, reduced focus and concentration, with subsequent indecision, bad decisions, poor co-ordination, narrowing of vision and can lead to accidents.

After eating a balanced meal blood sugar levels will rise with digestion and then fall more slowly over the next two to three hours

if the foods are balanced. However, if high sugar and carbohydrates are consumed the levels will rise very quickly to an excessive level and fall very quickly resulting in a rapid decline in brain power and a feeling of lethargy.

Therefore, ensure you eat a proper lunch before flight. A salmon, tuna or chicken salad would be ideal. If you have to take it with you ensure a lot of salad compared to the bread. It is better to make a pita bread wrap. I also take two bananas and one or two apples, depending on the expected duration of the flight.

The salads or wraps should be a reasonable mix of food and allow prolonged control of blood sugar levels. The bananas are a slow complex sugar as well as vitamins, etc, and also release into the blood over a relatively long period. The apples are a faster complex sugar – best kept for final glide or escaping from an energetic grovel. Minimise the nuts and dried fruit as they will contain a lot of sugar and fat. Breakfast bars are okay if you look to the low sugar and don't make a habit of it. Lollies are bad and to keep eating them and/or soft drinks will give you hits with progressively bigger downers resulting in fatigue and reduced mental performance, particularly in the heat.

DEHYDRATION

Lack of water produces fatigue, muscle stiffness, cramps and all the adverse brain power effects associated with low blood sugar levels. I know of two top international pilots who have "lost it" in flight and attributed it to dehydration. It is commonly believed that dehydration has been a factor in accidents in the past. I am sure that many pilots have suffered adversely when flying due to dehydration. Do not underestimate the effects of our hot climate and the accelerated effects of the canopy and lower density altitudes.

The effects accumulate quite subtly and begin before take-off. Stay in the shade and keep covered as much as possible before flight. Wear long clothes. Avoid drinking tea, coffee and soft drinks as they repel the moisture uptake of the body. Drink an excess of water with the view to "super hydrating". Do this slowly over a period of time for maximum uptake. Yes, you will urinate more but not as much as you think.

If you notice effects of dehydration or expect to fly for a very long time some sports drinks can help you hydrate or re-hydrate by providing various salts and minerals. However, avoid the older types and those with high sugar content. Even then it is best to dilute them with two to three times their amount with water and drink them slower, using plain water in between.

I find that mixing a third pure, unsweetened apple juice or dark grape juice in water provides you with a more pleasant and sweet

Left: John Buchanan

taste in flight and the carbohydrates contained will better replace the energy you are burning.

You should urinate during a glider flight in hot conditions after two hours or so. If you don't you are not drinking enough and you will be dehydrating. You may then encounter (although not notice – unless you are now more aware) tiredness, headaches, stiffness and cramps. The urine should be clear – not like the diluted apple juice, If there is any yellowing or odour then drink more clear water.

Alcohol is not only a diuretic but aviation medical research shows that its effects remain in the body for several days – with a resulting loss of mental abilities. However, we are presumably on "gliding holidays" so one glass or can per night is perhaps a compromise?

HYPOXIA

Whilst oxygen is compulsory above 10,000ft QNH, it would be better to use it above 8,000ft if flying above this altitude for some time. This is because our type of flying is a lot more physical than other forms of aviation and is usually combined with heat, and mental, environmental and competition stress. Accelerated fatigue, tiredness, reduced mental alertness and headaches are the symptoms of prolonged exposure to reduced oxygen use. All these effects are initiated through lower oxygenated blood levels to the brain and can be damaging to the brain!

Be wary of convincing yourself that you can handle 10,000 to 12,000ft continuously because you are fit or used to it! To test yourself borrow an oxygen system and take a sniff after exposure for a while at 8,000ft. It is very likely that you will experience a clearing of the head and energy level increase. I feel it is unfortunate that we do not use oxygen a lot more in our gliding in Australia and believe that we should have it at competitions for safety reasons and use above 8,000ft QNH.

RECOVERY

Recovery is the process of rejuvenating the body and mind after the flight. This is necessary for continued optimum daily performance. A reasonable level of physical fitness will aid recovery.

The first step after a flight is to drink plenty of water with the intent of urinating regularly. Drink at least a litre specifically before having a soft drink, beer, tea or coffee. Then attend to your glider and domestics. Follow this with 10 minutes of simple stretching exercises to get the blood circulating and the muscles working properly. Try to stretch as many muscles as possible – particularly the stiff and sore ones.

Relaxation is the next priority – a good walk, swim, shower and lie down – whatever. The meal should not be too heavy or pumped with highly emotional post mortems.

Before going to bed resolve to put the flight away and don't dwell on it as that will prevent you from getting a good night's sleep.

Complete the recovery by conserving as much energy as possible the next morning before flight.

Then go get'em!



August 2003

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Letters to the Editors • • • • •

A Great Mate

A great mate, an awesome pilot, an inspirational teacher. Hard to sum up the qualities and abilities of the man who befriended me and became my best buddy and my tutor and mentor as a pilot. This man never stopped to draw breath, his life was a constant dash for the line. He laughed at danger, stared fear in the eye, and cheated death on numerous occasions. To say he lived life to the full would be an understatement. His determination to succeed and excel at all sides of the spectrum made him a character that people look up to and want to emulate, reminding me of what the pioneers of flight must have been like. To me he was just a big kid, he needed someone to play with, a mate who would be there when he needed an ear, or someone who would always be a worthy competitor when he needed to challenge himself. He pushed me to my limits, made me laugh, scared the crap out of me, then would flog me at golf just to rub it in. The people who didn't understand his ways and his nature still could not show him anything other than respect. He was larger than life, and in death he will be greatly missed.

I wonder what his vario is reading at the moment?

To my best buddy, Joe Scott. 'Just fly'
Cas

Flight Theory

I was scrolling around a couple of (Australian) hang gliding websites recently and came across something which was headed, "Annotated Pilot Training Workbook June 1999". Under the heading "Basic Aeronautical Knowledge" was Question 1: "How does a wing work?" The answer was given as: "Air flowing over the curved upper surface is accelerated by the wing leading to the formation of a low pressure region over the upper surface. The pressure differential between the upper and lower surfaces of the wing generates lift". In other words, Bernoulli's Principle.

However, I think it has been generally accepted that Bernoulli's Principle plays no part in generating lift. If it did, then inverted flight would be impossible and symmetrical or "critical" airfoils would create no net lift.

Rather, we should be advising students that lift is explained primarily by Newton's first and third laws of motion and the Coanda Effect. Newton's first law states a body at rest will remain at rest, or a body in motion will continue in straight-line motion unless subjected to an external applied force. Therefore, as the moving wing encounters a "body" of air, it causes the air to move in a certain way - ie over and under the airfoil. The Coanda effect then explains why the fluid (air) will follow the curve of the upper surface. In doing so, a (generally) downward thrust vector is created.

Newton's third law states that for every action there is an equal and opposite reaction. Therefore, the opposite reaction to the downward thrust vector is a vertical lifting force. One could also introduce the concept of angle of attack (which broadly explains why inverted flight is possible) and Newton's second law to explain how lift varies with speed and angle of attack: "momentum is the product of mass and velocity". In other words, the lift of a wing is proportional to the amount of air diverted down times the downward velocity of that air.

The only thing that can be said about Bernoulli's Principle is that the partial vacuum created above an airfoil results in more air being "sucked" in to the area above a wing (as the atmosphere attempts to equalise the local pressures) and this air is in turn "pumped" into the airstream flowing off the trailing edge of the wing.

Martyn Yeomans

North Brother Incident

I would like to respond to Michael Lamb's letter in the June Soaring Australia, regarding the incident he was involved in at North Brother. Michael seems not to have read my letter carefully, so I would like to have a final say on some of the issues.

The issue was not about Michael having a radio on launch, rather, it was who was going to guide the novice pilot into the landing area. A pilot quickly gets out of view when heading to the landing zone at North Brother. It has always been a rule that if you are a novice and have not flown North Brother or flown a large site before, you need instructor guidance. You cannot throw someone off North Brother and think you can make the landing area to guide them in at the same time, which is why we always have two instructors on radio in this situation.

To say that the farmer is okay now is definitely not the case. The farmer was not happy to see Michael's letter watering down the issue. The site is still very delicate and the farmer wants everybody to know: no one is to land there now unless you get permission from Lee Scott.

I recognise that Michael did seek local advice on the conditions and had all good intentions for his friend, and if he knew this was going to happen he would not have allowed his friend to fly. However the pilot was not skilled enough to set up his own landings and missed the field by 200 meters, nearly impaling himself on the stock yard fences. Simply having flown North Brother or any other site doesn't necessarily give the ability or right to guide/instruct somebody when not qualified to coach, and the results of such a situation have been shown in this incident. For example, I just had one of my students nearly die from the result of visiting a site and was given bad advice from a local advanced pilot, and was thrown off an advanced site with limited landing options resulting in the novice pilot landing in surf and losing nearly all flight equipment and life. I highly urge all novices to seek the best advice possible, as sometimes the enthusiasm of intermediate and advanced pilots overshadow their good judgements and intentions.

Lee Scott

GLIDING FEDERATION OF AUSTRALIA

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* Fees include GST

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- ☐ Please send me an application to register an aircraft form

Aircraft Type

Registration marks VH -

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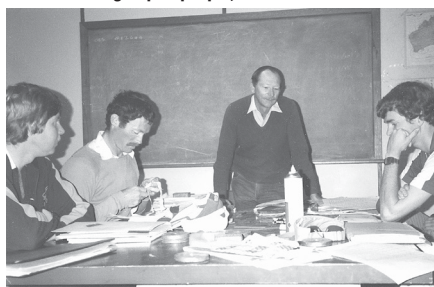
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Forward to: GFA Airworthiness Secretariat,
130 Wirraway Road,
Essendon Airport VIC 3041

WHO – WHAT – WHY – WHERE – WHEN?



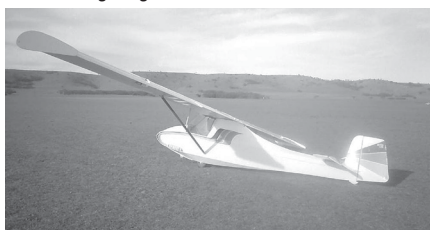
Who is in this group of people, where and when?



Who are these people with Maurie, where and when?



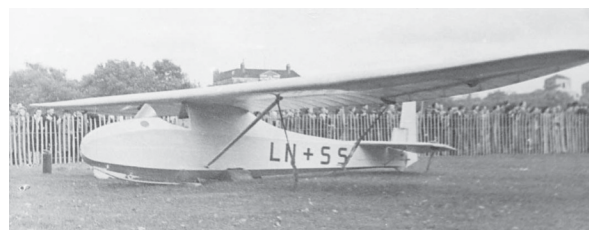
Inside what gliding club? Who and when?



Where and what is this glider? About when was it taken? The colours behind the cockpit are red, yellow and green, as are the ones on the rudder



Who is flying with Maurie at the Boonah Gliding Club, 29 April 2000 in the ASK 13?



Static display, Hyde Park, London, 1945 – Just thought some of you might be interested in this photo




Who are these people with Maurie and his daughter, Justine, at the Benalla Nationals in January 1984?



Who are these people with Maurie at the Narromine Nationals in January 1993?

Another set of photos from a collection owned by the late Maurie Bradney and submitted by Ann Woolf. Are you able to shed any light on the people or places? If so, contact the Soaring Australia sub-editor, Anne Elliott, email <annell@hwy.com.au>.

By the way, it seems we have a positive identification of the pilot whose photo appeared on the top right-hand corner of page 13, Soaring Australia, March 2003 edition. According to both John Moore and Dennis McCaffrey it is definitely Lindsay Richards in Kingaroy Gliding Club's Kingfisher, VH-GDH. The photograph was taken at Oakey airport during the early 1960s.

Dennis also mentioned that he had the pleasure of flying with Maurie Bradney on two occasions – the first on 5 January 1963 in the Kookaburra VH-GRL and in the Arrow, VH-GNH, at Inverell in 1964. 



Who is this with Paul Little (at the back) at the Waikerie Gliding Club bar, in the early 1980's?



Same cold ridge site, different set of people, who are they, when and where?



Phil Eldridge and Noel Burnett with who? Sports Class and Two-Seater competition, Temora, January 1998



Wind up dinner at the Beverley club, WA, early 1980's. Who's here and when was it? August 2003



Who is collecting a prize from the late Ron Thayne with John Cooper in the background? What and when was the event at Waikerie?



Who are these people and where are they in the early 1980's



MEXICO – ENCOUNTERS WITH TERRA FIRMA Part 2

Rob Julian

Gettin' high

IF YOU'LL REMEMBER, DEAR READERS, AFTER MORE THAN A DOZEN HAPPY LANDINGS AT LA CUMBRE, OUR MEXICO-FARING GADABOUT GETS CAUGHT BY A NASTY SEABREEZE CROSSING AT 60-70 DEGREES...

I found the turbulence a handful coming in and just a few feet off the ground I got thrown over to the right and behind a barbed wire fence. Unfortunately this also meant I was over a deep riverbed. I got the wings level, tried to get over the fence to avoid the rotor behind the river bank, but pancaked onto the barbed wire, breaking the fence, shredding the wingtip and front wires of the Kiss and doing a face plant all at the same time.

I ended up with a small cut on my wrist and a couple of minor grazes. The Kiss would probably never recover, but it had had a good innings. So much for selling it on. However, into the breach stepped a local pilot, Hector, who coincidentally had an old spare Magic Kiss which he generously lent

me. Ole had told me about this glider earlier (it was known as 'the Pterodactyl'), so it was with some trepidation that I opened up the glider bag. Inside was the most horribly delaminated leading edge I had ever seen, like the glider had some kind of leprosy. Hector and I set it up whilst Ole shook his head. Okay, it was old and ugly, but I was desperate, and apart from the leading edge, it looked kind of alright. Hector was bouncing around, trying to reassure me that the thing was safe, whilst I asked some searching questions in my best Spanish. But Hector was adamant.

"No te preocupes, Roberto. Si, parece mal, pero es muy seguro." ("She'll be right mate.")

Hector then drove off leaving me to decide.

"I think you're crazy to even think about it," was Ole's summation of the situation.

Nevertheless, the next day I was clipped in on launch, wondering why Hector had the hangloops so far forward but assuming they were like that for a reason. When I took off the thing was trimmed about five knots too fast and I rode it straight to the bomb-out. Annoyed, I began to wonder why I was leaping into the unknown in these gliders. I was pissed off and generally grumbled all

that afternoon and thought about heading to the beach for a week. Then that evening, I got the biggest wake up call of my life.

We had been in the city square, drinking a couple of beers and watching some disappointing Mexican death metal bands who had been allowed to put on a concert by the ministry of cultural development or something. My companions headed back early to the camp ground. I stayed on a while, then decided to go up to the top level of a nearby five story carpark that looked like it would afford a good view of the church and the town square. I could see a couple of people up there leaning over the railing. I headed up, spent about five minutes looking down on the concert then decided to head back down and go to bed. As I turned away from the railing, I felt the building start to tremble beneath my feet. I stopped. It got stronger. 'Wow! Tremor,' I thought. Then the trembling grew into a definite shaking, then the shaking into a mad hammering. Then a wave of terrible noise like a locomotive welled up across the city. It was deafening. It was the sound of a whole city trying to shake itself to bits. The building jumped up and down on its



Demise of the Kiss

Photos: Courtesy Rob Julian

foundations and swayed from side to side. I waited for it to collapse and had the mad thought that maybe I could surf the top level down. The entire city blacked out and I could hear things falling and smashing. So this was it. I was going to die in a carpark...

Then, somehow it subsided. The building didn't fall. I knew what I had to do. I ran for the internal stairwell and felt my way down five flights of stairs in pitch blackness before I finally got to street level. Outside the air was filled with dust, people were running, but everyone seemed reasonably calm. I joined a lot of people in the relative safety of the square, as everyone was expecting aftershocks. *"Is this common?"* I asked a passerby, but the answer was no. Soon sirens could be heard across the city. They went all night and well into the next day.

As it turned out, Colima had been hit by an earthquake registering 7.6 on the Richter Scale and over thirty people had been killed, though we weren't to know until the next day. I ended up making my way on foot back to the airstrip where we pilots and the Zaragoza family and their many friends and relatives spent a night under canvas or in the back of cars. No one wanted to be inside a building. Ole came to the rescue with a triple vodka to steady my jangling nerves. That night no one got much sleep; we huddled around, yabbering about what we were doing when it hit and listening to the radio. Thankfully, no one we knew had been injured. Even the antique Packard survived the garage roof falling on it, the debris just missing Ole's Cosmos trike.

The next night an enormous army convoy rumbled in to the airstrip, using it as a base for their aid efforts. There were huge semi trailers with earthmoving tractors, giant Russian helicopters, mobile water purification units and emergency canteens. The regular Friday night drag racing meets on the airstrip were over for the time being.

Needless to say, when we had recovered from the shock and started flying again, it made an interesting approach to the airstrip, with all the soldiers and heavy metal. I re-trimmed Hector's Magic Kiss and it flew okay until I went to round out on landing and it just dropped out of the sky. Somehow I came down on my bum and the rough tarmac of the runway ripped the ass out of my jeans. Hector showed up that afternoon and co-incidentally asked me if I landed okay.

"Well, it was a bit weird, Hector."



Over downtown Colima

"Yes," replied Hector, "I forgot to tell you, you need to pull on VG when you land because the sail is too loose and it likes to fall."

It likes to fall. Thanks for telling me, Hector. I decided there and then that Ole was right. I must have been crazy to fly that thing.

There were a few days to go before I was due back in Mexico City to meet my girlfriend and head off as a regular tourist for other parts of the country. We decided to fly another site on the other side of Colima called 'Cerro Grande' (Big Mountain). I rented a brand new XT 145. After 'the Pterodactyl' it was great to fly something new, especially as Cerro Grande was such a pumping site. We hooked some very powerful thermals and enjoyed climbing up the flanks of the mountain above launch. My second flight from Cerro was my last in Mexico, and it was good to get high and finish with a perfect no stepper landing after all the incidents of the previous month.



Ole's dog encourages off launch potatoes

Further adventures were in store, east to Mexico City then south to the beautiful states of Oaxaca and Chiapas, but the flying was over. Goodbye Mexican skies! Adios a los cielos Mexicanos!

If you're interested in checking out Mexico, or just reading some great hang gliding yarns, I thoroughly recommend Ole's Mexico flying stories and pictures at [www.learntohangglide.com]. Also check out [www.flymexico.com] for information on Valle de Bravo.



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Pilot Ratings – (Who) Are You Kidding?

Godfrey Wenness

I THINK I LL GO TO JOHNNY AT X AIR SCHOOL TO GET MY INTERMEDIATE RATING BECAUSE HE IS EASIER TO GET A PASS THROUGH THAN BILLY AT...

This is not the stuff of fiction. It sounds crazy but it does happen – and probably many dozens of times each year, and with all rating levels. The existence of that pilot attitude is quite simply dangerous.

Recently there has been an alarming trend come to my attention as I see more and more pilots who are, in my opinion, quite simply, not up to scratch with the skill requirements of their new ratings (and that is from novice all the way up to instructor!). Naturally most have been through the appropriate theory and practical instruction and “passed” the tests – but a pass is not always a pass if skills have been signed off that haven’t been achieved!

The poor show of flying skill and conditions assessment by many of the 70+ pilots at the recent Paragliding State of Origin Comp at Manilla has prompted me to air this issue which has been brewing for some time now. Some novice pilots were even on the daily winners podium, yet could barely launch safely, not control the glider in thermic air, nor knew what was going on conditions-wise. A few even flew a “long way” by being blown up the valley and were praised for their “lights”,

even to the point of a recent magazine advertisement! That peer and other recognition also gives a false sense of security. Luck played a major role in the fact that there were no accidents, and those pilots who flew on the edge simply do not know how close they were. Yet all probably believed that they had their

rating signed off and that gave them the authority to fly and confidence not to endanger themselves. In response I gave a short and blunt “wake up” lecture on the topic on the second night.

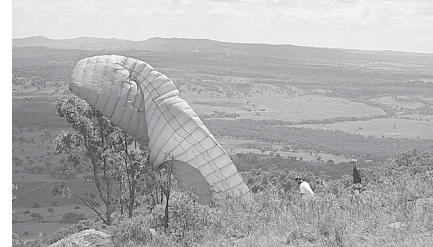
The bottom line is that there are pilots who are getting ratings with the bare minimum pass, and even some who have not fulfilled some requirements at all, but have still been signed off. This is a touchy subject, but unfortunately it is true.

How many advanced rated paraglider pilots out there did not do their thermalling cross-country flight, show five logged thermal climbs greater than 1,000ft, or demonstrate highly developed soaring skills but still got signed off? How many novice pilots received their new licenses but did not fly from a site higher than 500ft, or did not do thirty logged student flights, or have never done big ears, a forward launch or can’t launch in crosswind?

There should be many reading this who I know fall into the “yep that’s me” category right now! But many will say, “I’m here, I’m okay, I’m still flying and having a great time – it wasn’t a problem.” Sadly though, there are many who are no longer reading this magazine – pilots who gave up after their first big scare at that intermediate rated site, ones who had a big collapse inland and didn’t know what to do, and ones who once were keen as mustard to get their wings and fly free but are now scared by every bump and fly in total anxiety the whole time when there is traffic around.

It is clear to me that not all ratings are signed off to the same level, and in aviation anything that compromises a safety system is dangerous. We are lucky that paragliders are relatively easy to fly and pretty tolerant of pilot error, otherwise the statistics would be grave indeed.

In GA, ultralights, gliding and trikes you can’t go solo until you show some very good airmanship. This can be anywhere from 10 to 20 hours dual. In paragliding (and hang gliding) you are solo from day one and most novices leave their school with barely a few hours logged. The actual rating requirement



is just three 15-minute soaring flights or 10 five-minute flights! You could get out there with barely an hour of solo school experience – and the worst part of that scenario is that many do!

The well known “intermediate syndrome” has raised its ugly head time and again in accident reports here and overseas. In fairness it is not only newly rated intermediate pilots who are coming unstuck, but also new novice and advanced rated pilots as well. The problem could just as easily be called “new rating syndrome,” though most of it lies in “attitude” at varying times in a pilot’s “skill required” vs “ability available” curve.

What can we do? The obvious answer is to put the onus on the instructors and SSO’s who sign off the ratings. We already have the standards clearly spelled out in the Ops Manual and on the rating forms, BUT the problems are still there despite the black and white facts. It is actually negligent for the instructor or SSO to sign something that has not been achieved.

Pilots themselves must also take the controls, change their attitudes, and realise that the only person to be at risk from a sub-standard signed off rating is themselves. Don’t get into a ratings race and cut corners. I urge all pilots to have a close look at the rating forms and ask themselves the obvious – have I really done it? Remember, it’s your life at stake and not the easy going fellow who is signing you off. Pilot ratings are there for a reason – don’t kid yourself into getting one when you haven’t earned it.

Safe flying.

Godfrey Wenness is CFI at Manilla Paragliding and a PG member of the HGFA Safety and Ops Committee.



August 2003



Soaring Calendar

AUSTRALIA

The Conondale Cup

30-31 August 2003

SE Queensland. This hang gliding fly-in is based at Kenilworth in the Sunshine Coast Hinterland, SE Qld. Accommodation and meals at Kenilworth Homestead with family activities including canoeing, waterslide, indoor rock climbing, grass slide, etc. Competition to cater for nov, int and adv XC pilots in a casual format with no cameras or GPS required. Foot launch only from five sites covering all wind directions. Organised by Sunshine Coast Hang Gliding and Conondale XC Fliers Clubs. For enquiries and bookings phone Mark Savage 07 5441 6423, 0427 416423.

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, Noondeening or The Range – for either out and return, downwind, or both, depending on conditions. More details will be available via email before the event by contacting the Hill Flyers Club at <hillflyers@dodo.com.au>.

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

Canungra, Qld. Registration Friday 26th (not Saturday morning). Entry fee \$120 (\$150 if paid after 31 August), \$40 site fees. GPS mandatory, int. with inland experience. Cheques/money order made out to 'Classic Account CHGC', Rod Stead, 9 Griffith St, North Tamborine 4272; or preferably EFTPOS/Visa to Vicki Smith at St Bernards on 07 55451177. Any registration enquiries to Rod Stead on 0428 132215, 07 55450969 or <canungrahg@hotmail.com> (please note change of email from last year). To register visit [www.triptera.com.au/canungra] and follow the links to the 2003 Canungra Classic. Accommodation at the motel for nine nights is \$460 per single, \$550 per couple, \$640 twin share and family \$730. To stay in the hotel rooms will be a flat rate of \$25 a day per person. For enquiries and bookings call Vicki or Chris Howes on 07 5545

0088. 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, ph: 07 3892 3473 (h), email <mob@iee.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 hang gliding competition at the Dalby Aerodrome from Monday 6 to Friday 10 October 2003. This is the week directly after the

Canungra Classic, so come 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 patch-work of crop farms that is the Darling Downs. The carnivale promises to be an enjoyable event with 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 (incl. T-shirt and presentation dinner). Tow fees \$25 each.

Canungra Paragliding Cup

11-18 October 2003

Canungra, QLD. The Canungra HG Club invites PG pilots to participate in the 2003 Cup. Awarded AAA sanction from HGFA and Category 2 status from CIVL, makes this the first sanctioned AAA paragliding 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 providing your registration and payment is received before 11 September 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 comp flying skills. Fun evening entertainment will again be planned, with last year's favourite "Roast & Boast" back on. So bring those stories! For more info about the comp or Canungra, visit our website: [http://home.iprimus.com.au/plenderleithm/canungracup/] or <canungracup@hotmail.com>. Comp Director: Karen Sexton, ph: 0410 433711. Comp Organiser: Brandon O'Donnell, ph: 0416 089889. (NEW online registration facilities available this year! Accommodation options available on website, 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>.

Gathering of the Moths Fly-in

22-23 November 2003

Mt Beauty, NE VIC. Flyers of all denominations are invited to fly the sheltered Kiewa Valley at the foot of the picturesque Victorian Alps. Range of accommodation available. Contacts: Mark Ghirardello (ph 03 5754 4572) or Don Pollock (ph 03 5754 1301).

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 ph: 02 4942 3131 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, ph: 02 6889 2733; email <hartley@avionics.com.au>.

42nd Australian National Gliding Championships

28 December 2003 – 9 January 2004

Cudgegong Soaring Club will host the National Championships at Gulgong, NSW. Practise days 28, 29 December with competition days through to 9 January 2004. The Championship will be in the new format of a ballasted handicapped competition. For more details and information contact Christine Meertens 02 94522777, fax: 02 94530777, <meertens@ozemail.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). Registration/practice day 17th, comp start 18th with registration in the morning. Come to the best FUN comp of the year. 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 on the VIC/NSW border. Tasks are generally 50-100km with up to four turnpoints set to make pick-ups easy. This year 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 newcomer to competitions, first placed team receiving the Corryong mugs and numerous day prizes). You must have an int rating (with inland experience), UHF radio and parachute. 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 (\$120 thereafter), cheques to Blue Mountains HG Club. Incl. is comp entry, the 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. Ph: 0412 686 812 or <spbell@1earth.net>.

OVERSEAS

13th Open PG Championship of New Caledonia

1-8 November 2003

New Caledonia. Uses Ouazengou (Northern district) and Dzumac (Southern district). Required are a reserve parachute, insurance, GPS, 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, lunch each task day, shuttles to take off/landing, welcome party, results party. For more info please ph/fax: +687 240629, email <avinc@netcourrier.com>. Tourism info at [www.sponline.com].

Waikerie to host Club Class Nationals

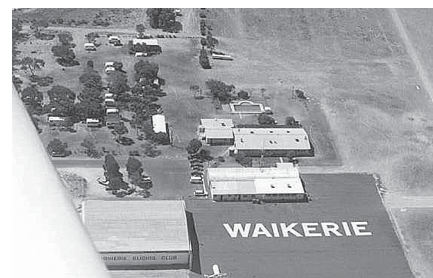
Bernard Eckey

THE WAIKERIE GLIDING CLUB HAS BEEN SELECTED TO HOST THE CLUB CLASS NATIONALS FOR THE NEXT TWO YEARS. THIS MEANS THAT FOR THE FIRST TIME IN MORE THAN A DECADE A MAJOR GLIDING EVENT IS AGAIN STAGED AT THE WORLD-RENOWNED GLIDING CENTRE IN SOUTH AUSTRALIA'S RIVERLAND REGION.

The 2004 competition starts on 11 January 2004 and finishes on 23 January 2004. Detailed information on the event is available on the net and can be accessed under [www.waikerieglidingclub.com.au/clubclass/].

The Waikerie Gliding Club is determined to hold a friendly, low cost, competition to remember. A licensed bar is available and a full catering service will be provided

on all days, with a final night dinner held on Friday 23 January 2004. All launching will be by aerotow and we also plan to offer motorglider towing using a Super Dimona, which is a first for a national gliding competition in Australia. Limited accommodation is available on site and will be allocated strictly on a "first in – best dressed" basis. Although a number of motels are located in



the area, the club is endeavouring to arrange budget style accommodation in additional powered and airconditioned caravans, based on the airfield. Please contact the Club Accommodation Officer on 08 8541 2644 for further details. Camping areas are also available on site.

Tasking will in most cases be over flat farming country, which is renown for reliable and strong thermal activity without sea-breeze influence, until almost last light. Regular international visitors to the site appreciate the truly excellent gliding conditions over very scenic landscape provided by the River Murray. The airfield features two runways (08/26 sealed and 02/20 gravel) with generous grassed adjacent landing strips. The biggest advantage of the site is the unrestricted airspace to 18,500ft over the

Introducing the Pipistrel Sinus... 2 seater side by side Motorglider



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GFA Badges & Certificates

airfield, allowing pilots to perform final glides in medium performance aircraft over distances of 100km or more.

The entire contest area is covered by WAC chart No. 3458 (Adelaide).

All Waikerie Club members wish to make this competition an event to remember. Long lists of local attractions provide plenty of daytime activities for crew and family members alike. Just visit the local swimming centre, or try water skiing, bird watching, fishing, wine tasting, golfing or even arrange a short trip on the many Murray River houseboats based at Waikerie. The club has established excellent facilities over the years. These include a swimming pool, playground, shower and toilet facilities, a licensed bar, a laundry with washing machine, a large clubhouse, a member kitchen, (available to all visitors) barbecue facilities, a caravan park, a large workshop with first class glider maintenance facilities and a tie down area for approximately 60 aircraft.

Hospital, banking, and RAA facilities are also available within Waikerie and the local golf club warmly welcomes day members on non-flying days (or on nominated rest days).



A marquee will be erected on the lawn next to the clubhouse. This will allow mum to keep an eye on the kids in the playground, but at the same time fully relax while waiting for dad to call "final glide."

The entry fee is \$280 for each sailplane entered in the competition, if paid before 1 December 2003. Late entries might be accepted at an entry fee of \$320 up to the limit of entries.

Pilot pairs are most welcome but each pilot should complete a separate entry form.

We are all looking forward to seeing you at Waikerie in January.



FAI List – July 2003

A CERTIFICATE

Cook, Thomas 10860 Lake Keepit
Toulmin, John 10862 Lake Keepit

B CERTIFICATE

O'Sullivan, Gregory James 10801 Geelong
Markowskei, Steven 10675 Lake Keepit
Derry, Michael William 10824 GC of WA

C CERTIFICATE

Plessner, Gil 10645 Byron Bay
Blackman, Danny Kevin 10857 Adelaide SC
Flood, Robert Patrick 10780 Darling Downs SC

A, B AND C CERTIFICATE

Cannan, Marc 10861 Sthn Riverina
Cocks, Neil John 10863 Lake Keepit
Cusack, Robert John 10864 GC of WA

SILVER C

Wait, David 4493 Gympie GC
Parkinson, Richard John 4494 Bathurst
Dilks, Craig Andrew 4495 Bendigo

GOLD C

Holding, Simon Edward 1574 Alice Springs

700 KM DISTANCE

Williamson, Peter Charles 19 Bathurst

Claims for all badges and certificates to:

FAI Certificates Officer Beryl Hartley

PO Box 275, Narromine NSW 2821

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

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

Decentralised Competition entries to:

Chris Stephens

PO Box W48 Wanniasa ACT 2903

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

FAI Records

David Jansen

Gliding Records flown in Australia during the 2002/2003 soaring season

NATION	NAME	CLASS	DATE OF FLIGHT	DISTANCE	SPEED	RECORD
Australian	Miles Gore-Brown	Standard	28 December 2002	758.4	130.1	750km Out & Return Speed
Australian	Bernard Eckey	Open	15 December 2002	1,002.9	133.0	1,000km Out & Return Speed
Australian	Mark Whelan	Open	4 January 2003	1,022.3		Free Out & Return Distance
Australian	John Buchanan	Open	7 January 2003	1,029.8	138.7	1,000km Out & Return Speed
						Out and Return Distance
						Free Out & Return Distance
British	Pamela Kurstjens-Hawkins	Open	22 November 2002	716.2		Straight Distance to a Goal
British	Pamela Kurstjens-Hawkins	Open	14 December 2002	100.9	159.3	100km Triangle Speed
British	Pamela Kurstjens-Hawkins	Open	6 January 2003	1000.8	133.9	1,000km Out & Return Speed
British	Pamela Kurstjens-Hawkins	Open	5 January 2003	965.2		Straight Distance to a Goal
British	Pamela Kurstjens-Hawkins	Open	5 January 2003	1078.7		Free Distance
British	Pamela Kurstjens-Hawkins	Open	5 January 2003	1096.8		Free 3TP Distance
Czech	Petr Krejcirik	Open	20 December 2002	108.7	147.2	100km Triangle Speed
Czech	Petr Krejcirik	Open	5 January 2003	1074.2	117.6	Free 3 TP Distance
Czech	Hana Zejdova	Open	26 February 2003	520.2	140.8	500km Out & Return Speed
Czech	Hana Zejdova	Open	1 April 2003	105.4	153.5	100km Triangle Speed
Danish	Erling Rasmussen	Standard	18 November 2002	616.3		Out and Return Distance
Danish	Anders M Andersen	15m	28 November 2002	761.1	112.6	750km Triangle Speed
						Free 3 TP Distance
Danish	Anders M Andersen	15m	1 December 2002	706.8		Free Out & Return Distance
Danish	Agnete Olesen	15m	26 December 2002	507.8	104.34	Out & Return Distance
						500km Out & Return Speed
Danish	Agnete Olesen	15m	26 December 2002	509.6		Free Out & Return Distance
Danish	Agnete Olesen	15m	27 December 2002	502.5	99.74	500km Triangle Speed
						Triangle Distance
Danish	Agnete Olesen	15m	14 December 2002	301.23	97.71	300km Out & Return Speed
Danish	Agnete Olesen	15m	15 December 2002	104.02	137.02	100km Triangle Speed
Danish	Peter Sommerlade	Open	4 January 2003	754.1	120.1	750km Triangle Speed
Finish	Ilmari Rintasalo	Open	27 December 2002	1045.7	123.2	Out & Return Distance
				1052.1		Free Out & Return Distance
Japanes	Kenshi Tagami	Std	15 December 2002	691.9	693.5	Out & Return Distance
						Free Out & Return Distance
Japanes	Kenshi Tagami	Std	17 December 2002	507.3	127.0	500km Out & Return Speed
Japanese	Akemi Hirotsune	Open/15m	28 December 2002	758.4	125.7	Free Out & Return Distance
						Out & Return Distance
						500km Out & Return Speed
Japanese	Akemi Hirotsune	Open/15m	27 December 2002	325.3	131.2	300km Triangle Speed
Japanese	Akemi Hirotsune	15m	26 December 2002	536.7	113.8	500km Triangle Speed
						Triangle Distance
Japanese	Makoto Ichikawa	15m	28 December 2002	763.1		Free Out & Return Distance
Japanese	Makoto Ichikawa	15m	28 December 2002	754.8	118.1	Free Out & Return Distance
Japanese	Makoto Ichikawa	Open	14 January 2003	1064.6		Free 3 TP Distance
Slovak	Tibor Fratrik	Std	5 January 2003	764.2		Free 3 TP Distance
Spanish	Juan Jose Gresa Valero	Open	16 December 2002	1007.7	117.9	Out & Return Distance
						1,000km Out & Return Speed
Spanish	Juan Jose Gresa Valero	Open	16 December 2002	1011.2		Free Out & Return Distance



PARAGLIDING AND SKIING IN THE FRENCH ALPS

Helmut Wagner

A SHORT WHILE AGO I HAD THE OPPORTUNITY TO COMBINE PARAGLIDING AND SKIING IN THE FRENCH AND SWISS ALPS. MY BROTHER WAS DUE TO RETIRE FROM GENEVA TO RETURN TO HIS NATIVE GERMANY, SO IT WAS MY LAST CHANCE TO GET FREE LODGING, TRANSPORT AND COACHING. HE HAS BEEN PARAGLIDING FOR SIX YEARS AND SKIING FOR MANY MORE, AND KNEW THE AREA AROUND GENEVA WELL. I HAVE BEEN SKIING FOR MANY YEARS TOO, HOWEVER, MY PARAGLIDING SKILLS WERE MINIMAL. IN FACT, I ONLY OBTAINED MY LICENCE ON 7 JANUARY THIS YEAR IN BRIGHT, AND HAD NO ADDITIONAL FLYING PRACTICE BECAUSE I DIDN'T HAVE MY OWN WING.

After reading a few magazines like 'Soaring Australia' and 'Australian Paragliding News' I realised that we have excellent paragliding sites in Australia and no need to go overseas. However, you might be interested in this article if you want to combine both paragliding and skiing, or if you're interested in paragliding in France and Switzerland during the European summer, which of course is during our winter when the paragliding season here slows down a bit.

My own limited experience might not be of great use to you, and my brother is probably too busy to look after you, but I might still be able to point you in the right direction. My brother met an English guy some months ago who is in the business of accommodating and looking after paraglider pilots, skiers and snowboarders. His name is David Banister and his website is [www.alpineactivechatel.com]. He also has a second website, [www.alpineskytours.com]. His email address is <david.bannister@wanadoo.fr>. He picks you up from Geneva airport, offers accommodation and food in his chalet in Châtel, advice on weather and sites, takes

you in his bus to the sites and flies with you. He is not an instructor, but thoroughly enjoys flying with licensed pilots. If you are a beginner he can arrange for you to join a paragliding school in his village.

The best time to combine skiing and paragliding is in March/April and no later than the European Easter holidays, because generally the skiing season closes shortly thereafter. This year Easter was late (20 April) but the snow was terrific because there were fresh falls, up to 50cm, just before Easter and the existing cover was already very good. The paragliding season apparently starts in March. We were able to ski in the morning and paraglide after 4:30pm.

Since during this period all lifts are operating, you'll be able to get to many mountain tops. The area caters well for paragliders with launching and landing sites in most of the resorts and single tickets for paragliders if they don't ski. To give you a general idea of the area where I was, it is to the south of Lake Geneva in the French province of Haute-Savoie in a skiing area known as Portes du Soleil. The many resorts

with names such as Châtel, Avoriaz, Morzin, Samoëns, Flaine, Les Carroz, Le Grand Bornand and La Clusaz are within a few minutes to a maximum of one hour's drive from each other. I skied in all the resorts listed, but the resorts where I skied and flew were Châtel (David's home base), Samoëns and Verbier. Verbier is in Switzerland and an hour's drive from Châtel. The difference in altitude between the launch and the landing site in Verbier is about 1,300m. I also went flying in Annecy, a terrific place for paragliding. The well prepared launch ramp is in view of the landing zone, which is maybe 400m below (I don't have an altimeter yet), with a little club and shop for all your



Helmut prepares a forward launch for a flight down into Châtel



Helmut (left) and his brother after good landings at Plan Fât



A tandem pilot lands on skis at Le Grand Bornand

paragliding needs adjoining the landing zone. Access to the top is via a bus service provided by the club, or hitch hiking with other paraglider pilots. The cliff face on either side of the launch allows for easy soaring with incredible views over the lake and the surrounding snow capped mountains. I also went to Le Salève, the mountain overlooking Geneva and the Rhône valley, with a difference in altitude of about 800m, excellent launching ramps and landing sites with clubs directly below, and regular bus services to the top. This is also a good place for hang gliders.

For me as a novice the experience was breathtaking, hanging in mid-air high above the valley floors and having the most spectacular view of skiing areas, villages, lakes and mountain ranges. During my stay the wind was mostly very light and I did only forward launches. Expert pilots gained great heights directly after launch. Launching in the snow was new to me. It provides less grip and there is sometimes the risk of sinking in and falling over during launch (at least in my case) but then it doesn't hurt as much when you fall.

As far as costs are concerned, I was able to return with my paraglider, which I purchased in Europe, without having to pay excess baggage, despite the fact that my normal luggage already weighed 29kg. The return flight to Europe was \$2,010 including tax, with Emirates. Insurance including paragliding for six weeks was \$385. The prices for lift tickets vary between resorts, but are generally much cheaper than in Australia with a maximum of \$50 per day. There are, however, specials and multi-day tickets available and afternoon tickets after 11am



Helmut's cousin skies out on tandem (topmost glider)



Helmut launches from Les Ruinettes...



...and heads off into the Verbier valley below

August 2003



Helmut's cousin also catches the flying bug and has a tandem fly from Les Ruinettes

August 2003



Restaurant at Les Ruinettes (Verbier) with view of take-off site and Verbier below

which cost less, and single tickets for paragliders. In France, if you are over 60 years of age you get a discount of up to \$10 per day for day tickets.

There are plenty of shops catering for paraglider pilots and their equipment. The many launch and landing sites are open to

anybody, nobody asks you for your licence, the French pilots are relaxed and friendly and provide ready advice when they think you are new to the place. It is a playground for paraglider pilots from many countries. If you become overambitious and don't make it back to the landing site, you'll find it pretty easy to be picked up hitch hiking because paragliding is a well liked and well established sport in France and Switzerland.



RIGHT TO FLY

Keith Lush (HGFA Board President)

BY FAR THE MAJORITY OF PILOTS WHO FLY OUR LOCAL SITES ARE MINDFUL OF AND ATTEMPT TO ABIDE BY ALL OF THE RULES AND REGULATIONS THAT ALLOW US TO LEGALLY FLY. IT IS NOT A DIFFICULT TASK. WE HAVE PILOTS AND WE HAVE SITES.

To legally fly in Australia a pilot must hold a current Hang Gliding Federation of Australia (HGFA) license. The pilot's activities are then covered by the HGFA Operations Manual that outlines all of the regulations and the levels of competence required. That is, skill level, experience and individual site familiarisation. The Operations Manual is a quality document that is written and maintained by HGFA and endorsed by the Civil Aviation Safety Authority of Australia (CASA).

There is no internationally recognised license for the sport. Public liability insurance for operators of weightshift aircraft is by virtue of the HGFA license.

Regulation of the sites is a matter of local authorisation. Every site flown at or from or to has someone local and directly involved with the site who is ultimately responsible for allowing its use. That person or body is rarely associated with or interested in the sport.

The considerations for sites are straight forward. The site has a rating and the pilot who wishes to fly that site must hold an equal or higher rating. But it does not stop there. The site also has an authorisation consideration that users need to be mindful of and pay equal respect to.

The obligation is with pilots and clubs to be aware of individual site requirements in the area of rating and authorisation and to constantly maintain their validity.

If a pilot chooses to fly outside of the regulations or accepted guidelines there are a number of areas where prosecution could result.

1. *Flying without a current HGFA license is a violation under Civil Aviation Safety Authority (CASA) regulations. They are the federal body who has the authority to deal with such an offence and to prosecute.*
2. *Flying with a valid HGFA license but with the incorrect rating violates local site rules only. While a pilot may be flying outside the conditions as stated in the Operations Manual, which is CASA authorised, the person can't be prosecuted nor legally prevented.*

Consideration of the previous two points raises the issue of compliance. How do you stop offenders, since they must be stopped for the good of the sport?

If we are aware that a pilot is flying without a valid HGFA license we cannot legally stop them. The following steps would be the recommended:

- *Gather all relevant details and evidence*
- *Gain credible witnesses reports with contact details*
- *Contact either the police or CASA and hand the issue over to them.*

If we do wish to confront the person at the time, all we can do is advise them of the steps that have been taken, that they will be 'found offending' and can anticipate prosecution under CASA regulations.

If a correctly licensed pilot is flying outside local site conditions it becomes a local issue. In the absence of a documented authorisation process for a site, peer pressure through the local club is the only recourse. The alternative is site closure to everyone.

With sites that do require a local authority approval as a condition for flight there is a more direct process that can be followed. Councils have the ability to withdraw authorisation or to fine those offending their regulations. When a council gives authority to fly a site it establishes the conditions for use of council controlled property under their regulations. People who operate outside those conditions, regardless of what the condition is, are violating council regulations and therefore subject to any penalties that the council may have set in place. Many councils have the legal right to fine anyone who violates their regulations.

The usual council requirements for our operations are not onerous and revolve around maintaining safety for all legitimate users of the location. Generally authorisation to fly a site is conditional on having a valid HGFA license and the correct rating. Signage is often a requirement and it is essential to maintain those signs. Authorisation could be revoked at any time if signs are missing or pilots can't produce a valid license when requested by a ranger.

In summary, nobody has the legal right to physically restrain a pilot who has clearly shown intent to launch while in breach of federal regulations or local site conditions for flight. The police have the authority to initiate proceedings against a person who has been 'found offending' a federal (CASA) regulation. A local council has the right to close a site or impose a fine on anyone who violates their regulations. The fact that a council has authorised use of a site would allow them to prosecute individuals who violate any condition of that authorisation.

Finally, if a situation occurs where the actions of a pilot were, in the opinion of a qualified pilot or safety officer, likely to endanger the well being of that pilot or bystanders, then there may be valid justification in taking positive steps to prevent that action. This however does have the potential to escalate into a civil issue, so extreme caution and maturity would need to be exercised. Beyond reasonable doubt would need to be satisfied.





Harness Review:

GRADIENT COMPACT

Hakim Mentes

SPECIFICATIONS

Manufacturer: Gradient
Model: Compact

FLIGHT

I had only a half hour short flight in this harness at Bright, one late afternoon in smooth thermals.

CONSTRUCTION

In line with modern harness design, the Compact uses a T-buckle system to make sure that leg straps are done up before taking off. The system seemed to be doing its job efficiently.

Bum protection (excuse the language) is provided by a wooden plate supported by foam. Back protection is taken care of by a thick foam cushion. Side protection is not as good as the back and bottom protection; there is no cushion foam but some plastic inserts.

A reserve chute can be located either at the bottom or in the front. It incorporates a double pin pull release mechanism and a special reserve handle pocket. Using an elastic pocket to secure the reserve handle, instead of velcro fasteners, is welcome news. Velcro fasteners tend to stick strongly after a while if they are not released regularly.

There are big side pockets on both sides and a decent sized pocket at the back. The Compact is equipped with some simple but smart features which I really liked. There are a few small compartments inside of the big back pocket. Some of those compartments are fitted with zippers, which are great to store valuable items. It is not unheard of for pilots to lose valuable items in-flight because of burst zippers. It happened to me twice and cost a bit.

LOOK FACTOR

The colour scheme of the harness I tested was on the conservative side. It may not be the most attractive colour scheme around, but even so it would please most pilots, if not winning any design awards.



COMFORT FACTOR

Harness manufacturers eventually started getting their act together and manufacturing harnesses where shoulder straps don't slip off at the first step. No more constant fear of falling off the harness at a decent tuck. Because I had the Compact for one flight, which was not a particularly long one, it is difficult to make a comment on its long term comfort. During my short flight, I felt comfortable and safe despite the fact that it had been adjusted for an upright sitting position which is not my preferred flying posture.

The Compact looks after pilots who like weight shifting. Weightshifting is easy and



affective in this harness.

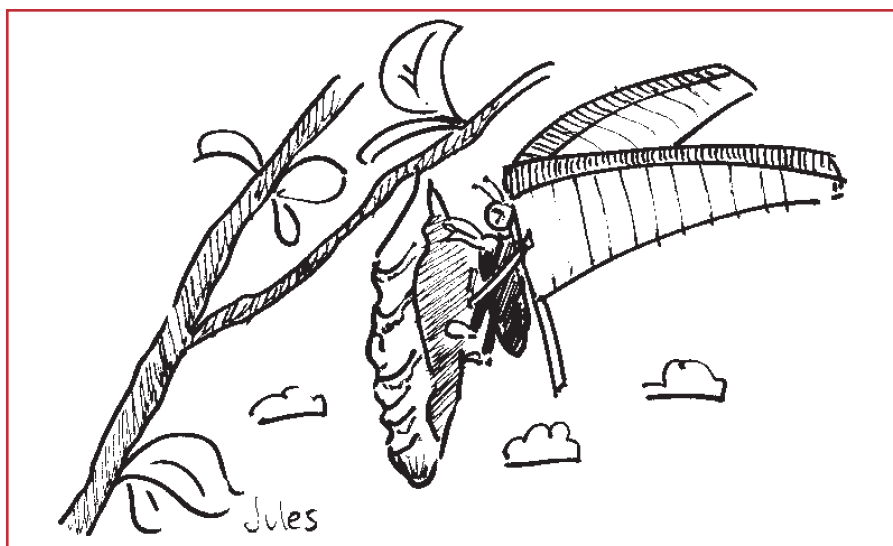
Because of the way the leg straps are attached to the harness, it may require a leg stirrup to get into the harness quickly.

ADJUSTMENTS

At first sight it may not be noticeable, but there are plenty of them – all conceivable adjustments are incorporated into this harness. Most of them are hidden behind the layers of the side protection and out of sight. I did not have sufficient time to fiddle with them in-flight, but my tests on the ground gave me the impression that it would not be a problem.

CONTACTS

To test fly the Compact, contact Jiri Stipek: phone 0414 332 737, email <jstipek@pacific.net.au>, website [http://paraglidingheadquarters.com/].



Warkworth Aerobatics Regatta

Morgan Sandercock, Joe Kostiwi and Jeff Hunt

THE WARKWORTH AEROBATICS REGATTA WAS HELD ON THE QUEEN'S BIRTHDAY LONG WEEKEND. JUDGING BY THE RESPONSE TO THE WEEKEND BY PILOTS, ORGANISERS, AND SPECTATORS, IT WILL BE THE FIRST OF MANY TO BE HELD BY THE HUNTER VALLEY GLIDING CLUB!

The Hunter Valley Gliding Club held the Warkworth Aerobatics Regatta on the June long weekend, and as far as we can determine it was the first competitive glider aerobatic event ever held in Australia. It was a learning experience for organisers, competitors and judges, and fun for all. We also suspect that we may have broken that unwritten Law of Gliding: *"Under no circumstances stage an event that can be watched and enjoyed throughout the day by spectators, organisers and competitors,"* a radical departure from tradition.

THE PEOPLE

Of the 10 entrants, four were definitely demented (fly aerobatics in gliders often) the rest fly occasional aerobatics in gliders and/or have flown aerobatics in powered aircraft. None had flown in a glider aerobatics competition. Bill Pain, from the Southern Cross club, was the only competitor from outside the Hunter Valley club.

The judging team was made up of JP Burton-Clemence, Ron Pickles and Morgan Sandercock. The team of volunteers that made the event happen, was: Joe Kostiwi, Jeff Hunt, Stewart Wright, Leonie Furze, Frere Woods, Bill and Joy Wright, Phil Murdoch, Lawrie Keegan, David and James Pickles, and Mick Webster.

THE WEATHER

We planned for check flights and practice on the Saturday. As luck would have it, the day started with wind gusting to 35kt and strong turbulence to 3,000ft agl. These conditions persisted all day, and stopped aerobatic flights. So much for practice. Some local flights in wave lift were a small consolation.

Sunday dawned, bright and clear but blowing about 15kt at 0700 hours, usually an indication that the wind would strengthen through the day. Would we be forced to use plan "B", doing the "stumbling duck"

walk, practicing the routine on the ground? Mind you, we had no idea how to judge such ground-based antics. However, by 0900 hours the wind had eased allowing Joe Kostiwi and Bill Pain to fly a "recce" flight.. After a second flight, the wind had eased further and conditions were ideal for a 1000 hours start. We had a competition!

SCORING

Competition aerobatics is not an attempt to find the strongest or most foolhardy pilot. The purpose is to find the pilot with the most accurate control over his aircraft and a high level of situational awareness; not as easy as it seems. For instance, two of the scored manoeuvres were 45-degree lines (climb and dive.) No one was able to demonstrate a perfect line on the day. Also, in order to judge each manoeuvre separately, there must be a distinct horizontal line between them and there must also be a distinct wing-rock to signify the start and end for the whole sequence. Even these apparently simple tasks are difficult to do consistently. Everyone learned something.

Internationally, powered and glider aerobatics are conducted under the auspices of the Commission Internationale de Voltige Aérienne (CIVA), which is part of the Fédération Aéronautique Internationale (FAI). Their procedures and judging criteria, published on their web site, were invaluable to the organisation of the Warkworth regatta.

Each manoeuvre is judged by starting with the perfect score of 10 and is reduced by a set amount for errors, a zero being scored only if all judges agree that the correct manoeuvre wasn't done. Each of these scores is multiplied by a "K" factor, which reflects the difficulty of each manoeuvre. Positioning and harmony of the sequence are also judged out of 10 and have their own K factors to represent their relative importance. Harmony measures how each manoeuvre flows into the next without unnecessary interruption. Since we

were unable to mark out the aerobatic box on the ground, positioning was given a low K.

Each competitor had two runs, flying the same sequence twice. Since the Puchacz pilot notes require two people on board for flick manoeuvres, Joe Kostiwi was aboard on all 23 flights to comply with this requirement and was also safety pilot if things got out of shape. Joe was also employed to call out the sequence to the pilot. This meant that the pilot's memory was not being judged, unlike a more serious competition.

Normally a competitor's final score would be an aggregate of all flights for each pilot. Since practice had been blown out, and each pilot only had two flights, we didn't want to penalise mistakes too harshly so the final scores were based on the pilot's best flight. If we had used the aggregate method, the placings would have been very different.

THE SEQUENCE

The aerobatic sequence was compiled to suit the design limitations of most club gliders and the level of expertise of the novice competitors. The idea was to include as many people as possible. There were no advanced manoeuvres such as rolls, tail-slides or stall-turns. Even the worst executed manoeuvre in the sequence was recoverable in a predictable way. This still provided plenty of challenges for the competitors.

SAFETY

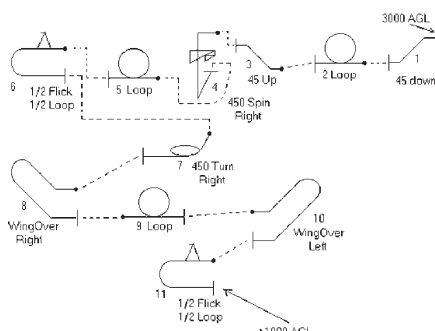
Safety was the top priority for the regatta. If we couldn't put in place procedures to safely manage the risks, then we wouldn't hold the regatta. All competitors, tug pilots and ground crew were required to attend the safety briefing. With only one tug and one glider operating the collision risks were small but the regatta procedures were designed to cater for visiting power aircraft and more.

THE FLYING

As seen from the backseat and by the judges (official and otherwise). It was obvious that everyone found the discipline required by competition type flying quite challenging.

- *It seems that few of us know what a 45° angle is. This is not surprising since we spend very little time flying at 45°, unless in a winch launch.*
- *Wings level over the top of the loop was amusing to say the least*
- *Some managed to almost fall out of the top of the loop*
- *Most had problems entering the spin cleanly, and while there were some innovative interpretations of coming out on a precise heading, everyone was rock solid on spin recovery (a legacy of good training)*

- Half-flick, half-loop, some people applied some original approaches to this manoeuvre.
- Most found out that a precise 60° banked turn is not so easy
- Wingovers presented the judges with a range of styles, few of which impressed
- Energy management to ensure that the exit from one manoeuvre flowed smoothly into the energy required for the next without a noticeable interruption to adjust energy was surprisingly difficult for most



Aresti diagram for Aerobatics Regatta at Warkworth 7-8 June 2003. Revised 13 May 2003, including half-flick manoeuvres (Scored manoeuvres)

Everyone enjoyed the experience immensely and importantly learnt more about flying generally and specifically about aircraft control. I'm sure the event added to their store of knowledge and experience. Interestingly, no one complained that the sequence was too easy and they all promised to be back next year.

THE RESULTS

The first three placegetters, Nick Wills, Joe Kostiw and Bill Pain displayed excellent aerobatic skills with scores within only 67 points of each other, and the remaining competitors achieved scores, which reflected their level of experience and aerobatic currency.

NAME	SCORE
1 Nick Wills	2239
2 Joe Kostiw	2210
3 Bill Pain	2172
4 Mike Duffy	2087
5 Don Hardiman	1892
6 Henry Levy	1890
7 Vic Matusewicz	1818
8 Colin Gross	1814
9 Mick Webster	1759
10 Phil Murdoch	1558

BACKGROUND TO THE EVENT

The decision to proceed with the event was made in March 2003 so, with limited time and Committee and member support, we proceeded into the unknown. We found that:

- While the GFA supported our initiative, they were unable to offer much practical advice
- Our insurers had no precedent, but were able to extend coverage at no extra cost
- The FAI (CIVA) Guidelines for Aerobatic Events for Glider Aircraft were aimed at

Nationals and World Championship level events. Somewhat ambitious for our event, but still useful

- Phil Unicomb, a World Champion aerobatics pilot, owner of Action Aerobatics at Rutherford and a member of the Australian Aerobatics Club offered very practical advice. Thanks Phil
- Volunteers from HVGC were prepared to help to make the day a success. Thanks all.
- NBW Mining was prepared to sponsor the event with trophies. Thanks NBW Mining
- Members of other clubs were sufficiently intrigued to come and watch the event

Working on "we can do it" principles we proceeded with the event. Our objectives were to put on an event which:

- Provided maximum safety for pilots and spectators
- Caused no trauma to aircraft
- Allowed maximum participation (inclusion)
- Provided maximum fun for participants
- Established a credible organisation which could be a sound basis for future events
- Was a credible event that would be a starting point for establishing glider aerobatics as an accepted part of Gliding within Australia?
- Maintained HVGC's excellence in glider aerobatics training.
- Introduced more people into an exciting and challenging aspect of Gliding, which can be as rewarding as, but, less expensive than cross-country flying

Along our path of discovery, we learned how to:

- Develop an effective Safety Co-ordination system. Safety had top priority so a set of safety procedures was developed to cope with foreseeable circumstances and a Safety Co-ordinator appointed. Using only one glider and having no club training on the day made safety co-ordination in the air relatively simple
- Establish the Competition Box. Ground markings were not applied to the "Box", as there were sufficient ground features for practical purposes
- Develop suitable aerobatic sequences, which achieved the desired levels of safety, positioning, harmony and ease of judging. The manoeuvres chosen, (45° lines, loops, spins, turns, wingovers and half-flicks half-loops), were "Basic" and "Intermediate" and were selected to encourage participation and to minimise the risks in recovery if a manoeuvre went drastically wrong
- Train judges. The CIVA notes on judging criteria and advice from Phil Unicomb on the practical aspects of judging were invaluable. HVGC now has the "most experienced" glider aerobatics judging team in Australia.



NOW OFFERS 6-DAY COURSES

The next courses are being run in September, October & November 2003.

Bunkhouse accommodation included. All club facilities available, including clubhouse, kitchen and more.

For information, contact Keith Gateley:
BH (02) 9858 5658 • AH (02) 9516 1282
Mob 0411 132 399 kgateley@pnc.com.au

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www.bathurstsoaring.org.au



Gliding Club of Victoria

Glider Maintenance Engineer

The Gliding Club of Victoria is seeking to employ a Glider Maintenance Engineer to work at our professional workshop facility located at Benalla Airport in North Eastern Victoria.

The position is one of full-time employment and the person we are seeking would have, or be able to acquire, the necessary GFA qualifications to enable them to carry out Form 2 inspections and general maintenance and repairs, etc on both our club fleet and our very extensive private fleet of composite, metal, wood, tube and fabric aircraft.

For further details or for expressions of interest please contact Bob Gray at PO Box 46 Benalla, Victoria 3672, Email: gliding@benalla.net.au or Fax: 03 5762 5599



Spectators and Competitors at Warkworth
Photo: Courtesy Vic Matuszewicz

- *Develop a rudimentary, but adequate scoring systems based on the CIVA scoring system of basic score x K factor minus penalties. The statistical "normalisation" of raw scores as required by the CIVA protocol was not done.*

THE FUTURE

Same time next year we will stage a larger event. The format might change, ideally it would run over four days. Friday being set up and practice, Saturday for first round flights and elimination and Sunday for the Finals. Monday could be for "wind down", but could provide a contest day if the weather conspired against us. Even if the format changes, the restricted sequence, which can be completed safely within the limitations of many gliders, will remain a feature.

We remain flexible about the sequences for the event at this early stage, since this

would depend on the number, and level of experience of the competing pilots. At the very least we envisage a single class with all competitors flying a known and an unknown sequence with an elimination round if the number of competitors was high. A single class competition would demand that all manoeuvres were within the flight envelope of the Puchacz. If the range of entrants (pilots and gliders) warranted, then we could consider Basic and more Advanced sequences.

Mark your calendars now for the Queen's Birthday long weekend in June. Early expressions of interest and intention to compete, with details of aircraft type and level of expertise, would assist in our planning. We will post information about next year's event on the HVGC website.

TRAINING

In the meantime Hunter Valley Gliding Club will continue to indulge in aerobatics and offer training to our own and visiting pilots. Training is constrained by the limitations of the aircraft and while the Puchacz is a great all-round club two-seater, the relatively low Vne is somewhat limiting. Consequently we do not teach slow rolls, since the margin for error is very slim in the training situation, nor do we do tail-slides. We dream of one day buying a Fox.

Manoeuvres flown and taught in the Puchacz, include "chandelles" or "wing-overs", loops, cloverleaves, spins, humpty-bump, half-flick and half-loop, climbing half roll and half-loop, stall turns, inverted flight and turns.

Thanks are extended unconditionally to club members who helped on the day, and particularly to the HVGC Committee for having had the faith in us to do this properly. The Committee had no prior experience or theoretical basis of such an event on which to base their support, but it was given wholeheartedly in spite of some pointed opposition.

OCTOBER LONG WEEKEND

The next regatta to be organised by the Hunter Valley Gliding club will be a cross-country "pylon race" to be held on the October long weekend 5-6-7. Come and experience cross-country in the valley, where the turnpoints are only spitting distance apart. The format is still to be decided: either a short triangle lap-dash under 100km or POST tasking. Prizes would be awarded for the most laps and for the fastest lap, allowing many pilots to compete in the club gliders by doing one lap each. Scoring will be on the honour system – no logger required.



Darling Downs Soaring Club Jondaryan, Queensland

Six-day Training Courses (Monday to Saturday) held on the first week of every month.

Soaring is generally achievable all year round with Silver C's possible most of the year. Cross-country Training Courses are run September to April. Choose from our fleet of two Puchaczs, Blanik, Grob 103, Astir Jeans, Hornet, Open Cirrus, LS7, Ventus B, and Nimbus 2C. Advanced cross-country courses in the Duo Discus T are available on request.

Group bookings/expeditions welcome.

Facilities: bunkhouse accommodation, kitchen, laundry, bar.

More information:

[www.ddsc.org.au]

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Ralph Henderson (07 3843 6178 (h))

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Easter Comps

Jo Davis



I'VE ALWAYS HAD A BIT OF A SOFT SPOT FOR THE EASTER COMPETITION. ASIDE FROM MY CLUB ATMOSPHERE, IT WAS REALLY THE FIRST GATHERING OF GLIDER PILOTS I HAD ENCOUNTERED. SINCE THAT POINT THERE HAS BEEN A SERIES OF FIRSTS AT THE EASTER COMPS- FIRST SOLO, FIRST COMP, FIRST 'REAL' OUTLANDING AND ALL WITH THE SAME SMILING, FRIENDLY, FUN ATMOSPHERE AND ENCOURAGING ADVICE. BUT THEN AGAIN, I GUESS THAT'S WHAT THE EASTER COMPS ARE ALL ABOUT.

Adelaide Uni's Bergfalke IV, GZM, soaring near the club's airfield at Lochiel in autumn

Photo: Justine Thompson

Known to be more than 'just' a competition the Easter comps have become renown as the 'friendly comps'. This year the famed 'friendly comps' were hosted by the Darling Downs Soaring Club and held at Dalby. The Dalby aerodrome was transformed from a usual place of work for the various spray pilots and maintenance businesses to a gliding haven through the tireless efforts of Bob Keen and others, together with our comp director Ralph Henderson. The locals had demonstrated their support, with the local council (Dalby Council) pitching in, not only with ground preparation but by putting on a BBQ. Telstra even came to pitch in with sponsorship.

So with communications well in place (thanks Telstra), this year started much like the last with substantial rain falling on the Darling Downs district just before the event. The reconnaissance flight during practice day confirmed the presence of a couple soggy paddocks. None the less, enthusiasm was not dampened and the procession of rigging gliders and pitching camp began... continued, and continued for quite a while.

A total of over 50 gliders in all. Pilots were even more abundant with a number of shared aircraft and two-seaters in the fleet. The number of first time comp pilots was just beaten by the number of female pilots – 10 in total.

A promising start to what would be a fantastic competition/gliding pilot get together.

The Darling Downs soaring of course rose to the occasion. A touch scratchy on Day 1, but then building into the week. Supporting George Lees summation, during his welcomed address to the crowd, that the weather over the Downs was indeed complex (fantastic soaring conditions none the less).

All of which was taken into hand by our capable 'weather man' Bill Wilkinson and tasksetter Shane McCaffery. Both of who applied their expertise with assigned area tasks (AAT) to match the range of pilots and gliders present. True to form of the Easter comps spirit, a combination of experienced and less experienced pilots was asked to join the exercise of tasksetting based on the weather input to learn the 'art'. Having participated, it was a wonderful opportunity, either to learn or realise the knowledge you had accumulated – pending experience levels.

With the number of gliders in the air, safety was at the forefront of everyone's mind. Fitting then to have the input from a variety of speakers including Harry Medlicott, Buch Buchanan and Hank Kaufmann during the daily briefing to speak on the topic of safety in flight. The crowd of pilots with a range of experience was well accommodated, with topics ranging from the importance of

nutrition and stress/focus management, to entering a thermal.

Even for those of us without a 'Hank 8 knot verio', very respectable climbs (or saves depending on where you start from!) were to be found despite the event being held late April. All year round soaring is somewhat expected from those of us located on the Downs, but are no doubt appreciated more by others. Conditions continued to improve with Day 4 being testament to the trend. An AAT was set for Jandowae North crossings, Chinchilla, Millmeran and home via beautiful cloud streets. The end of the day was filled with fantastic stories of the 'boomer' found along the way.

Of course George was right and those climatic complexities he spoke of and which we love would also come to test us in the end. And as we know no gliding competition would be the same without the odd outlanding. Day 5 provided an excellent opportunity. Isolated showers were threatening for most of the day and finally developed to cut off cloud streets on the way home from Chinchilla catching out a number of the pilots. News started to filter through on the outlanding phone. Last count, three in one paddock and four in the another near Warra, with others scattered about the area. Eleven in total. This unfortunately included one of our two seaters (Puch). All of those not able

to be retrieved that night had been rained in. So the next day was a retrieve day for a number of us. Preliminary estimates were that we would need at least eight people to take the heavy two seater apart and haul it across the now soft ground. In true Easter Comps spirit, 16 people from a number of the clubs came out for the adventure. As it turned out, 16 were just enough to push the gliders across the soft cultivated paddock to where the farmer was happy for us to drive our trailers. We also found that 16 people is the perfect number to have a huge amount of fun with a retrieve (food for thought for the clubs!).

As the Easter comps are just that, a competition, there are winners to congratulate. This of course can't be done without a resident hard working scorer, thanks to Mike Codling. Congratulations to Hank Kauffmann for his success in the Club Class followed closely by Bruce Taylor second and Andrew Georgeson third. The 'Duo Dudes' aka Shane McCaffery, Dennis McCaffery and John Grosser took first place in the two-seater class, John Moore and Robert Bradley (DG 500) second and Kingaroy Duo third.

Congratulations also to Tim Johnston who won the trophy for being the highest placed pilot in their first competition and to

Robert Hart who won the encouragement award for his continued enthusiastic contribution to the sport.

Most of all congratulation to all for making the event a safe, friendly, fun environment to invigorate the love of flying!

If you missed this year, you missed a fantastic time. But not to despair, there is always next year at Chinchilla. As for me, those days have already been booked! For those who have the complexities of the Darling Downs weather and the art of cross country flying completely under wraps there are others to compete against and have fun. And for those of us, who have not, this is an opportunity to experience, not only from the event but from the willing exchange between others, and have fun. In addition to all of that, there is always the relaxed chance to chat to others about the day of gliding over your glass of X knowing with comfort that your audience will be fully enthused!

See you there!



TEAM	CALL	AVERAGE
Duo Dudes	JSR	1000.0
DDSC DG	XQA	947.6
Kingaroy Duo	GKC	846.5
Gympie Guys	GWY	644.6
Kingaroy clan	UKH	622.1
Pooch 2	WQX	543.4
Caboolture Twin	IKW	542.0
Pooch 1	GRI	533.5
DDSC Grob	IUR	487.2
Dynamic Dimonas	JLL	241.3

PILOT	CALL	AVERAGE
Hank Kauffmann	ZBD	980.9
Bruce Taylor	GWP	960.4
Andrew Georgeson	GAG	948.2
Nigel Andrews	NNA	893.0

PILOT	CALL	AVERAGE
Gerrit Kurstjens	GVW	874.3
Peter Griffiths	GXY	870.8
Michael O'Brien	GWR	853.7
Frank Turner	HDK	837.9
Bob Ward	ZBW	830.7
Stuart Lutton	ZBK	825.5

Dion Weston	DWA	822.9
Craig Tuit	GCP	813.2
Bevan Lane	XJW	811.7
Dave Shorter	GQD	803.4
Hugh Hofmeister	GXC	803.4
Bob Keen	GMV	799.6
Tom Claffey	KTC	794.3
Robert Hart	GAW	786.1
Graeme McKenzie	GSD	780.8
Harry Medicott	IKZ	765.5
Jeremy Thompson	GKO	765.0
Brian Allerby	XJB	763.8
Bill Hatfield	GOT	755.7
Bill Wilkinson	XOT	747.5
Kerrie Claffey	GFV	740.4
Daryl Hansen	XKD	740.1
Pam Kurstjens	GPM	689.3
Heath L'Estrange	GQT	682.0
Simon Brown	GSM	668.4
Ian Walker	WVF	651.7
Richard Hoskings	FQR	649.6
Robert Musgrave	GBP	635.7
Ai Sim	GWC	619.4
Peter Bell	GGH	608.1
Peter Hastings	GGH	599.3
Colin Adam	FQR	572.7
Mike Codling	KYT	555.3
Richard Friday	GWC	550.8
Terry Kelly	XOW	544.5
Don Brown	XJF	534.2
Brian Marshall	MPX	531.8
Tim Johnston	XOW	520.8
Warren Williams	GNS	512.4
Tony Cavanna	FQL	508.2
Ian McPhee	MPX	493.2
Brian Wade	GAW	478.0
Jenny Thompson	GKO	476.8
Fran Ning	KYT	462.1
Anthony Lee	GKV	458.7
Pearce Mitchell	GPO	333.8
Jo Davis	GMV	287.2

First flight of the LS10

Peter Holmes

FRIDAY 6 JUNE 2003 WAS THE BIG DAY:

After thorough inspection of the LS10a prototype the first flights took place in Egelsbach, Germany.

First comments by chief designer Dipl.-Ing. Werner "micro" Scholz who is also responsible for the flight testing: The handling of the LS10 turns out to be very good. It is about the same as switching from the LS4 to the LS8. Even though the LS4 characteristics are already very good, flying the LS8 is somewhat easier and carefree; you just get used to the LS8 quicker. Exactly the same feeling happens when you step from the LS6 to the LS10.

The expected improvements in the medium and high-speed region have not

been measured, as this requires flights under special test conditions.

All flights were made in the 18m configuration without water ballast in a trim range from "slightly nose heavy" to "near the rear limit." Flying at minimum speed and the beginning of spin testing demonstrated a very docile and harmless flying quality, as it is with the LS6.

First flights with water ballast and in the 15m version will be made soon and the whole Rolladen-Schneider team looks forward to the first "real" performance measurements and competition flights.

Additional information can be viewed at [www.lsgliders.com].





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OF ARCHITECTS AND AVIATORS

Harry Buckle

(THE WHAT REALLY HAPPENED REPLY TO BRIAN LOWRY'S
RECENT IMAGINATIVE CONTRIBUTIONS....)

“WHY don't you come up to Beaufort and join up with us for a good day's flying, Harry? You're such a pleasant person to be around, and you're always helping people and generally being a little ray of sunshine in an otherwise bleak day – we'd love to have you join up with us and we'll get a really top notch pilot to show you the sites and supervise you for the day”... This was the invitation I got from Phil Campbell, and so how could I refuse such an offer?

I arrived at Andy's Café at about 10 am and met up with all the regular faces over coffee and munchies while we waited for an indication of what place of worship the wind god would have us congregating at today. The coffee and company were excellent, but my thoughts were with Phil's comments that he'd have a real gun to show Buzz and I around and supervise us for the day's flying. Perhaps Tomas was in the country, or maybe Craig Koombler was down from up north, or perhaps even Gerolf? Who could it be? My little heart was all aflutter with thoughts of who it would be and the joys that awaited me.

The morning wore on into early afternoon, and the decision was made that Phil and the other higher ranked pilots were going to fly from Lonarch, while Buzz, Chris Smith and I were going to go out to Ben More... Waiting, waiting, waiting for either the Porsche or Ferrari to pull up and disgorge our gun pilot for the day. Phil called me aside and broke the news “*Sorry mate, but the gun hasn't fronted, he's been called back to the factory to do urgent re-testing of their new Hill Slammer 145. But don't despair, you can still go flying!*” He motioned across to Brian Lowrey and said (rather apologetically), “*He's about the best we can do at short notice. He's got heaps of hours up and he's an expert at sleddies, so you should be okay. If you have any concerns just phone*

me.” (My little heart eased back on its afluttering somewhat.)

Brian walked over and introduced himself and our little band of aviators hopped in our vehicles and proceeded to follow Brian to Ben More. He looked the part all right, but something wasn't quite right. What was the niggling in the back of my mind? (That part of the mind where your animal reflex actions originate from, the part that whispers: DANGER, DANGER, BEWARE.)

Down the highway we went, then turned off the black to the grit before driving up and down the road at the base of Ben More several times (drive along past gates, do a U-turn, drive back past the same gates, do another U-ey). Finally Brian stopped and told us that it all looked different from the last time he was here, but not to worry, as he would get us there all right! We all look a bit uncertain at this early stage of the game, but give Brian the benefit of the doubt (what else could we do?). Then a ray of sunshine breaks through from the clouds, traverses over Brian's face and shines on a gate just up the road (thank you God). Brian announces, “Oh yeah, there's the landing paddock, guys. Okay, load up into one car and away we go.”

Driving, driving, driving... around and around and around we went. Up and down dirt roads and tracks with Brian looking eagerly as each intersection and gate arrived, only to look crest fallen and announce, “*That's not the one... it's gotta be the next one, guys. Gosh, this country looks totally different after some rain, no wonder it's such a hard site to get into.*”

Finally we got onto the right track and away we went, bumping, twisting, turning – Chris' 4WD made easy going of it. Looking to lighten the atmosphere I asked each of my fellow passengers what profession, trade or calling they followed. Chris is an honest, hard working builder, a real salt of the earth type of guy. Buzz is an environmentally aware and friendly eco-engineer

who builds portable loos that biodegrade all the nasties – well done mate, gotta care for the environment. Me? I'm a stone mason, direct descendant from the pyramid builders, hardworking, honest and non-pretentious. Brian announced that he's an architect.

Chris, Buzz and I all looked at each other. An architect! Bloody hell, what had we got ourselves into? Trusting our souls to an architect.

Onto launch and the conditions looked okay – firm, but okay. Eagerly Chris, Buzz and I started to unpack and get set up, but Brian is sort of pacing back and forth and looking very “architectural”. (This is how architects sometimes look when confronted by a situation they are not entirely au'feit with.)

Buzz then sat himself down on a rock and proceeded to have a good old hurl. I asked him what was wrong, and he said that it was “something that he ate”. But he couldn't fool me. I saw a look of uncertainty in his eyes and I probed a little deeper. He finally confessed, “*I'm really concerned here – first off he can't find the site, then he tells us he's an Architect, and now he's pacing back and forth with a really Architectural look on his face... I'm worried sick about the situation and don't feel comfortable about flying today.*”

“No worries mate, I'll go first and check the conditions if you like,” I offered. Buzz looked both relieved and green, so I left him to it and got ready to launch. Chris and Brian assisted me and up I went. I got a few good tilts to the left and right, then straightened up okay. I worked over to the left side a bit and became aware that there was probably rotor in the lee of the hill. So I worked back to the right, got another bump and straightened up again. It felt okay then and there, but I could sense much stronger winds coming in, and as I was in a Fun that I knew wouldn't penetrate anything much stronger, I decided to fly forward and set up my landing. I landed okay and looked back to see Chris and Brian launch. Chris looked fine in the Lite Sport, but Brian was looking very “architectural” in his Fun, so I was sure I had made the correct decision to land.

That was the day for me – I decided to go home early and get some brownie points. I was really dismayed when I heard that Brian had been blown back and had landed in a tree, but I was not surprised... What more can I say? – Brian is an architect!





Photo: Courtesy Diana Wallis



CANUNGRA PARAGLIDING CUP 2003

11 - 18 October 2003

The Canungra Hang Gliding Club once again is pleased to invite paraglider pilots to participate in the 2003 Canungra Cup (11-18 October). The event has been awarded a AAA sanction by the HGFA and a Category 2 status by CIVL and will be the first sanctioned AAA paragliding event of the Australian season.

The entry fee will include maps, competition T-shirt, presentation dinner, pilot pack & goodies, site fees for the duration of the event and the chance to win up to 450 national ladder points each day. The fee this year will remain the same as 2001/02 at \$150 providing your registration AND payment is received before 11 September 2003. After this the fee will be \$180.

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.

The successful workshops will again be held each evening, dependant on interest.

We hope once again that our top pilots will donate their time and knowledge on all matter of competition flying skills. Fun evening entertainment will again be planned, with last year's favourite "Roast & Boast" – So bring those stories!

For more information about the competition or Canungra, visit our website at:

<http://home.iprimus.com.au/plenderleithm/canungracup/>

email: canungracup@hotmail.com

Comp Director: Karen Sexton 0410 433 711

Comp Organiser: Brandon O'Donnell 0416 089 889

NEW online registration facilities available this year!

Accommodation options available on our website, but book early! Private home stay accommodation being sourced this year, email Karen for details.





Hallelujah!

Dave Tonks

IT CAME TO ME AS A VISION, REALLY – THERE I WAS, STANDING ON THE VERANDAH LOOKING AT SOME PARTICULARLY JUICY CU'S, AND THE THOUGHT OCCURRED TO ME, THIS FREE-FLIGHT STUFF REALLY IS A RELIGION. JUST LOOK AT THE PARALLELS.

There's Huey, of course, the God of Flying. Everybody knows Rule No. 1 – Never curse the wind. (The wind, as we well know, is directed by Huey – make Him unhappy, and He has the power to respond. And He can be a bit spiteful). I've lost track of the number of times I've heard prayers on launch, sometimes simple (*"C'mon Huey, send us some nice thermals today"*), sometimes complex (*"Huey, I've been good. I haven't had a sickie all year, I've done all those odd jobs around the house She Who Must Be Obeyed has ordered, I even looked the other way when that SYT (sweet young thing) bent*

over in that mini-skirt the other day - sweet skies, please, Huey").

Another thing – we're pretty keen about attending our places of worship. None of this turning up on the 'chosen' day for us, hell no. Weekend days are the biggies, but any day of the week you will find devotees heading for our 'places of worship' (depending on the wind direction), heads craning for views of the sky and mumbling prayers to Huey as they go.

Okay, so we don't have the smoking vial swinging from the chain or gold candelabra, but there are definitely recognisable objects de worship seen on every launch. The windsock, for example, is often seen with

one or more devotees gathered around with their hands clasped in front of them, praying (one can guess what for). Others can be seen standing in the middle of launch with a hand raised to the heavens (holding a windspeed gauge, probably). Then there's the communion 'snack' too, although most devotees tend to hang on to their gummi bears until they are worshipping at the altar of cloudbase.

One interesting thing about our religion is that it attracts attention. You just don't see people driving past a Baptist church screeching to a halt and pouring into the church to see what's going on, do you? Book of worship? Well, you won't see them on launch, but every devotee has their collection of religion-based reading material, consisting of magazines such as Soaring Australia, Cross Country, Paraglider, etc. And the serious stuff is there too – Dennis Pagen's Understanding the Sky, vario and GPS manuals, anything that helps in The Quest.

And if there's one thing that stands out in my mind about this religion, it's the people in it. You don't need to get yourself a helicopter ride to see it, it's there every minute of every day. And if you're lucky enough to be a worshipper as I am, you'll know exactly what I mean.



High Adventure's Flight Schedule

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

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This tour designed for limited holiday pilots and will be based at Mt Beauty. Tour dates 28th December 2003 with pick-up at Melbourne Airport, to 3rd January 2004 return to Melbourne Airport. This time has been chosen to suit the traditional Japanese holiday period. Aussie and other pilots most welcome.

Call or text Rohan Holtkamp (0409 678 734), Paul Rundell (0418 348 948) or email us at dynamic@netconnect.com.au for your free information package.

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Contact Addresses

GFA

NSW Gliding Association (NSWGA)

Australian Air League

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

Australian Soaring Centre

PO Box 1315, Byron Bay NSW 2481.

Bathurst Soaring Club

PO Box 1682, Bathurst NSW 2795.

Byron Power Gliding Club

PO Box 815, Byron Bay NSW 2481,
02 66847627, 0428 847642.

Byron Soaring Centre & Aeroclub

PO Box 549, Byron Bay NSW 2481,
02 6684 4244, 02 6684 7572????

Canberra Gliding Club

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

Central Coast Soaring Club

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

Cudgong Soaring Pty Ltd

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

Forbes Soaring & Aero Club

PO Box 267, Forbes NSW 2871,
02 68523845.

Goulburn Gliding Group

57 Munro Rd, Queanbeyan NSW 2620.

Grafton Gliding Club

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

Greenethorpe Gliding Club

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

Harden Gliding Club

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

Hunter Valley Gliding Club

PO Box 9, Newcastle NSW 2300.

Kentucky Flying Club

The Hill, Kentucky NSW 2354.

Lake Keepit Soaring Club

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

Leeton Gliding Club

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

NSW AIRTC Gliding Club

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

NSW Police Gliding Club

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

Orana Soaring Club

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

RAAF Richmond Gliding Club

RAAF Base, Richmond NSW 2755.

RAAF Williamtown Gliding Club

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

Royal Australian Naval Gliding Association

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

Scout Association NSW Gliding

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

Soar Narromine Pty Ltd

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

Southern Cross Gliding Club

PO Box 132, Camden NSW 2570,
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 6972733.

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 Aero & Soaring Club

PO Box 144, Warwick QLD 4370,
07 38923473.

Tarwan Soaring

PO Box 34, Wandoo QLD 4419,
07 46274080.

SA Gliding Association (SAGA)

Adelaide Hills Soaring Group

PO Box 1, Bridgewater SA 5155.

Adelaide Soaring Club

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

Adelaide Uni Gliding Club Inc., Adelaide Uni Sports Association

The University of Adelaide, SA 5005,
08 88262203.

Alice Springs Gliding Club

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

Balaklava Gliding Club

PO Box 257, Balaklava SA 5461,
08 88645062.

Barossa Valley Gliding Club

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

Blanchetown Gliding Club

c/o 12 Altola Rd, Modbury SA 5092.

Bordertown Keith Gliding Club

PO Box 377, Bordertown SA 5268.

Gawler Gliding Club

PO Box 135, Cockatoo Valley SA 5351.

Millicent Gliding Club

PO Box 194, Millicent SA 5280.

Murray Bridge Gliding Club

PO Box 1277, Victor Harbor SA 5211.

Northern Australian Gliding Club

PO Box 38889, Winnellie NT 0821.

Port Augusta Gliding Club

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

Renmark Gliding Club

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

SA AIRTC Gliding Club

PO Box 2000, Salisbury SA 5108.

Waikerie Gliding Club

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

Whyalla Gliding Club

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

Victorian Soaring Association (VSA)

Albury Corowa Gliding Club

PO Box 620, Wodonga VIC 3689.

Beaufort Gliding Club

116 Tennyson St, Elwood VIC 3184.

Bendigo Gliding Club

62 Lawson St, Bendigo VIC 3550.

Corangamite Soaring Club

Kurweeton, Derrinallum VIC 3325.

Geelong Gliding Club

PO Box 197, Bacchus Marsh VIC 3340.

Gliding Club of Northern Tasmania

12 Delungra Rd, Trevallyn TAS 7250,
03 63346594.

Gliding Club of Victoria

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

Grampians Soaring Club

PO Box 468, Ararat VIC 3377,
0417 514438.

Latrobe Valley Gliding Club

PO Box 625, Morwell VIC 3840.

Mangalore Gliding Club

PO Box 80, Avenel VIC 3664.

Mount Beauty Gliding Club

44 Roper St, Mount Beauty VIC 3699.

Murray Valley Soaring Club Ltd

PO Box 403, Corowa NSW 2646.

RAAF East Sale Gliding Club

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

Soaring Club of Tasmania

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

South Gippsland Gliding Club

PO Box 475, Leongatha VIC 3953.

Southern Riverina Gliding Club

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

Stawell Gliding Club

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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

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

HGFA General Manager's Office

Damien Gates, PO Box 130, Underwood QLD
4119, ph: 07 32198516, 0417 766
356, fax: 07 32199560, Email <general.
manager@hgfa.asn.au>.

Information about site ratings,

sites and other local matters,

contact the appropriate State

associations, region or club.

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Unit 1/35 Coode St, South Perth WA 6151, 08
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net.au>.

Rohan Grant (Vice President)

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<President@hgfa.asn.au>.

Rohan Holtkamp (Secretary)

RMB 236B Western Highway, Traralgon VIC 3373,
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734, <Rohan_Holtkamp@hgfa.asn.au>.

Rob Woodward (Treasurer)

38 Addison Rd, Black Forest SA 5035,
08 82325405, 0408 808436, fax: 08
82237345, <rob_woodward@ultimate
positioning.com.au>.

GFA MEMBERSHIP FEES 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

Short-term membership:	1 Month*	3 Month*
NSW/WA/QLD/VIC	\$48	\$60
South Australia	\$57	\$69

International postage for Soaring Australia to be
added to membership fees:

Zone	Country	Price
1	New Zealand	\$54
2	Singapore	\$60
3	Japan, Hong Kong, India	\$60
4	USA, Canada, Middle East	\$66
5	UK, Europe, South America, South Africa	\$72

HGFA General Manager's Report

Hello from the new office of the General Manager. Well, it certainly was a baptism of fire for my first week, my first day even, in taking over Craig's role until May next. Tragically we had a double fatality microlight accident in which we lost a very well respected pilot from our community. I offer my deepest sympathies and condolences to Joe Scott's family and friends, and all other people affected by this terrible accident. An analysis and report will be made once all the findings and investigations are complete. Given the comprehensive nature of the investigations undertaken by the authorities, this may take some time. To date no specific cause for the incident has been identified.

Life is too short

Indeed it is, and we should live our lives to the fullest and as positively as we can. This brings me to my next point. I have been amazed since first arriving in the office just some three weeks ago (at time of writing) at the amount of animosity harboured between our own members.

I am not only referring to the old HG vs PG rivalry (astoundingly similar to the surf board vs boogie board, skateboard vs rollerblades, sailboard vs kite surfing fraternities, etc), but also intra-discipline angst and animosity. I do not refer either to one particular incident, I can assure you of that, because there are far too many to choose from.

We suffer so many barriers across all disciplines, in various ways, from any number of threats which come from outside or own organisation. Manifesting our own from within can only see us slowly tearing ourselves apart. What I am most afraid of is the mentality which seems to pervade our society at the moment, much like the continued roll on in the insurance and litigation industries, is that soon we will have gone so far that it is the norm to tear down our fellow sport aviation enthusiasts. Whether we like it or not we rely on our association with all members for our survival as a group. Our survival as a group is what gives us the strength to protect ourselves from those external threats. We are all individuals (some more individual than others) and many of us are terribly competitive, but even boxers can shake

hands after a fight. We do not have to agree, but let's try not to be disagreeable.

General Managing

By the time you read this I will have been in the job a month or so and should have most of the teething problems sorted out. Due to the fact that my office and HGFA office will be separate, processing of some tasks may take a little longer. Given the professionalism and efficiency of the office staff (Kerry, Michelle and Sue) this really should not cause any concern as things are taken care of pretty quickly anyway. (*Sub-ed note: Three cheers for the current office staff – they are by far the best team we've had there!*) Having spent some time annoying them myself, I can assure you that they do endeavour and succeed at looking after your interests and concerns like they were their own.

We have – myself especially – many challenges over the next year and beyond. CASA are continuing with the changeover of the CAO and CAR's to the CASR model. Thanks to those who maintain our interests. Next year will see the Hang Gliding Pre-Worlds in Hay, as the prelude to the World Hang Gliding Championships 2005. These should be some exciting times and will bring one of our amazing sports to the attention of the land-bound public. Here is hoping we, Australia, can take it out individually and as a team.

Microlight Advisories

All Pegasus microlight owners are advised to regularly check the Pegasus website at [www.pegasusaviation.co.uk/index.htm] and go to the 'Service and Parts' link, then the 'Service Bulletin' pages for any updated advisories. Some of the advisories are a bit dated, however we have received calls regarding some issues with these aircraft for which owners may not be aware.

Airspace Infringement

A recent infringement (unintentionally) into CTA by a weightshift microlight highlights the need to remain vigilant and aware of your surroundings and position at all times. Flight planning and contingencies need to be developed and understood prior to undertaking any cross-county activities in ANY aircraft.

Site Suitability for Check Flights

Some confusion has arisen about what sites are suitable for various rated pilots. This is outlined in the "privileges" of pilot certificates in Section 7 of the Operations Manual. Site ratings are up to the Club

Safety Committees and the application of such rating must be carried out by Safety Officers. Some sites may be suitable to fly "up a rating" under certain conditions. Club Safety Committees should also specify under what circumstances a site would be suitable for this to occur.

Accident Reports

We are living in interesting times indeed, and there is a strong rehabilitation occurring of the legislation regarding civil litigation claims to accommodate the risks involved in our sports and sports in general, placing the onus on the individual for the voluntary assumption of risks. It does not and will never be the type of paradigm shift that protects against any form of negligence. To this end, and in protection of individuals, commercial operators and the Federation as a whole, it is imperative that we maintain our qualifications, certifications and endorsements as prescribed by the Operations Manual and all regulations (too many, I know, but let's not make it worse) that affect and apply to us. Fundamentally, if we maintain a focus on taking care of the little things (paperwork), the big things should look after themselves.

The following accident/incident report has come across my desk since being in office:

No. 1

<i>Pilot:</i>	<i>Restricted HG</i>
<i>Experience:</i>	<i>20-30 hrs total</i>
<i>Last 90 days:</i>	<i>0</i>
<i>Glider:</i>	<i>early model low performance HG</i>
<i>Pilot Injury:</i>	<i>scratches, cuts, bruises and some stitches in groin</i>
<i>Glider Damage:</i>	<i>2 x bent uprights, bent r/h leading edge, broken keel, sail damage</i>
<i>Location:</i>	<i>coastal site</i>
<i>Conditions:</i>	<i>10-14kt, nil turbulence.</i>
<i>Description:</i>	

WITNESS REPORT: The pilot had not flown for some months and was briefed by a local instructor, conditions assessed and a flight plan generated for the flight under radio assistance. The pilot launched with wire assistance and once airborne immediately pulled the bar "right" in "looked down" and flew directly towards and then onto rocks below the launch, failing to respond to radio directions and to let the bar return to trim. In the opinion of onlooking pilots, the pilot in this incident looked down straight away and flew directly where he was looking.

Comments:

Some work on a training slope prior to the high glide or attempting to soar would have been appropriate given the time since the pilot's last flight (comment offered by attending instructor). Where you look you shall go, especially in times of stress. It is also a common symptom for people in high

stress situations to suffer from "auditory exclusion", failing to hear or recognise audible directions. A strong case for check flights on training slopes to gain confidence and recall experience.

General Manager's Office

Damien Gates

PO Box 130, Underwood QLD 4119,

Ph (07) 3219 8516

Fax (07) 3219 9560

Mob 0417 766 356

Email <general.manager@hgfa.asn.au>.



Classifieds

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GFA

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HANGAR SALE. Motor Gliders Faulke 35 HP. VW motor. \$29,000. Single-seat motor glider unfinished project, motor, fuselage. Enclosed trailer. \$9,500. Ph: 02 9955 7311.

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LAK 12 Open Class sailplane. Approx. 200 hrs total time. Basic instruments, trailer, ground handling gear, parachute, Colibri. Based at Bendigo GC. \$45,000. Ph: 03 97617040, <lak@ecowatch.com.au>.

ASTIR CS VH-WUK. Good cond, good instruments, Microair radio, 3,356 hrs. Enclosed braked trailer. \$20,000 ono. Ph: Peter Warburton 08 86452619, <petwarbt@mbox.com.au>.

CHEROKEE II, FQU, kept dry in storage within fully enclosed trailer at Western Queensland location (low humidity). In very good cond. Needs Form 2. Wheel brake, belly adjustable release, fully enclosed trailer, stits fabric [www4.tpg.com.au/users/~dgrim], currently located CQG Club. \$1,500 firm. Ph: David 07 49368406.

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DUE TO FLEET UPGRADE PLANS Central Coast Soaring Club Inc is offering for sale Blanik WUV. Good cond. \$8,000. Ph: Brian Giersch 02 43248977.

IS28b2. VH-GVV. Good cond, basic instruments, 5,376 hrs. Open trailer. \$28,000 ono. Ph: Peter Warburton 08 86452619, <petwarbt@mbox.com.au>.

DUE TO the agent's long-standing reservations the following gliders can still be made available during the second half of 2003. ASK21 - ASH26 - ASW27 - ASW28 (15 or 18m) (with or without sustainer engine) Please contact Chris Eckey on: 08 84492871 for further details.

0428 847642. [www.mrsoaring.com] (updated!).

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LS-4a TOP, VH-IZE, Standard Class glider with 'backpack' engine (can easily be taken off to fly as pure glider, eg for comps or during servicing). S/N: 4280, TT 1,859 hrs, engine 9 hrs. \$62,000. ono. Ph: 08 83392024 (5-7pm CST), <vw@lieff.net>.

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HGFA

Classifieds are free of charge to HGFA members up to a maximum of 40 words. One classified per person per issue will be accepted.

Classifieds are to be delivered to the HGFA office for membership verification/payment by email, fax, post or phone (see club page for details). The deadline is 25th of the month, for publication five weeks hence. Submitted classifieds will run for one issue. For consecutive publication, re-submission of the classified must be made, no advance bookings. When submitting a classified remember to include your contact details (for prospective buyers), your HGFA membership number (for verification) and the State under which you would like the classified placed. (Note that the above does not apply to commercial operators. Instructors may place multiple classified entries, but will be charged at usual advertising rates.)

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AIRBORNE CLIMAX 13 adv, 18 months old, blue/white US, 70 hrs total airtime, 2 spare DTs, XC bag, batten profile, manual, some C2 mods, tows easily, flies great, \$5,700 ono. Ph: Alan 0417 420956.

AIRBORNE FUN 190 nov, orange, \$2,300. Moyes training harness, \$100 ono. Ph: 0414 248250.

AIRBORNE FUN 220 nov, lavender/fluoro yellow LE, white MS, new side wires, GC, \$3,000 ono. Excellent floater with the option to fly tandem, will trade with cash for topless. Helmet, brand new! XL Charley-Insider full-face, \$200 ono. Ph: Brabes 02 66280983; <bbraby10@scu.edu.au>.

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

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DESIRE 141 int hang glider package, very low hrs, been in storage for years (still smells new). Yellow/blue US with LE stiffeners fitted. Roll control very light, Bräuniger vario, Lazer full-face helmet (black, no mark on it), Hi Energy reserve chest mounted in Forest Parks' Pod Lite harness suit 6' pilot. Tow bridle & batten profile incl. if needed, \$1,800 ono. Ph: Steve 02 49817678; 0412 227678.

MOYES XT 165 int, EC, new sail, new bag, speed bar, ideal novice/int wing, \$1,500. Ph Rod 02 49347917.

VICTORIA

ENTERPRISE WINGS 157 RAGE int, with VG, flies well, GC, mauve LE, priced for quick sale, \$900. Ph: Bill 0419 882405.

MOYES XT-PRO 165 nov/int, VGC, great colours (fluoro orange LE, blue/green US). Rubberbacked fared Aerosafe DTs, speed bar, scrim LE with mylars, complete with owner's manual & batten profile. Flies great, priced to sell, \$1,050 ono. Wanting to upgrade to adv equipment. This is my current equipment still being used, so all safe to fly & in great working order. Ph: Gabriel 0407 544511.

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MOYES MAX 157 int, flown 10 hrs, purple/green/white, incl Moyes prone harness, reserve, speed bar, wheels, batten profile, & white full-face helmet. Great package, \$3,200. Ph: Mike 07 32175196.

MOYES XT 165 PRO int, faired DTs & speed bar. Sail in EC, only 38 hrs, purple U/S with PX20 LE. New glider bag, spare LE & DTs. Ideal for new pilot looking for int glider, \$2,250 ono. Ph: 0411 869177; <peterbarwise@logan.qld.gov.au>.

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TANDEM MOYES X2 adv, white/blue, incl. heavy duty castoring wheels & keel extension, also skis for sand/beach landings, EC, \$1,200. Ph: Gordon 0419 942645.

MOYES XTALITE 147 adv, black/yellow US, white TS, with spare DT & wheels, VGC, \$1,700. Ph: Ken 0402 249014.

MOYES XTALITE 147 adv, power rib, yellow/black US, white TS, flies & lands well, with spare DT & wheels, VGC, \$1,700. Ph: Ken 0402 249014; 08 94147210.

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VICTORIA

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QUEENSLAND

AIRBORNE EDGE 582 T2-2632, Edge wing in good cond. EGT, ASI, ALT, tach & water temp. radio, intercom, helmets, headsets, training bars, tow system, covers, trailer, larger radiator & rear wheel brakes. Always hangared & well maintained, \$16,000. Ph: Russell 07 5445 0084; 0407 966260.

Wanted

QUEENSLAND

Moyes Contour, Xtreme, or similar harness in VGC for 5' 9"/60kg pilot. Ph: Craig 07 38511150; 0419 753550; <kraygels@yahoo.com.au>.

Stolen Equipment

ACT

Please keep your eyes out for the following gear which has been stolen from Mick Ryan, ph: 0427 602793, 02 62 511 459 (h), 02 620 70749 (w), in the ACT area:

Brauniger IQ CompGPS vario, never used & in a purple padded bag & on a new mount. Electronic air speed indicator/wind vane, never used. Flytec 3005 vario. Garmin 12 GPS in padded Garmin bag. Kenwood FM Transceiver, yellow 40ch UHF radio. ICOM 40S UHF radio in vinyl pouch.

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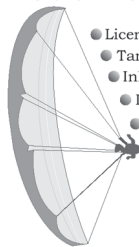
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