



# Soaring AUSTRALIA

**September 2003**



**Phoenix Cup  
2003**



**Junior Soaring  
Takes a Stand**



**Flatter than the  
Flatlands 2003**



- 2 Junior Soaring Takes a Stand
- 3 GFA News
- 4 Joining Thermals
- 5 Abendthermik
- 6 Flatter than the Flatlands Comp  
– Birchip 2003
- 8 Claudia's Tandem  
– Dusk in the Air
- 9 Birds of a Feather  
Microlight Together
- 10 Low Energy Finishes
- 11 Accidents/Incidents
- 12 Cross-country Flying Safely  
Lookout Scan
- 13 Documentation Required  
for FAI Badges

- 14 Developments at Stanwell Park
- 16 Team Training for the Worlds  
– Advance Style: Fly for Fun
- 18 Letters to the Editors
- 20 Beyond Just Flying  
DG takes over LS
- 21 GFA Airworthiness Directives  
and Advice Notices  
GFA Badges and Certificates
- 22 HGFA News

- 25 The Awesome Adventures  
of Dick Speed 3
- 26 Predicting Morning Glories
- 30 Winter Soaring Dalby Style
- 32 A New Step in Modern Hang  
Glider Design – The Litespeed S
- 33 Phoenix Cup 2003
- 34 Moving the Goalposts
- 35 Watch Him
- 36 GFA Development  
Officer's Report
- 38 Parachute Deployment Bags
- 40 HGFA General Manager's Report
- 42 Contact Addresses
- 44 Soaring Calendar
- 45 Classifieds

Flying near Broome, WA – Photo: Peter Lucas

## Emergency Parachute Systems

### Parachutes Australia

has been supplying the world with emergency parachute systems for Civilian and Military applications for over 30 years.

#### The Thinback and Slimpack Emergency Parachute Systems

manufactured by Parachutes Australia are designed, tested and manufactured beyond regulatory requirements and provide the maximum safety, performance and comfort.

- Certified under FAA TSO C23(b) with Certificate of
- Type Approval issued by CASA.
- Long 25 year service life.
- Manufactured from durable Cordura fabric.
- Military specification harness webbing for reliable strength and durability.
- Stainless Steel closing grommets and ripcord assembly.
- Thin, soft pack for pilot comfort.
- Now available, **Sheepskin Accessory Option** for improved comfort and hygiene.

Slimpack  
(Seat Version)



22 Bosci Road Ingleburn NSW 2565  
Ph 61 2 9829 5355 Fax 61 2 9829 1300  
Email: [sales@parachutesaustralia.com](mailto:sales@parachutesaustralia.com)  
Web: [www.parachutesaustralia.com](http://www.parachutesaustralia.com)



Official publication of the Gliding Federation of Australia (GFA) and the Hang Gliding Federation of Australia (HGFA).

## EDITORIAL CONTRIBUTIONS

Contributions for the combined magazine should be sent to the appropriate sub-editor:

### GLIDING

Editorial contributions to: GFA sub-editor Anne Elliott, PO Box 189, Narramine NSW 2821, ph/fax: 02 6889 1229, email: <annell@hwy.com.au>.

### HANG GLIDING, PARAGLIDING & MICROLIGHTS

Editorial contributions and display advertising bookings to: HGFA sub-editor Richard Lockhart, c/o Blackheath Post Office, Blackheath NSW 2785, ph: 0418 130354, email: <skysail@ozemail.com.au>.

### DEADLINE FOR CONTRIBUTIONS:

25th of each month, five weeks prior to publication.

Photos and materials will be returned after publication only if a stamped, self-addressed envelope is supplied.

Otherwise, photographs, whether published or not, will be filed and may be used subsequently in further publications.

### NOTICE TO READERS AND CONTRIBUTORS

Contributions are always needed. Articles, photographs and illustrations are all welcome although the editors and the GFA and HGFA Board reserve the right to edit or delete contributions where necessary. Articles of unknown origin will not be published. All contributions should be accompanied by the contributor's name, address and membership number for verification purposes.

Photographs should be printed on glossy paper either in black and white or colour. Captions and photographer's name are needed.

Drawings, maps, cartoons, diagrams, etc. should be in black ink on white paper. Lettering may be pencilled lightly but clearly on the drawing, for typesetting. Views expressed in this magazine are not necessarily those of the GFA, HGFA nor the editors'. They are strictly the views of the contributor. Any GFA officer quoting his title will be responsible for submitting an official article. Copyright in this publication is vested in the GFA/HGFA. Copyright in articles and other contributions is vested in each of the authors in respect of their contribution.

### ALL OTHER MATTERS, SUBSCRIPTIONS, CHANGES OF ADDRESS, ETC

The Gliding Federation of Australia ACN 008 560 263 & GFA Sales: 130 Wirraway Road, Essendon Airport VIC 3041, ph: 03 9379 7411, fax: 03 9379 5519, email: <AdminOfficer@gfa.org.au>, web: [www.gfa.org.au].

Hang Gliding Federation of Australia & HGFA Sales: PO Box 157, Hallidays Point NSW 2430, ph: 02 6559 2713, fax: 02 6559 3830, email: <office@hgfa.asn.au>, web: [www.hgfa.asn.au].

The Gliding Federation of Australia and the Hang Gliding Federation of Australia are members of the Fédération Aéronautique Internationale (FAI) through the Australian Sport Aviation Confederation (ASAC).

### CREDITS

Cover: Landing on the Beach, WA  
Photo: Peter Lucas (Richo RR10 camera)  
Design: Suzy Gneist  
Printing: Pirion Pty Limited, Canberra ACT  
Mailing: Pirion Pty Limited, Canberra ACT

### CLASSIFIEDS AND ADVERTISING

Display advertising rates and specifications are available on request from GFA and HGFA advertising contacts. Advertisements may be submitted in high resolution (300dpi at 100% ad size) digital TIF or EPS formats. Please avoid sending low resolution JPG or GIF files, these do not achieve good printing results.

### GLIDING

GFA advertising and classified bookings to: Angel Administration - Fiona Rowe, PO Box 1163, Penrith NSW 2751, ph: 0407 593192, fax: 02 4739 0185, email: <frowe@optusnet.com.au>. All GFA advertisements to be paid prior to publication. GFA classifieds are charged at \$16.50 for the first four lines, \$4.40 for every line thereafter plus GST.

### HANG GLIDING, PARAGLIDING & MICROLIGHTS

HGFA advertising bookings and classified bookings to: Richard Lockhart, c/o Blackheath Post Office, Blackheath NSW 2785, ph: 0418 130354, email: <skysail@ozemail.com.au> or fax: 02 6559 3830. HGFA member classifieds are free, rates apply to commercial advertisers. The publisher cannot ensure that the information/advertisements contained in this publication comply with the Trade Practices Act 1974 (Cth), and the responsibility for such compliance must therefore be upon those who submitted the information/advertisements for publication. The publishers take no responsibility for any product advertised. The publishers reserve the right to refuse or withdraw any advertisement at their discretion. While every care is taken with material published, no liability is accepted for errors or delays in production.

### FOR CONTRIBUTIONS TO HGFA WEBSITE USE EMAIL ADDRESS AS FOLLOWS:

CATEGORY	EMAIL ADDRESS	DESCRIPTION
Club News	clubnews@hgfa.asn.au	Information is forwarded to Soaring Australia and the maintainers of the HGFA website.
Competition News	compnews@hgfa.asn.au	Information is forwarded to Soaring Australia and the maintainers of the HGFA website.
Articles, advertisements	skysail@ozemail.com.au	Soaring Australia only content and other content

## Look your best with the NEW HGFA Merchandise!

Available from HGFA sales

E: office@hgfa.asn.au W: www.hgfa.asn.au

P: 02 6559 2713 F: 02 6559 3830



The New HGFA car sticker  
\$3.30 incl. postage



Peak Hat



Slouch Hat

### Soaring Australia Peak & Slouch Hats

Peak Hat \$16.50 ea  
Slouch Hat \$17.50 ea



"Surf the Sky"  
Short & Long Sleeve T's  
Colours Sizes  
Royal Blue Small (16)  
Jade Green Medium (18)  
Taupe (lt. Beige) Large (20)  
Lt. Grey Marble X-Large (22)  
Mulberry XX-Large (24)  
Short Sleeve T \$25ea  
Long Sleeve T \$30ea  
Postage \$5.50



Long Sleeve T-Shirt



T-Shirt

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



# Junior Soaring Takes a Stand

Adam Woolley

SINCE THE QUEENSLAND SOARING ASSOCIATION (QSA) EASTER COMPETITION HELD IN APRIL EARLIER THIS YEAR, I HAVE BEEN PART OF A GROUP OF JUNIOR PILOTS WHO ARE SEEKING TO IGNITE THE 'JUNIOR SOARING MOVEMENT' IN AUSTRALIA.

**T**his concept has been largely inspired by the hugely successful junior soaring movement in the United Kingdom, which Australian pilots are hearing about through pilots travelling to Australia to fly on the George Lee Plain Soaring course. In the United Kingdom the Junior Nationals is oversubscribed, with pilots being turned away once 50 entrants is achieved. The top 50 pilots are given the opportunity to go on a waiting list for any drop outs.

This is truly amazing for Australian pilots to hear about. We don't even get that many pilots at our normal Nationals. Is this saying something? I think so! If junior soaring is well supported here in Australia, our future Nationals are going to become competitive once again as they were 10 to 15 years ago with fields of 50 or so aircraft.

If soaring is to become a well-supported sport in the future we need to develop the sport from the ground up. That means encouraging junior pilots who are going to be tomorrow's Champions of Gliding.

The plan has been to organise a group of pilots under the age of 26, who can fly together to increase cross-country and competition skills. As confidence and skills are developed more juniors will be able to attend competitions, on a state, national and international level. The core group of juniors has started in Queensland, but junior pilots from anywhere in Australia are invited to get connected with this group. Currently, the main driving members are from Kingaroy Soaring Club, Darling Downs Soaring Club and Southern Downs Aero and Soaring Club. In order to keep in contact, we have started an online Yahoo group called "junior\_soaring". This is a place where we can all communicate, develop ideas and organise meetings.

The group's ultimate ambition is to get an Australian pilot to the next Junior World Championships to be held in the United Kingdom in 2005, representing Australia as "Junior Soaring Australia". Part of this process will include adding a junior class to competitions that are already on the soaring calendar. We will award separate certificates



Adam Woolley and Dan Truitt in the K21 at the July 'Junior Flying Weekend' held at Kingaroy Soaring Club

for junior results and have an overall junior winner presentation as part of the competition. Prior to the 2005 Junior World Championships the first Australian Junior Nationals will be held in order to select the pilot to represent Australia at the world contest. This competition, we hope, will be well supported. Participation will be encouraged through reduced entry fees and towing tickets. The ultimate attraction will, of course, be the opportunity to be sponsored to fly at the Junior Worlds. In order to achieve this high levels of competition coaching programs for juniors are being developed.

In conjunction with the Queensland State Competition to be held at Warwick, an informal junior section will be introduced to prepare for the Junior State Competition to be held in April 2004 at Chinchilla and the Junior National Competition which will be held in New South Wales during November to December, depending. By holding the Junior Nationals in NSW it will minimise the travelling distance for most pilots as it is a central position. This will, hopefully, encourage a wider variety of pilots through-

out Australia to participate, making it a prestigious junior competition.

The juniors have begun meeting at different clubs each month. The latest meeting was held on 9 and 10 August at Darling Downs Soaring Club, Jondaryn. Here we flew together and were guided by coaches with lead-and-follow flying. With this experience, we gained a greater diversity of cross-country flying and, hopefully, improved our cross-country soaring skills.

And, a point to note, it's not just a game for the boys... females are greatly welcomed!

Sports Coaches, Lisa Turner (Queensland Sports Coach) and Lisa Trotter (National Sports Coach) are kindly assisting with the cross-country coaching alongside Miles Gore-Brown and many other highly experienced pilots.

Nick Gilbert is currently helping Queensland Junior Soaring set up its own website within the Gliding Federation of Australia website.

Of course, these plans would not be possible without the support of the individual clubs to which we belong. The clubs



in Queensland are extremely supportive of the development of junior soaring. The Darling Downs Soaring Club has recently decided to allow all juniors (regardless of club) fly its aircraft at 50% of the regular cost. Kingaroy Soaring Club has also introduced a cost-effective flying scheme for the juniors. This involves a bulk-flying scheme for an Astir CS

at the price of \$350 for a period of twelve months. The club has also allocated the third weekend of each month to juniors where a 25% discount will be given on its prestigious glider fleet. These clubs recognise the financial difficulties most juniors have in participating in this sport, let alone flying competitively at competitions. It also encourages

juniors to fly at clubs other than their own so they can fly with other junior pilots. I strongly encourage you to ask your club to follow the precedence set by clubs such as Darling Downs Soaring Club and Kingaroy Soaring Club to support juniors at your club.

For further information please contact Anne-Maree Dearden phone 0411231124 or <ree\_dearden@hotmail.com>.



## GFA News

### Application for Assistance from the Uncle Foundation

The Uncle Foundation is established for pilots under 25 years of age and members of the NSWGA to seek financial assistance to progress their gliding skills in cross-country flying.

Application should be submitted to The Secretary, Uncle Foundation, PO Box 275, Narromine NSW 2821 before 30 September 2003 for the 2003/04 gliding season.

Applications should contain a program of the event to be attended, approximate expenses and a letter of support from the applicant's club.

### Flying Awards

The GFA Trophies Officer, Fred Foord, has announced the winners of the flying awards for the 2002/03 season.

The Wally Wood Trophy for the greatest distance flight goes to David Pietsch for 1,011km in his ASW20A, on 7 January 2003.

The Bob Irvine Trophy for the greatest points gained after application of handicap factor goes to Kerrie Claffey for 834.2km in her ASW28 on 14 December 2002.

The handicap factor was 0.98, giving 817.516 points.

The Martin Warner Trophy for the greatest height gain goes to Richard Agnew for a climb of 23,067ft in a Standard Jantar in June 2002.

Congratulations to all of these pilots.

## GFA SNIPPETS

### Kingaroy Soaring Club

A series of 'cross country and speed flying seminars' will be presented by Hank Kauffman at the Kingaroy Soaring Club. Hank has over 5,000 hours soaring experience as well as previously holding the position of Queensland coach for several years. Topics will include, but not be limited to, finding thermals and thermalling, track selection, flying, good

air, glider preparation, ballast management, speed to fly and Macready, and sports psychology. The seminars will be held on Saturday 20 September from 4:30pm to 6:30pm and Saturday 18 October from 7:30pm to 9:30pm.

To celebrate the launch of the 'Soaring Season' the Kingaroy Soaring Club will be holding a special flying day on Saturday 20 September. Further information on this event and the two seminars can be obtained by contacting Doug Flockhart on <doug@ozgroup.com.au>.

### National Gliding Championships

The 42nd Australian National Gliding Championships will be held at Gulgong, New South Wales from 28 December 2003 to 9 January 2004. Completed entry forms and payment of the entry fee of \$375 must be received by the organisers, Cudgong Soaring Pty Ltd, PO Box 352, Frenchs Forest, NSW 1640, by 30 October 2003. A late entry fee of \$50 will apply for entries received after this date. Phone 02 9452 2777 or email <meertens@ozemail.com.au> for further information.

### Back to Camden Week

The Southern Cross Gliding Club will be holding a "Back to Camden Week" from 22 to 28 September. The intention is to bring together as many former members of the club as possible, spend a week flying (those who still remember what a Primary trainer was like might like to compare notes after a flight in the new DG-1000!) and, hopefully, permanently capture as much as possible about the history of the club. A barbecue will be held on the Saturday night and will include some star presentations on the past days of the club.

As a bonus all attendees will receive a special CD of photos that go back to the 1960s.

The club actually passed its 50th anniversary on January 1998, however

due to other priorities a celebration for the event did not take place.

The organising committee is interested in tracking down former members of the club (or their families); memorabilia, particularly photos, from those early years at Camden and the whereabouts of former club aircraft.

Accommodation is available at the clubhouse and nearby Camden.

For more details please contact Dave Boulter on email <dboulter@sgi.com> or phone 0418 474 636.

### Who, What, Why, Where and When

John (JR) Marshall thinks that the photo of a glider on the centre of page 23, August edition, is a Hutter 17 which is now stored in his shed. He doesn't know where the photo was taken or when, although it may have been in the 70s to early 80s. John says that as far as he knows there is no paperwork for this glider, however if someone comes up with a time and place, and the owner, he would love to know as it may give him a chance to rebuild it to fly again. The glider was found in a chicken coop with its nose cut off, and other horrible things done to it. John can be contacted by email at <jrmer@austarnet.com.au>.

Thirty-year celebration: The Beverley Soaring Society will celebrate its 30th year on Saturday 8 November. For further information go to the society's website [www.Beverley-soaring.org.au].

### WAGA Coaching Week

The WAGA coaching week will be run by James Cooper and Russell Brieley from 21 to 27 September at Cunderdin. Pilots need to be cleared for cross-country and be mutually rates. All those wishing to improve their cross-country skills at all levels should attend. For further information contact James Cooper, email <james1@vianet.net.au>.





# JOINING THERMALS

Bruce Taylor

**T**here are four important matters to consider when joining a thermal already occupied by one or more gliders, and every single one must receive your full attention.

1. You must have in sight all of the gliders that are in the thermal
2. All the gliders in the thermal must be able to see you
3. You must plan your method of arrival and entry to the thermal
4. All the gliders in the thermal must understand your plan

## NUMBER 1

Sighting gliders circling is not easy, and a variety of backgrounds and conditions can conspire to make it even more difficult. Gliders are like kangaroos on the road; where there is one, there will be more, and it is the one you don't see that will do the damage. After you decide that you have them all sighted, then start searching for the one(s) you haven't seen – don't get a fixation on the ones

already in view. Keep your scan going over the entire width and depth of the thermal, as one aircraft in a particular stage of the turn may be impossible to see at first glance.

You must also keep in mind that there could be gliders close to you heading for the same thermal. Aim to keep your search going all around, especially above as you will usually be slowing down and gaining altitude as you approach the lift area. **This is not a time to be looking at your vario – all eyes outside!**

## NUMBER 2

A glider approaching a gaggle at high speed in a straight line will be next to invisible. The frontal area is very small, and we need to increase this and ensure some horizontal movement so that those gliders already established have some chance of seeing us coming. If we are making our own decisions we will want to sample the air as we approach the lift anyway, as it will be best to have an

image of the thermal in our own mind. This will lead to some gentle weaving and "feeling" of the air that will make your glider more visible to those ahead. If not, you should attempt to avoid a direct head-on arrival. You should arrive at only a little above thermalling speed, and with consideration of all the established gliders' positions so that they have a good chance to see you.

## NUMBER 3

A good concept of spatial awareness is vital in the arrival phase. While still well back from the thermal you need to have a good idea of where you will arrive in amongst the gaggle, in relation to all the gliders. There will need to be a space for you to fit into (!) and if not, you will start a gentle turn outside that of the

gaggle until they have rotated further and you can see room to move in. **Don't push!**

Do not arrive at the gaggle at full cruising speed and attempt to pull up amongst them – this is extremely dangerous, as you will have considerable vertical velocity to judge as well as your horizontal position. It will also inevitably mean you are out of sight of one or more gliders, and they are out of sight to you at some stage. If you do this a couple of times someone will punch you in the nose, which will be a very good thing!

## NUMBER 4

You must always manoeuvre in a safe and predictable fashion. Try not to surprise the other pilots with any of your antics. As you fly at higher levels of competition, it is likely that you will have gliders flying at lesser separation, but the pilots generally behave more predictably. If the pilots of the gaggle see you approaching at a sensible speed and behaving as if you are having a good look out the front and working to fit in comfortably, they will be far more receptive and will often open out their turn a little to let you in more easily. Roll into the thermal smoothly and positively, and likewise when leaving keep all the changes of direction predictable.

Keep a good lookout as you leave the climb, especially below as you accelerate. Above all, be careful and courteous.

## OPEN CLASS MANOEUVRABILITY

Open Class gliders are big, usually 25m or more in span, and heavy, often flying somewhere around 800kg. This means that they have much inertia. They are slow to roll, and take some time to change speed. Their control response is worst at low speed, as when thermalling, and some account of this needs to be taken by other pilots when sharing airspace.

Give these gliders a little more room when you are near them. They will thermal at about the same speed as any heavily ballasted glider, around 55 to 60kt. Try not to surprise them by doing something unexpected in a thermal, forcing any rapid evasive action. Generally they will not cause you too much trouble; because of their slow and graceful movements you will find their changes of direction quite easy to anticipate, and it is unlikely that they will manoeuvre into a position faster than you can manoeuvre out of it.

Proudly Australian designed  
& manufactured




**TRANSPONDER T2000**

- ◆ 61mm wide x 61mm high x 160mm deep
- ◆ 600 grams

**OUT NOW**

**WORLD'S SMALLEST  
PANELMOUNT 760 VHF**



**BASE STATION**

- ◆ Micro size (fits standard 2 1/4" instrument hole)
- ◆ 135 mm long



**PANELMOUNT**

- ◆ Micro weight (400 grams)
- ◆ Affordable avionics
- ◆ NOW CASA APMA APPROVED (#E2000-004)

FOR DEALERS LISTINGS CONTACT:

Microair Avionics Pty Ltd (ABN 92 091 040 032)  
Airport Drive Bundaberg Qld 4670  
Phone: 07 4155 3048 Fax: 07 4155 3049  
Email: sales@microair.com.au Web site: www.microair.com.au



# ABENDTHERMIK

**Bernard Eckey**

A FEW WEEKS AGO A GERMAN GLIDER PILOT SPOKE TO ME AND EXPRESSED HIS SURPRISE THAT IN ALL MY ARTICLES I HAD NEVER EVEN TOUCHED ON "ABENDTHERMIK".

**T**he man is absolutely right. Although my articles were produced over a period of a year or so it slipped through and was forgotten, perhaps because this type of lift is not often encountered. (That's my excuse anyway). Still, it should be covered in the interest of completeness. So, without further ado – let's look into Abendthermik, a word best translated as 'thermal activity towards the very end of a soaring day.'

Experienced glider pilots would confirm that long after the usual thermal sources have quit their service for the day smooth lift can often be found in the most unexpected places. In fact, lift is often found in areas synonymous with heavy sink earlier in the day. Good enough reason to investigate this strange phenomenon – you never know, it might get you across the line one day.

Every glider pilot knows that thermals are generated by a parcel of air featuring a lower density compared to adjacent air. Usually, the lower density is a result of a higher temperature, but it can also be a result of a higher humidity. Yes, you got that right, air featuring a higher humidity has a significantly lower density compared to dry air. It might be hard to believe but it is true – 100% saturated air possesses only five-eighths (or just over 60%) of the density of absolutely dry air at the same pressure and temperature. Of course, in the real world glider pilots never experience such dramatically different humidity levels but it must be noted that even much smaller differences in humidity can contribute to useful lift. More on that later.

For now let's look at a typical example together and consider an irrigated orchard next to a patch of dry and bare farmland. Although both areas are exposed to the same amount of sunshine during the course of a day there are no prizes for guessing where the thermals are coming from earlier in the day. Of course, the bare farmland is heating up much quicker and the air above it is significantly warmer than over the orchard next door. Consequently a reliable and steady stream of good thermals is produced for as long as the sun maintains the heating process.

In contrast the irrigated orchard remains relatively cool due to wet soil and the fact that the canopy of green leaves only allows the ground (and hence the air above it) to warm up very slowly indeed. I'm sure we all agree, our orchard is not at all a brilliant source of lift – on the contrary, it is likely to be associated with heavy sink.

But what happens when the sun is very low on the horizon? Well, we don't have to be Einstein to work out that the farmland is losing its ability to generate thermals when the shadows are growing steadily longer and the sun is hitting the ground at increasingly shallower angles.

However, we must not forget that the orchard also had a full day of exposure to sunshine and although the heating process was significantly retarded (for the reasons described above) a significant reservoir of warm air has gradually accumulated amongst the trees. It is unlikely to be quite as hot as the air above the nearby farmland around mid-afternoon but later in the day it is warmer than the air next door and this temperature difference is once more generating a late but very welcome thermal updraft.

But that is not all. There is another good reason for the orchard to generate lift and this time it is due to humidity. The warm air trapped amongst the trees is likely to be relatively moist due to steady evaporation of water from the soil plus the many millions of lush leaves. We must remember that a single large tree can evaporate up to 3,000 litres of water on a day with intense sunshine. Needless to say that many hundreds of trees in close proximity can increase the humidity level dramatically which has the effect of lowering the air density and consequently enhances its buoyancy.

There it is – the explanation for "Abendthermik". Although the late release of warm air from a variety of sources can itself trigger unexpected lift a combination of the two effects of

- a) *residual heating and*
  - b) *a local increase in humidity*
- can generate unexpectedly strong thermals, often surprisingly smooth, and even quite large in diameter. On the other hand,

we should keep in mind that this type of lift not only occurs very late in the day but also only once a day. The reasons are obvious – as soon as the residual warm air has risen in a thermal and is replaced by nearby cooler air these late updrafts cease and glider pilots would be well advised to be on final glide by then.

If you think you can forget all about this phenomenon because there are no orchards near your gliding field, think again. Later in the day plantation forests and even patches of dense scrub are likely to produce the same effect. Of course there is never a guarantee of finding such lift on any given day as other meteorological conditions also play an important role, but it happens often enough to deserve a mention under the heading: "LIFT, making the most of it."



## 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

# LEARN TO Glide

[www.bathurstsoaring.org.au](http://www.bathurstsoaring.org.au)



# FLATTER THAN THE FLATLANDS COMP – BIRCHIP 2003

**Hugh Alexander**

For the uninitiated, the Flatter than the Flatlands comp is a ground towing comp held over the Easter weekend, based in the Mallee town of Birchip in north-east Victoria. Generally the weather that time of year isn't all that hot, with light winds and light thermals of 100-400ft/min. This year the wind was even lighter and more variable than usual, making it difficult for the Meet Head to choose an end of the paddock to tow from, and for the task committee to choose a task that would be downwindish, as the comp caters for all classes of gliders from floaters to topless, and all skill levels.

## DAY 1

The weather chart showed there would be a light southerly blowing. The task was set, eventually to Roseberry, west of the paddock. The climb out was a slow one, taking me 45 minutes to finally arrive at 4,500ft. The nil to tail take off making it a task in itself for many pilots to launch. Twenty pilots made it to goal, the day being won by Tim Osbourne followed by Scott Barret and Rohan Holtkamp in third.

## DAY 2

Warwick Duncan normally presents the previous days winner with the Superman suit that he/she must don, and wear for the morning, making sure the townsfolk of Birchip know that they truly have a god in their midst. Alas, due to the fact that Warwick had just moved residence, the suit was misplaced. It was seen to be Beavos (you cant keep a good pilot down) fault, and it stunk of Rohan Holtkamp anyhow. Again a southerly was predicted. We set up at the west end of the paddock so as to take advantage of the tail and nil wind take offs again. This day provided for some spectacular take offs and landings indeed. On strip number two the dolly was providing light entertainment for the southern end of the field: as it trundled up the off camber track, it would twist, wallow and brake as the light dust built in front of the wheels. The onlookers winced and Ooh'd as the towline reefed the gliders into the air, or dirt. Warwick provided the local farmers with a new plough in the form of his helmet. Ann Moss of the Cumulo Bimbo team, whilst thermal-

ling out, and still over the take off, dropped her pack up gear from the harness onto the ground. Her sister was heard to say, *"She was always such a messy girl."* The days task was Hopetown on the Henty Highway, approximately 60km west of the paddock. Light thermals greeted the competitors who were able to leave the paddock. First for the day was Scott Barret, with Tim Osbourne second and Greg Holt third.

## DAY 3

Easter Sunday brought eggs to the children of the camp site, and eggs being thrown from the front of the RSL hall by the comp directors, at the competitors. Note, solid chocolate eggs can hurt. Another southerly predicted, light and variable in the paddock. The thermals seemed lighter than the previous day. Pilots were strewn along the course to Beulah, again west of the paddock. Only five guns made it to goal. The master, Rohan Holtkamp, won the day, with the Scott Barret Show in second and Tony Lowrey in third.

## DAY 4

The wind finally became more the southerly that was predicted, still light and variable, but this time we used the eastern end of the paddock for towing, although this end became crossed after half of the field had left the paddock, making take offs rather impossible. The climbs out were slow and hard to core. The shorter task for the last day

was Ultima, 43km to the north. I watched Jo Cooper flying low over a farmhouse searching for that elusive thermal to help make goal. Her shadow grew larger and she finally touched down. Unluckily the house was deserted. Jo climbed to the top of a silo to get a signal out and reported her position. Her ground crew found the farm and located a farmer who let them in through the locked gate. As they drove up the drive, Jo was standing on top of the silo waving frantically and shouting over the wireless I'm here! I'm here! Jo being from the Cumulo Bimbo team, earned the name Jo Cumulo Standing on a Silo Waving Bimbo. Winner for the day? Scott Barret, Rohan Holtkamp in second and Brent Telford third.

## RESULTS

- 1 Scott Barret
- 2 Rohan Holtkamp
- 3 Tim Osbourne

There was a collective sigh from the Birchip RSL when Warwick informed the crowd that he was resigning as the Meet Head of the comp after eleven years of service to the hang gliding community. He will be missed, especially for the wit and jocularly that he brings. Warwick has said that he will just enjoy flying the comp next year. The other half of the dynamic duo, the silent partner Beavo, is staying on, albeit in a lesser role than the current level of activity. Hope to see you all there next year.

**'Hugh Incoming Meet Head Alexander'**



Bumming around in the paddock

Photos: Courtesy Warwick Duncan





# THE PASSING OF THE BATON

**Warwick Duncan**

After 11 years of running the Birchip Competition and organising it with Beavo, it is time to pass the responsibility on. As Beavo and I reminisced after the presentation this year, we observed that it was a little like having your child leave home after nurturing it and seeing it grow for all those years.



Eleven years is a long time in anyone's language. For much of the 90s I was your typical single and single-minded hang glider pilot. Running the competition during this period was just an extension of what I did every weekend anyway. But life changes and there I was this year with my wife Jo and baby Nicholas and surrounded by my old hang gliding friends, many with kids themselves.

Reading Hugh's article above it is apparent that it is time for a change. During the presentation I complained of the difficulty I had this year picking the tow direction. Someone called out from the crowd that maybe I should have had a look at the forecast as a southerly was actually forecast each day! A good point! In the early days of the competition we had a detailed forecast and even toyed with temperature traces. This

year I didn't even get around to buying the paper in the morning! The competition was still successful this year and everyone had a good time, but it is clear that it is not as well run as a few years ago.

The good news is that the future of the competition is looking bright. At a recent meeting a new committee was formed with the irrepressible Hugh Alexander volunteering as Meat Head. Anyone who saw his break dancing at the competition this year will know he has what it takes! Joining him is Ian Rees who put his hand up as coordinator. Just as importantly we have a great core group of volunteers to spread the workload. I feel extremely comfortable putting the responsibility in their hands.

The people I wish to thank are too numerous to mention, but if you have ever done anything to help with the competition then you are one of them. In the emotion of the final presentation I did forget to thank one person, probably the most important one of all. Beavo. For without his knowledge of competitions the Flatter than the Flatlands would definitely never have evolved past a drunken idea in a pub. And it should also be recognised that for the past two years he has done the bulk of the organisation himself. The other person I would specifically like to thank is Wes Hill, who has run the scoring for the competition every single year. A task he has become so good at that he can churn out scores even while off his face on cider. A very useful attribute at Birchip.

The Flatter than the Flatlands competition has become a great institution in Victorian hang gliding and I wish the new committee well. I look forward to participating in it for the next 11 years (if I can get in!).

**'Warwick Outgoing Meat Head Duncan'**



## Spring Special's



**\$285.- + P&H**

**In Stock**

**The New Generation**



**\$1150.- + P&H**

**In Stock**

**Airwave**

**- The Choice of Champions -**

**Sport (DHV 1-2)**



**\$3950.- + P&H**

**In Stock**



**In Stock**

**GTL**

**www.gtl.net.au**

**Tel: 0409 462 466**



# Claudia's Tandem

Introduction by David Humphrey – Text by Claudia Bramboeck

Winter was a little slow to come this year, so some good flying was had by many, including a record day at Mt Bakewell. Nineteen pilots in the air at once enjoying the boatie conditions. I was entertaining Silvia, a visiting German pilot, and her travelling companion Claudia, who had never experienced the joy of flight. For days previous I had been trying to take Claudia on a tandem without success, but this day was just perfect. We ended up in the air for over two hours on two flights. We shared the air and the company of other first time solo pilots to Bakewell – everyone enjoying the great winter conditions. The following is Claudia's perspective of the day... There probably wouldn't be a problem with it if it weren't for the edge. Running over that edge sure didn't appeal to me at all.

Putting on flying suit and helmet the tension is rising and my stomach as well. Dave tells me "you don't have to do this if you don't want to." But I want to know what it feels

like to float gently over the marvellous scenery. The sight of the first paragliders the other day awoke the desire, made me envious, almost jealous of them. I have to know what it feels like. If only I just didn't have to walk over that edge to experience it...

This time it will be easier, they assure me. The wind is much better than last time (where I failed running hard enough as the edge came toward me). And the hill is much steeper (which doesn't comfort me overly, to be honest).

But luckily the will is stronger than the fear, and on Dave's command I start to run towards the edge, pulled back by the surprising strength of the inflating glider.

Luckily there is no time to think, so I just do as I am told and before my head can produce any more arguments or fears I find myself sat back in my little seat breathless with excitement and speechless with awe.

The next fifteen minutes I'm busy simply taking all the impressions in. The gentle floating scenery, which due to the sound of the



A grinning – and airborne! – Claudia  
Photos: Courtesy David Humphrey

wind is acoustically detached from us; the gentle movement of flying; and the impression of speed as a result of the wind noise.

When I am finally ready for more impressions Dave lets the glider rock and swing and I start to giggle as my stomach jumps.

The flight is over too soon; I'm still busy taking it all in. I still don't know where to put my attention most urgently.

Tumbling into the soft grass still holding up the glider as if not to let go of the flying. Rising with a big grin on my face.

I now start to understand why grown-ups don't mind spending days and hours "parawaiting" for the right wind.

## Dusk in the Air

Claudia Bramboeck

"Gentle flying motion, comfortably rocking. The song of the wind, changing tune with every change of direction, produces the soundtrack for the scenery below.

Descending sun, magically illuminating the soft rolling hills. Growing shadows putting more emphasis on every dent in the ground.

Harmonically the scenery melts into one, filling the horizon as far as the eyes can reach. 360 degrees of Australia amazingly enchanting. How come I feel more part of this earth more fond of and connected

with this planet, with this country now that I'm up hundreds of feet above it. My heart starts to hum the song of the wind." "The magic of Mountain tops and two steps beyond"

"Who does not know the enlightening sophisticated feeling that one is taken over by when reaching a mountain top: At the first glimpse of a landscape filling the horizon densely, the heart just seems to wheel with joy at the sight of soft hills dreaming in their irregular shapes of a carelessly draped tablecloth. A winding river becomes the thread of



A record day at Bakewell

energy, the veinlike source of life, seamed with trees, cattle in miniature versions scattered around.

There seems to be hardly any movement below and noises appear surreal and far away.

Two steps lie between me and a whole new point of view.

You take those two steps and sail into other spheres of motion, gradually declining or slowly with an upwind aiming closer to the sky you hover towards the clouds.

What a sight to see you, detached from our reliable and solid mother earth, floating with grace and dignity. What must it be like? What other world lies beneath you?

A firework of visual impressions and the sensation of lightness in an intensity I can barely imagine..."

- ~ Free email address "your\_name@OziPilotsOnline.com.au"
- ~ Advanced webmail facilities, get your email from anywhere
- ~ Aviation directory, find the company your looking for
- ~ Discussion forums, share your views with others
- ~ Classified advertisements
- ~ And much more!...

"A web site for Australian Pilots regardless of when, why, or what they fly"

www.ozipilotsonline.com.au  
AUSSIE PILOTS CONNECTION





Dusan Zivkovic and Kevin White, Gulgong NSW



Above: Kevin White over Rylstone, below: Kevin low and fast over Kandos

Photos: Courtesy Kevin White



# BIRDS OF A FEATHER MICROLIGHT TOGETHER

## Kevin White

For those readers that have not yet noticed, I've been trying to build a community of microlight pilots in NSW. Now, I have no idea if my club idea will ever really happen, but at the time of writing I have a list of 25 pilots who would like to see something happen. However my goals are much greater than twenty-five pilots. I'd like to see every trike pilot in NSW drop me an email or phone call to express an interest!

The question is, why bother? And it's a question I sometimes struggle to answer myself. The first reason is simply that I'd like to know who flies where. Armed with this info it would be easy to ring up and arrange to fly in a different area with the support and advice of locals. Whether it's simply to arrange a fuel refill on a cross-country flight or to seek a holiday flying location for friends and family where we tow the trikes and the camping to an airstrip base camp for a week of fun.

Secondly, safety comes to mind. As an ex-instructor and a pilot who has been flying for 23 years, I still see the same mistakes being made. We need a learning culture, bad habits are everywhere and not just in microlights. I was amazed recently when I dropped into Rylstone, a 2,000ft high inland site, to see a hang glider pilot return from an aerotow. The pilot stayed in prone until almost on the ground, did not pull on any extra air speed and flared far too early... you can guess the result. No one offered any advice to the pilot as to what went wrong. Microlight pilots are no better. Over the years some of the landings I've seen when conditions start to deteriorate are pitiful. Yet the same pilots continue to make the same mistakes. Accidents and deaths continue to happen. Perhaps an active club, independent of the flying schools, is another

way to introduce a safety culture.

Finally, let's get some representation. Both Craig Worth and now Damien Gates have both commented on the need for microlight pilots to have their voice heard in the HGFA. My understanding is that NSW pilots pay a state levy as part of our annual membership, but not one cent has ever been allocated to microlighting? I could be wrong, but the NSW Association has member clubs that meet once a year to divide up the levy for site development. I'd love to have a skills clinic day in different parts of the state where we run advance and strong condition landing clinics. Maybe funding is available, but we never bother to ask.

So where to from here? I've decided to make a stand, put a couple of notices into the magazines, and talk to a few people. However I can't do it alone. Like I said, I'm not that attached to a formal club, but I am standing for a combined community. I'm for flying days, weekends and weeks away. Ten years ago, almost to the day, I was part of the group that took off at Sydney Kingsford Smith airport in the heart of Sydney and flew up the entire east coast of Australia until we arrived at Cape York. If memory serves around 60 trikes departed the main east west runway, truly an adventure of a lifetime.

Flying with lots of friends is fun, exciting, and adventurous whilst promoting safety and competency. Drop me an email, tell me where you fly, express your interest in a NSW flying community and suggest a possible next step (ph: 0417 722433, <kwmh@rivernet.com.au>). One suggestion received thus far is to head down Tumut/Canberra way towards the end of the year. There is an active flying group in this area that are keen to show their fellow pilots around.



## High Adventure's Flight Schedule

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

See [www.highadventure.com.au]

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



# LOW ENERGY FINISHES

Bruce Taylor

THE PLANNING PROCESS FOR ARRIVING BACK AT THE AIRFIELD SHOULD BEGIN MANY KILOMETRES FROM HOME. TOO MANY TIMES THE REQUIRED THOUGHT PROCESSES ONLY START AFTER THE FINISH LINE IS COMFORTABLY UNDER THE NOSE, AND OFTEN EVEN LATER THAN THAT! THERE ARE A NUMBER OF DECISION POINTS ALONG THE WAY THAT NEED ATTENTION, AND IF THESE ARE ADHERED TO THEN THE ARRIVAL AT THE FIELD WILL RESULT IN A GOOD FINISH, A WELL EXECUTED CIRCUIT, SAFE LANDING AND MAYBE EVEN A GOOD DOSE OF FUN!

**T**o begin with, your task will progress until you find that you have flown onto a final glide path. This is ideally how it should happen, as struggling to get onto final glide early or driving on to low altitude looking for that last booming climb will often both end in lost time. At the point where you find that the numbers are about to add up, you

should begin to pay some attention to the impending finish.

Through the day you will have gained a feel for what the air is like, and that may well influence the height that you decide to leave the last climb. If it has been a nice day with good runs and streeting, then you may decide to leave a bit lower than the numbers and, conversely, if it has been one of those nasty days with lots of sink around, you will usually take a few hundred feet extra.

Get a feel for how the glide is going as early as you can. If it is going badly and there is no obvious change in the weather up ahead, perhaps you need to stop for some more height. Try not to leave this decision until too late; top up while you are still reasonably high, avoiding a low level grovel. Monitoring progress will allow speeding up or slowing down to use your height most efficiently, and will give an indication of what type of finish will be possible. Lots of spare energy will mean a high-speed finish with a pull up and circuit, and a deteriorating glide might mean a straight-in approach or even consideration of an outlanding.

Firstly, consider the high-energy finish. For about the last 20km you must watch and listen for all traffic. Get a picture in your mind of who the likely conflicts will be, gliders close to your height and distance, or lower and in front and higher behind. Remember that you will all be converging on the finish line and visualise the consequences if you hit one of them! You will have no height to get out. Eyes outside! If all continues to go well and at about five kilometres you are still above glide and running comfortably over 100kt then a low altitude, high-energy finish will likely result. Think about the wind, landing direction and keep looking for traffic. From five kilometres

onwards you have no further need to look inside the cockpit, at all.

The height that you decide to go over the line will depend on experience, traffic, wind, obstacles and the rules. Very low and very fast is fun, and usually quite safe, **so long as you have all the above points on your side.** Traffic will dictate extra height or maybe moving to one side. Wind will make it uncomfortable and more dangerous to be right on the deck. There will always be some trees, power lines, fences or buildings near to your approach path, and some of these are difficult to see at speed and in particular lighting. Know the airfield before you go low. And the rules may impose severe penalties for being too low – that will also spoil your day.

Having crossed the line you must make all changes in direction and height as gentle and predictable as possible. There is no point in pulling up sharply to circuit height, then doing the rest at 50kt. It is far safer to gradually bleed off the speed at just a few hundred feet and arrive on finals just as you get down to your approach speed. This takes practice, but will come with time. Watch, watch, watch for traffic, don't forget your checks in all the excitement and keep an eye on the landing area to ensure that it isn't becoming congested. An airfield is usually pretty big, and a bit of a walk to your car is less painful than hitting something.

Now, the low energy finish is the one that can bring you undone. Usually at some distance out it will become clear that you do not have the required energy for a high-speed finish, or alternatively the glide will all turn to worms in the last 10km. The latter scenario requires strict attention and a degree of flexibility in your planning. If you do not have enough energy then your planning is

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

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

\* Fees include GST

### A) DOCUMENTATION REQUEST

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

Aircraft Type .....

Registration marks VH – .....

Address to which documents are to be sent is:

Name .....

Address .....

State. ....Postcode .....

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



always to consider a straight-in landing, with the only other decision being to outland if the glide deteriorates. However, if all goes well till quite late, you may need to quickly change plans backwards from circuit to no circuit, and maybe even to outlanding.

There is a critical time about five kilometres from home when you must decide that indeed you do have enough height to get home safely, or you must land right here. After you pass that point, you will no longer have enough height to correctly choose and land in a paddock. Once again experience, wind and paddock choices will dictate how low you may choose to continue, but don't fall victim to the "get-home-itis" danger. A safe outlanding means you can try again tomorrow.

All the same comments about traffic and forward planning apply here. Once you descend into that height band below about 500ft, great care is needed to maintain a safe speed, especially if you are stretching the glide to the maximum. As mentioned earlier, from now on your best instrument is looking out the front. If there is any appreciable wind take extra care and add a few more knots. If the wind is on your tail the view out the front may be pretty daunting with a very flat angle and the prospect of a downwind landing. If you are low and slow then take this option, as trying to turn at low level could kill you. A downwind landing is a far safer bet, so long as you are prepared for early loss of aileron control. Stalling, spinning or digging a wingtip into the ground is very untidy... **Don't stretch the limits!**

If you have the wind on your nose the whole process will be easier. You will be looking at a steeper angle to the field and an into-wind landing will usually be more straightforward. The same comment applies about turning close to the ground, and there is actually a case against steeper turns into wind at very low altitude. The wind gradient can mean that the lower wing can have significantly less airspeed, to the point of not being able to roll out of the turn. Keep turns moderate. Do your checks, as the stress of a long, marginal glide can so often lead to a spectacular belly-flop!

A young pilot I know always works with the motto: Airspeed, altitude and brains – you always need at least two. Sound advice!



# ACCIDENTS/INCIDENTS

## 1 January to 31 March 2003

Kevin Olerhead, GFA Chief Technical Officer – Operations

LISTED BELOW ARE ACCIDENTS/INCIDENTS REPORTED TO HAVE OCCURRED IN THE PERIOD 1 JANUARY TO 31 MARCH 2003. TWO ACCIDENTS, ALTHOUGH THEY OCCURRED IN DECEMBER 2002, ARE LISTED IN THIS REPORT BECAUSE THEY WERE NOT INCLUDED IN THE 2002 REPORT.

**T**here were no fatal accidents in this period, continuing a prolonged period of fatality-free GFA operations.

There has been an unusually high incidence of heavy landings in recent years and this trend has continued in this report. It is worth noting that a significant number of these accidents could best be described as very heavy landings causing substantial damages and, in some cases, serious personal injury.

### ACCIDENTS

#### NEW SOUTH WALES

**Date:** 1 December 2002  
**Glider:** Speed Astir  
**Description:** Ground loop following loss of directional control during take-off (aerotow)  
**Damage:** Minor  
**Injuries:** Nil

**Date:** 30 December 2002  
**Glider:** Libelle 201B  
**Description:** Undercarriage collapsed and ripped out when landing in a ploughed paddock  
**Damage:** Substantial  
**Injuries:** Nil

**Date:** 18 January 2003  
**Glider:** SZD 51 (Junior)  
**Description:** Ground loop following a crosswind landing  
**Damage:** Minor  
**Injuries:** Nil

**Date:** 10 January 2003  
**Glider:** ASK 21  
**Description:** Heavy landing  
**Damage:** Substantial  
**Injuries:** Nil

**Date:** 9 March 2003  
**Glider:** Twin Astir  
**Description:** Rear canopy opened whilst on tow (aerotow) and struck the wing  
**Damage:** Substantial  
**Injuries:** Nil

**Date:** 20 March 2003  
**Glider:** Blanik L13  
**Description:** While winch launching an Astir the winch cable whipped across the parked L13 Blanik. It caught under the upward wing and lifted the glider off the ground several metres before dropping back onto the ground  
**Damage:** Minor  
**Injuries:** Nil

#### WESTERN AUSTRALIA

**Date:** 19 January 2003  
**Glider:** ASW 17  
**Description:** Loss of control during take-off (aerotow). The pilot released and ground-looped into a ditch  
**Damage:** Substantial  
**Injuries:** Nil

**Date:** 14 March 2003  
**Glider:** Std Cirrus  
**Description:** Heavy landing  
**Damage:** Substantial  
**Injuries:** Nil

#### VICTORIA

**Date:** 31 March 2003  
**Glider:** M200 Foehn  
**Description:** Heavy landing. Just prior to touchdown the glider passed through a willy-willy causing the glider to land heavily and lose direction control  
**Damage:** Minor  
**Injuries:** Nil

### INCIDENTS

#### NEW SOUTH WALES

**Date:** March 2003  
**Glider:** Blanik L13  
**Description:** Following a weak-link break during a winch launch the trace cable draped over the horizontal stabiliser restricting elevator movement. The glider landed safely with the trace cable still attached  
**Damage:** Nil  
**Injuries:** Nil

#### WESTERN AUSTRALIA

**Date:** 13 March 2003  
**Description:** Glider ran through a drainage ditch during an outlanding.  
**Damage:** Minor  
**Injuries:** Nil  
**Date:** 13 March 2003  
**Description:** Ground loop following an abandoned launch during an aerotow paddock retrieve  
**Damage:** Minor  
**Injuries:** Nil







# Developments at Stanwell Park

Chris Fogg, President SPHGPC

AS YOU MAY BE AWARE, BALD HILL – KNOWN TO MOST OF US AS THE LAUNCH AREA OF THE STANWELL PARK FLYING SITE – HAS BEEN GOING THROUGH A MANAGEMENT REVIEW.

**T**his management review is a result of a fatal hang gliding and paragliding accident at the site on 24 September 2000, following which a coronial inquiry was undertaken in July 2001. Subsequently, a series of recommendations were made as to the management of the site. In accordance with these recommendations, Wollongong City Council has drafted and intends to implement a plan of management that is in the best interests of public safety and management of the site.

Following a process of public discussion and having posted the draft plan for comment it was put to Council for final acceptance. The plan of management was formally voted through Council on Monday 26 May 2003.

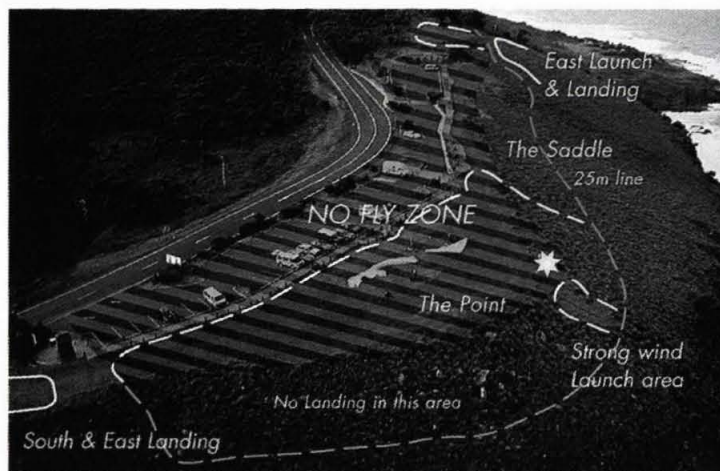
The drafted plan contains some 20 pages along with diagrams of the site. The following are some of the more important passages from this plan that concern the approach which Council is taking toward the operations of hang gliding and paragliding from the site.

## PLAN OF MANAGEMENT FOR BALD HILL, STANWELL TOPS – EXTRACT

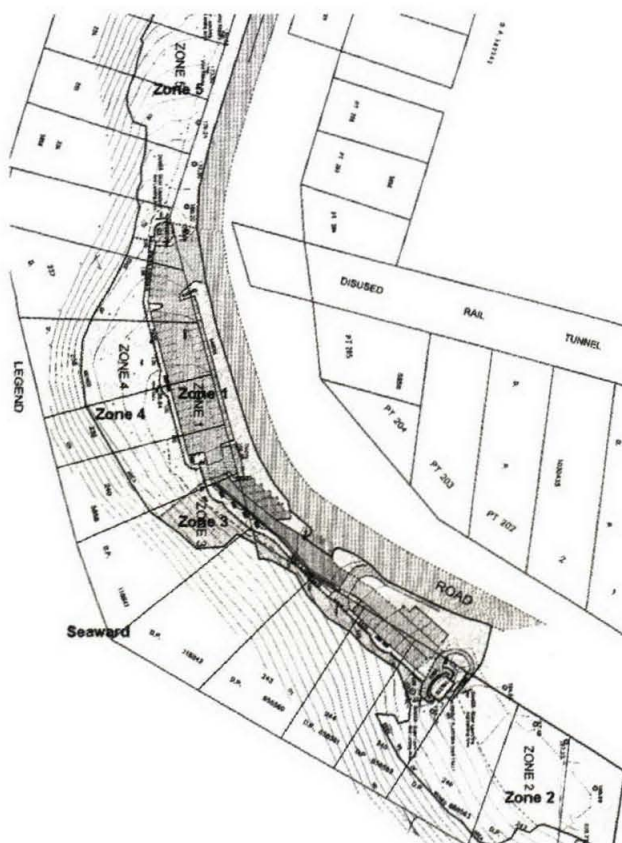
As a result of the recommendations of the coronial inquiry, this plan of management will restrict public access to some of the areas of Bald Hill to ensure the safety of both the general public and pilots during the operation of hang gliding and paragliding at the site. Hang

gliding and paragliding will not be permitted in the saddle area (Zone 3). The areas of restricted public access during the operation of hang gliding and paragliding are shown as Zones 2, 4 and 5 in the Landscape Masterplan (redrawn here for reference to these zones). Public access to the remainder of the site will be unrestricted.

The restricted access will be managed under the provisions of a licence agreement to be negotiated between the Stanwell Park Hang Gliding and Paragliding Club and Wollongong City Council. Further to this, the provision in this plan of management for hang gliding and paragliding activities to occur on this site is subject to CASA regulations.



*The Point. Main launch of Bald Hill shown with gliders being laid out.*

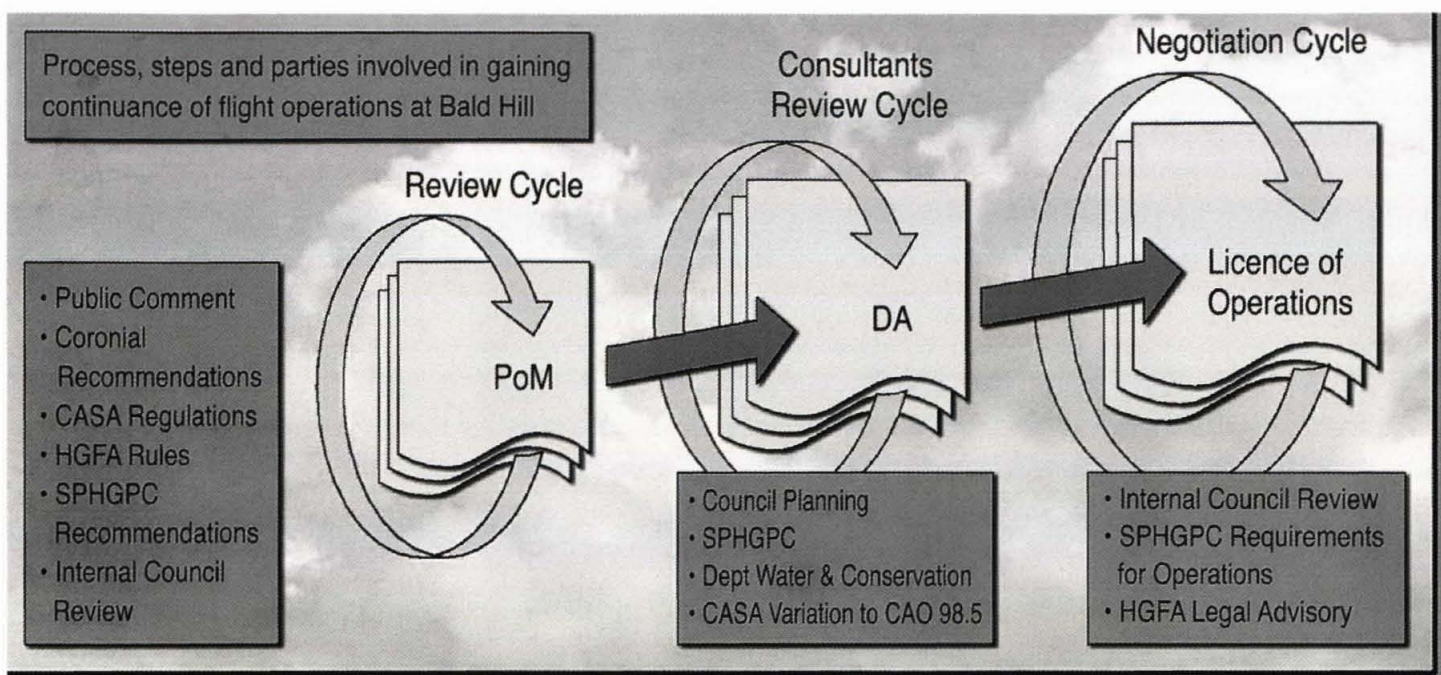


-  **NO FLY ZONE**  
over carpark and main launch area.
-  **25 Meter line and East Launch shown**
-  **Setup & launch areas**
-  **Landing zones**
-  **Spotter Position**

This last comment, activities to occur on this site subject to CASA regulations, has created the need for a variation to CAO 98.5 in order to allow continuing use of the top landing areas and the bottom landing in the Stanwell Park Reserve. Previous landings in these areas were often in violation of CAO 98.5 separation rules.

The coronial inquest and resulting Plan of Management has sent the Stanwell Park Club, CASA and the HGFA into a lengthy set of discussions and document reviews, the outcome of which has been to find agreement on provision for a variation to CAO 98.5 that will satisfy the requirement for public safety without constraining the activity of the sport at Bald Hill. This has involved a full review of the procedures of operation at the hill, the draft and commitment to rules over the operations from the site and the pursuit of a Development Application enabling provision for grant of a licence to continue operations at the site. The licence will allow for individuals to operate from Bald Hill through membership of the Stanwell Park Hang Gliding and Paragliding Club.





This licence imposes higher responsibility on the Club to administer control over the operations of the site and places a financial requirement on the Club to secure the licence annually.

#### NEW REQUIREMENT FOR CLUB MEMBERSHIP TO APPLY

The SPHGPC will require that all pilots flying from the site are members of the SPHGPC and will have undergone an induction to the site as part of the membership. As part of the process to gain the variation to CAO 98.5 and to provide a basis for the licence

the SPHGPC has drafted a Procedures of Operations manual. All pilots intending to fly from the site are required to be familiar with the content of this manual. It is now located on the web at the following address: [www.sydneyparagliding.com/flystanwell]

The SPHGPC would like to encourage all pilots to enjoy their visit to Stanwell Park, but asks that pilots respect the need for membership and total compliance to the regulations of the sport and to the procedures and rules now governing the site.

We look forward to seeing you here.



## HANG GLIDING XC TOURS 2003/04

Sat 6th Dec (Dep. Fri 5th) - Sun 14th Dec 2003 | Sat 7th Feb (Dep. Fri 6th) - Sun 15th Feb 2004



9 DAYS OF ■ endless terrain ■ pumping thermals ■ unlimited height\* ■ unlimited distance



Bring your HG gear & a mind for the sky! The TFP crew will take care of the rest.

Whether you are a beginner looking for an awesome challenge, or advanced, focused on height and huge distance, be prepared for a thrilling journey, packed with atmosphere and excitement. You will be accompanied by our dedicated and lively crew of regulars, who set out each year to challenge the elements. Go on... spoil yourself!

\*class G airspace

Call Tove on m - 0419 681 212 t - 02 4849 4516 e - chqpgc@goulburn.net.au

satisfy your hunger for airtime and roam the incredible Oz flatlands

TFP0121 kotaholic.com.au



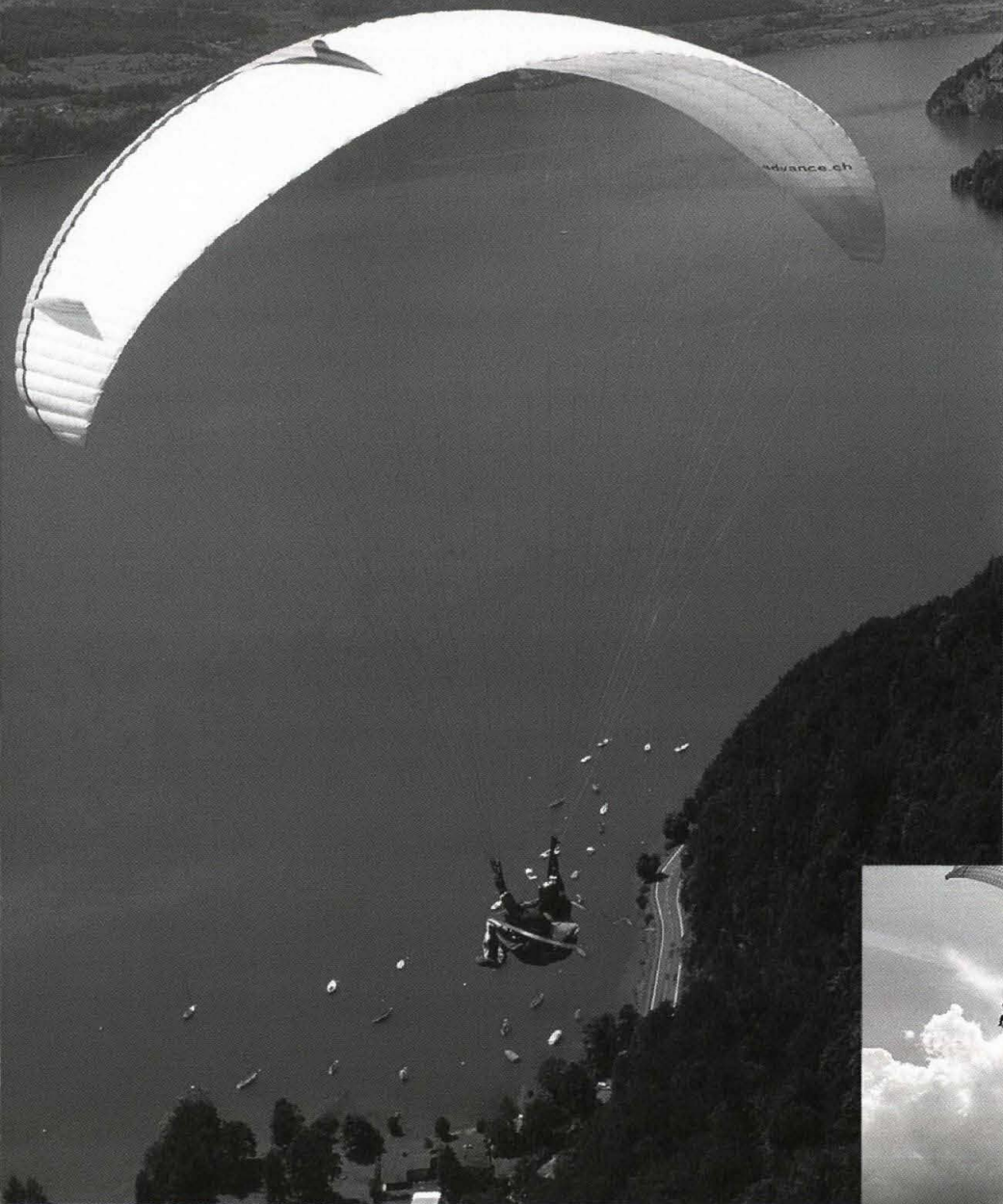


# Team Training for – Advance Style:

# the Worlds Fly for Fun

Godfrey Wenness

A FEW WEEKS BEFORE THE 2003 PARAGLIDING WORLD CHAMPIONSHIPS IN PORTUGAL, A SMALL SELECT GROUP OF PILOTS FROM AROUND THE WORLD WERE INVITED TO THE HOME OF ADVANCE IN SWITZERLAND TO MEET THEIR BRAND NEW COMPETITION PROTOSES AND THE PILOTS THAT DESIGNED THEM.



**F**or the Worlds we don't expect you to win..." said Kari Eisenhut to the assembled team. Here was a PWC and European Champion, and the Advance Pro-Comp Team Manager saying that he didn't expect comp results at all. We were all stunned. Many had travelled up to 16,000km to get to Swiss Alpi-land and this was the last thing we expected, but then again, with Advance there is always more than meets the eye. Kari continued... "We just want you to enjoy your flying, without any pressure, and that will bring out the best."

Aha! The chief of the famous "Chill Out" camps was now hinting at the direction we were going. It seems to have worked well in the past as the small team has won and

16 Soaring Australia

achieved many National and World titles and records since 1988. He then confirmed, "You are all very special to us, you are very individual pilots and each of you reflect the image of Advance around the world. You are part of the R&D and that makes Advance so special."

The Advance Pro-Comp Team is made up of Volker Nies (Switzerland), Eliane Ueltschi (Switzerland), Caroline Brille (France), Valery Montant (France), Shinichi Nagashima (Japan), Jinoh Kim (Korea), Enda Murphy (Australia) and Godfrey Wenness (Australia). It is an international group of top competition and cross-country pilots. There is also a Pro-Acro Team and a

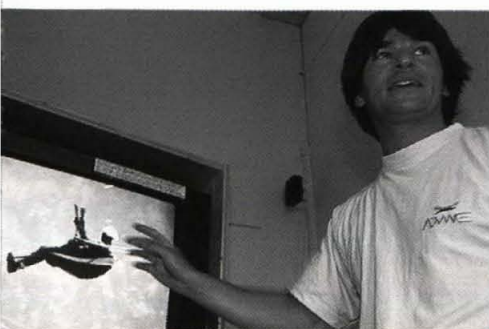
Team pilots flying their Omega 6 comp protos  
**Photos: Courtesy Andrea Camviche**

new Comp "B" Team with a few pilots from each country who can receive serial Omega Comp packages at a special price.

The "A-Team" has existed in various forms over the last 15 years, but one thing has been common since day one – it is small, the most difficult to get in, and for many, one of the most prized to be a part of. The team members do not get paid for their services – and they don't expect to either. In contrast to the sponsorship hungry competition world these pilots are honoured to be

September 2003





Kari discusses harness efficiency

able to fly the latest Omega protos and assist in creating the next version of the legendary production glider. Top PWC pilots Steve Cox and Andy Hediger are also two such special cases and are in their own "VIP Team." They work with the designers "just for fun" when time permits and are active in the background with Kari for the Pro-Comp and Acro Teams and their equipment.

The Pro-Comp Team is tasked to provide feedback to the designers Olivier Nef and Robert Graham, which will help in deciding on the final version of the new production Omega. This year the Worlds in Portugal will provide a "live" testing arena for the new Omega 6.

Unlike most other brands, Advance does not sell competition gliders. Only the small factory team of pilots receives a new one and that is mainly for testing and evaluation. Now we see what Kari meant – the goals for the team are to build on the philosophy of Advance – "Fly for Fun" and in the process help to produce elegant gliders and products that reflect this and the very precise development that lies "behind the scenes". What better way to get things going than in the fun capital of Switzerland – Interlaken.

There is something quite special about opening a new glider, but even more unique is the feeling of opening an untested proto – a bit like all the excitement of a new toy

at Christmas mixed with the sheer rush of the first lift off and feeling in the brakes as you turn in the first thermal and your senses start assessing its character.

Caroline remarks, "Flying Advance is beautiful flying – the gliders are clean, pretty and simple in shape. When you have a nice glider you fly nicely too." She just recently became 2003 French Women's Champion and was clearly very happy with her new proto.

After the initial flight from Amisbühl, the feedback is coming through thick and fast to chief designer Olivier Nef and his test pilot Claude Thurnher. Brake pressure and travel issues, turn rates, climbing, speed stability and so on – and that all in the first 20 minutes! Enough info to fine tune a whole new proto and plenty to add to the wish list for the serial Omega 6. Of course at every opportunity the photographer is snapping away dozens of rolls of film for those all important promo shots that may make a magazine cover or poster.

The new Worlds Proto Omega was indeed sweet to fly. Smaller, with more aspect ratio than last years and a new shape, it sliced through the air on high speed glide with amazing stability despite its conventional looking leading edge with the usual collection of closed cells. The flying was also more relaxing and climbing more efficient. Somehow Olivier managed to improve the performance of the old one and add new levels of safety. He explained that the secret that was hidden in this glider, was the first result of close work with an aerodynamic specialist they now have permanently contracted – a partnership that in the minds of the Team pilots clearly worked. Olivier is able to fully model the gliders flight characteristics with his aerodynamicist right down to changes in material weights and line thickness' – real cutting edge stuff that so far is quite unique in the industry.



Group photo of the Advance World's team (left to right): Caroline, Jino, Enda, Shinichi, Godfrey

At the end of first day we hopped on the slowest train in Switzerland and made our way up to Schynige Platte's Teddy Bear Land for some team building exercises – also known as Red Bull and Vodka nights. With Kari laid flat by kidney stones it was up to Advances Pro-Tandem pilot Wagi (Tom Wagner) to take over the session. He was well up to the job and by the end of the night everyone found out that Enda really did like mountain goats and had a thing for threesomes with teddies too.

As the morning at 2,000m revealed the impressive Eiger, Mönch and Jungfrau through our room windows, the wind dashed any hopes of an early photo session. Olivier gave an excellent talk on the new gliders and future developments followed by an intense forum period which answered everyone's questions nicely. In a very personal gesture, Wagi gave all the pilots a good luck cow from Kari for the Worlds – indicating that even if he wasn't around his thoughts were with us.

The train trip down was just as slow but more painful as some sore heads came to terms with after-effects of the nights evil mixed drinking. Back at Kari's Chill Out base camp next to the Interlaken town landing area, the harness position inflight videos were analysed and suggestions made. Harness







performance can make up for half a glide point, so all were keen to see how they fared.

According to Enda, "Advance is getting a real global opinion on the gliders via an interesting mix of people who are more representative of the real pilots." This was echoed by the other members too. Kari, who works for Advance for 40% of his time, also uses his worldwide Chill Out Camps to provide a direct real pilot feedback link for the other glider models.

The canyons of Grindelwald with the Eiger as a backdrop served as the day's proto playground for the Team. After a bread, ham and cheese lunch dished up by Eliane, it was skywards for some rough air flying and then a formation photo session.

The end of the two day camp saw the team get a final briefing from Kari on tactics for Portugal and the aims and future direc-

tions of the company. With that, and a final reminder to have fun, it was off to the Worlds we go, hi ho, hi ho...

Advance probably has one of the most enviable successful track records in the paragliding industry – a very professional yet close, family like, business and team that has remained virtually unchanged for fifteen years in structure and philosophy. They are however not resting on their reputation and continue to develop in new directions both in attitude and products.

One thing that Advance's current motto "Feel Different" well describes is the full enjoyment of flying that all concerned clearly display. The Pro-Comp Team Training Camp at the top of Switzerland certainly confirmed that, and as one other famous pilot once said "the best pilot is the pilot having the most fun."



## Letters to the Editors .....



### Training Issue – Good enough for Joe Public!

I just received my two copies of the Training Issue of Soaring Australia. Lovely stuff, glossy, colour, great content, good photos, all in all a great magazine that is well produced and gives the reader a terrific insight into this wonderful sport of ours. It appears to be ideally suited to the person making initial enquiries into soaring; the articles are aimed at newcomers and are well written in an easy to understand manner. A genuine WELL DONE to all those involved.

I run a flying school and pay to advertise in Soaring Australia.

So I am a little confused, all this good work, great photos, hours planning the layout, huge production costs and for what purpose? What are my HGFA fees paying for, and what is my advertising dollar targeting?

I assume that the magazine is available to people that want to learn how to fly? It isn't? Surely it goes into the news agencies so that people interested in aviation can browse that section of the magazine rack and pick out the only magazine on soaring? No? You're joking! You mean to say that it only goes out to the people that are already members of the HGFA? But don't they have their lessons booked with a school already? Won't that school assist them in the type of equipment to purchase? Or are they already pilots that need to get back to basics?

Would it be correct to say that this quality magazine is preaching to the converted?

Is the HGFA some sort of secret club that only the toughest of inquisitive minds can track it down?

So really the magazine is just sent out to confirm that the type of aviation that the **existing** member/reader took up is a good one. But, hey, they knew that already.

**Gordon Marshall, Sky Sports Flying School, WA**

Thanks, Gordon, for the perspective on the Training Issue. It's certainly good to hear that you like the quality!

As well as the folks who join the organisation, and TIF students whose forms are sent to the HGFA, I believe it is also sent (or should be if it isn't!) to folks who make direct inquiries to the HGFA office. Apart from these folks, yes, you could say it is preaching to the converted, although it also provides the function of bringing new members up to speed in the widely varying disciplines in the organisation they have joined, instead of relying on a process of osmosis over time for them to discover the rich tapestry of interests we represent.

Over a year ago, the Board attempted a test of newsstand interest by distributing 20 copies of an issue each to all board members to place at local news stands at a nominal price. Not all of the board members managed to follow up, but my own results, placing at local newsagents and several adventure sports stores in my local area were disappointing. Of the 20 copies distributed to me, only three were sold over a period of three months. They

had to give the rest away, and even then, people wouldn't take them! I am personally concerned that putting the Training Issue in news stands in a shotgun fashion would lead to a lot of cost for little result, and believe that a more selective approach at a target market is more appropriate.

We have also used Pacific Flyer as a vehicle for promoting the sport. A couple of years ago, as a result of an initiative by the HGFA board, Pacific Flyer released their Flying Start magazine onto the news stands. It was a training issue which covered most forms of recreational aviation, and featured articles by us, with pointers to the HGFA, and even a hang glider on the cover. This issue stayed on the news stands for six months. However, Pacific Flyer made very little if anything on this and are still trying to sell the left-over copies.

I would suggest that if instructors feel that selling copies of the Training Issue in their area would help with promotion of the sport, the HGFA could consider making copies available – at cost (or discounted) – for them to distribute as appropriate. They could place these in the local area, on consignment, at whatever price they want, collect the proceeds as appropriate, and reap the rewards (such as they are.) This is something we could discuss at the next HGFA board meeting.

Another option may be to advertise the availability of the Training issue at intervals, in, for example, Pacific Flyer.

**John Reynoldson, HGFA Board**





# Official Entry Form

## 42nd Australian National Gliding Championships

### GULGONG NSW

### 28 December 2003 to 9 January 2004

PLEASE USE BLOCK LETTERS

Pilot Name: ..... Crew Chief Name: .....

Address: .....

Aircraft Type: ..... Rego No: .....

GNSS Logger: Make ..... Model No: .....

Emergency Contact Person: .....

Phone: ..... Fax: .....

Email: ..... Phone: ..... Fax: .....

Total Hours: ..... 1st or 2nd Nationals? ☐ Yes ☐ No Email: .....

#### Requirements:

At registration the pilot must provide proof of GFA Membership, FAI Competitors Licence and the aircraft's current Maintenance Release. Gliders must be insured for 3rd party and public liability in a sum not less than \$1,000,000 in the joint names of the owner, Cudgong Soaring Pty Ltd, the GFA, the NSWGA and all organisers and helpers appointed by the organisers. Entry forms and payment must be received by 30th October, 2003. A late fee of \$50.00 will apply for entries received after this date. Please complete the indemnity form below and return the entry with payment of \$375.00 entry fee. Cheques are to be made payable to Cudgong Soaring Pty Limited ABN 51 002 644 617 and sent to PO Box 352 Frenchs Forest, NSW 1640 by 30 October 2003.

All enquiries to Cudgong Soaring Pty Limited - phone: 61 (0)2 9452 2777 or email: <meertens@ozemail.com.au>.

#### Indemnity Form (must be completed):

I certify that the information supplied above is true and correct.

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

I agree to waive all claims against the Gliding Federation of Australia, The New South Wales Gliding Association, Cudgong Soaring Pty Limited and any person assisting in the organisation or running of the competition (including matters ancillary to the competition) for any property or personal damage whatsoever and I agree to indemnify and hold harmless these entities and persons in respect of their actions and inactions in organising and conducting this competition to the extent that any circumstances relating to any claim have been contributed to by me.

I enclose cheque/money order for \$375 (per aircraft) entry fee.

Signature .....

Pilot Signature: ..... Date: .....

---

#### Office Use Only

Date received ..... Payment Received ..... Rules Posted .....



## HGFA Board Elections

The current HGFA Management Board's two year term of office expires at the end of this year. Therefore, in accordance with section 6 of the HGFA Constitution, applications are invited from HGFA members to stand for election to the Board.

The constitution prescribes self-nomination, and applicants are asked to provide a brief resume outlining what skills, experience and vision he or she would bring to the Management Board.

The HGFA Management Procedures Manual states: The HGFA Board is responsible for administration, financial management and leadership. The Board is a team that draws on the skills and talents of each member, working with the one common goal that will ensure the HGFA's success. Effective Board Members have: energy and enthusiasm; an interest in people; good leadership skills; tact and discretion; good listening skills and dedication.

As defined in section 6.4 of the HGFA Constitution the committee (Board) shall be made up of nine members, elected via postal ballot by the general membership.

Preferably, resumes should be provided by email and sent to the HGFA Office <office@hgfa.asn.au>. Alternatively, resumes can be lodged via mail to the Office Manager, HGFA, PO Box 157, Hallidays Point NSW 2430 or faxed to (02) 6559 3830.

Applications must be received BEFORE Monday 20 October 2003.

**Damien Gates, HGFA General Manager**

## Hang Gliding Worlds

A big congratulations to Jon Durand JNR, Jon Durand SNR, Phil Pritchard, Steve Moyes, Rohan Holtkamp and Kraig Coomber who are off to represent Australia at the HG Worlds in Brazil! Good luck to you all, as great individual pilots, and as an even greater team!

**HGFA**

## Aussie wins British Open!

Andrew Horcher – Aussie PG Worlds Team member – has won the well contested British Open in Piedrahita, Spain! A full field of 130 pilots were entered, including many teams going to the Worlds.

Conditions were strong and the Aussies revelled in the high bases and mega climbs (6-10m/s). Andrew made the most of it and flew consistently every day on his new Boomer 3.

Enda, Ron and Craig all flew really well too, as did the Kiwis, but all dropped a day. Andrew made goal each day, won a day (as did Enda), and was in the top 10 a few times too. Well done all!

**Godfrey Wenness**

## HGFA Annual General Meeting

Dear HGFA Member,

Please note that the 2003 HGFA Annual General Meeting will be held in Sydney at NOAH Lodge, Chippendale, 25-26 October 2003.

Business will be:

- to confirm the Minutes of the last meeting;
- to receive reports from the President, Treasurer, Auditor, Insurance Broker, General Manager and sub-committees of the Federation.

Members wishing to place any special business before the meeting should advise the HGFA Secretary immediately.

**Damien Gates, HGFA General Manager**

## CLUB NEWS

### Cloudbase Paragliding Club, WA

The Cloudbase 2002 AGM returned much the same committee as last year. The only change is Colin Asplin, Nigel Sparg, and Rod Merigan joining as general committee members. Adam Caly and John Carman are new Safety Officers.

The shade shelter at The Range is now nearly complete and will be ready for summer. On a more serious note the owners of The Range have reported that there are still one or more pilots flying there alone and without contacting the owner or filling in the log book. If this continues it will threaten our access to WAs oldest free-flying site. Anyone caught doing this will be banned from the site for 12 months, maybe worse depending on who catches them. Please don't do it.

A new westerly site has been flown at Linton Station farmstay near Port Gregory – contact the owners before flying.

Club fees have risen this year. Renewals are now \$60 (\$100 for family membership). Daily towing fees have also risen \$5, but the alternative annual towing fee remains \$100.

**Mike Dufty, Secretary**

### Dalby Hang Gliding Club – Beautiful one day, perfect the next

Most people know the slogan for Queensland Beautiful one day, perfect the next but it has never been so true as in the last few weeks at Dalby.

Even winter doesn't stop the amazing weather for flying, and now southern pilots are tasting the hospitality of the Dalby Hang Gliding Club (DHGC) and taking to the skies to test the conditions.

While the drought in the area may not have officially broken, we have experienced moister conditions during the winter months.

Remarkably, this has not lessened the flying conditions, on the contrary conditions have been pretty good for this time of year and promise ideal flying for spring and summer. Just add more heat! I can't recall a trip out here yet when its been blue.

Last weekend (19-20 July) was deemed a roaring success with a good turn out of club members and visitors alike. Lee Scott and Jason Turner from High Adventure on the mid-north NSW coast arrived with students Ron and Tony in tow. As well as introductory training sessions they undertook numerous tandems for the Dalby locals and two of our club members took the opportunity to gain tandem endorsements.

And from almost the bottom of Australia – Victoria – Tim Osbourne, Peter Lissenburg, Alan Beavis and Jeff Rickard arrived on Sunday for a whole week of flying. For their introduction to DHGC and the area, an afternoons flight to the pub at Warra (42km) was arranged. Tim and Jeff were the first to arrive with a DHGC local and most others were not too far away.

The day before, Saturday, saw very similar conditions and everyone enjoyed a magic day of winter flying with distances of up to 55km being achieved. Light to moderate conditions dominated, but with sustained climbs of 800ft/min and better quite a few pilots reached cloudbase (5,500ft agl).

Since completing the club hangar earlier this year, operations have moved into full swing. We now enjoy the services of very experienced local pilot Bob Smokey Keen to pilot the Dragonfly and tow us into the skies both swiftly and, very importantly, safely. Donation of BBQs, a fridge, seating, benches and the like along with the addition of power and lighting have improved amenities in the hangar no end.

Result: Plenty more opportunities for flying and of course a more relaxed and congenial environment to soak up a few well earned drinks while the BBQ fires up and the days tales get told.

On a final note, our first competition to be held in October (6-10) is fast approaching with a dozen registrants already. Judging on the current flying this is a comp not to be missed! So **please**, if you want to participate, **register** your interest **now**. In order for us to deliver the opportunity of great flying we need to know pilot numbers so we can ensure enough tugs are on the ground to get everyone in the air in a reasonable amount of time. Numbers will be **limited** according to available tugs and therefore we cannot guarantee that late entries will be accepted. It will be a case of First Come First Served. To secure



your place, deposits of \$100 are required no later than 10 September. For more information go to the DHGC website [www.geocities.com/sxtex] or look us up on the addresses page in this magazine.

**Cameron McNeill, DHGC**

### Hill Flyers Club, WA

The winter has presented few opportunities for hill flying this year, with the weather gods trying to catch up on rainfall we've lacked in previous years. A few exceptions though, with some flying at the Range and a really enjoyable winter fly-in off Noondeening, particularly with a mix of floppies and stiffies dotting the sky all around the ridge. Some notably excellent flying by Dave H, Justin and Eric in paragliders, and Sean and Gavin in hang gliders, who all managed an out and return into the valley in a moderate-fresh headwind. Particularly memorable for me was flying right up close behind one of the local eagles (I could almost count his tail feathers) whilst at about 1,000ft, and having him lead me half a kilometre to the right of launch in good lift and thermals which were coming off the ploughed paddocks below, before returning back to the ridge and circling up together, joining another thermal with paras and hangies already in it. Who knows, maybe they don't attack us because they can see we were just having fun flying like they are.

It was a top day for all, with only the one incident – Eric doing a skillful recovery from a canopy collapse at 200ft, above and behind the north end of the ridge and then landing safely behind some trees (and on a later flight a redeemable near perfectly controlled vertical descent from 30ft above, top landing on launch).

It was great to catch up with all and meet a few new faces too, with about 10 hangies, and 10 paras. It was a good turnout for the winter fly-in – but such good conditions on the hill could easily have handled many more pilots. See you all at the spring fly-in.

**Rick Williams**

### Picolight Fly-in 2003

**Thursday 18 to Monday 22 September**

It is pretty much the same as last year (except better of course), but if you have not been before this is for you.

Camping is the go. There is a large area of grass on a football ground that is well sheltered. There is no electric power available for tents or caravans, you will have to supply your own. There are hot and cold showers, toilets, gas BBQ and a public hall. The toilet block will be declared unisex for the weekend girls, be warned,

**August 2003**

there might be a bloke in the shower! The hall is owned by the community of Milbrulong and we hire the facilities for the weekend. There is a small kitchen which can be used for emergency cooking. The water is of good quality. Any vendor, importer, supplier, manufacturer etc can use a corner of the hall to set up his/hers wares for the weekend. For the hire use of these facilities we will charge every adult \$5 per night per person. This money will go to the community of Milbrulong to assist in the upkeep of the hall.

We do not take off from the camp, but it is possible to land. The paddock for flying is less than one kilometre from the camp by foot or flight, but about two kilometres by road. The paddock is 40ha and will have short grass. It has a slight slope to the centre so that we can get a downhill take off no matter what wind direction. There are no restrictions on where you can fly; it is open farmland and I have never had a request for anywhere to be avoided. The locals are all friendly. Emergency landing is possible almost anywhere for many kilometres around. There are no powerlines in or around the immediate vicinity of the paddock, but they are around the area so nobody should get complacent in that regard. You will be asked to sign a statement that you understand the dangers of flying. There is no insurance and anything you do is at your own risk.

The camping facilities will be available from around mid-day Thursday. Flying can begin any time after lunch Thursday, but we will get serious Friday, Saturday and Sunday. There will be no flying Monday, the show has to be cleaned up before lunch.

Every evening at 9pm we will have a meet in the hall to discuss next days program. On Saturday evening we will also put a vote together to establish if there is a need to put things in motion to change the PPG licensing requirements. If the meeting is in favour of change, we can establish a basic outline during the Sunday and put it to the pilots on Sunday evening. As to the events during the days, please bring all your toys and games. On Sunday evening we will have the presentation of the Picolight Trophy (Glen, can you ensure that it will be returned?). I'd like to propose to change the trophy from who had the most damage to The Milbrulong Award, in line with the Darwin Award, for the most stupid act during the weekend.

Milbrulong is about four hours from Melbourne, seven from Sydney and about 12 from Adelaide (24 for Bob and Bud Bauer, and Bill and Craig). It is about 50km west of Wagga Wagga in southern

# FIREBIRD

## Tomorrow's Generation Today

If you have just bought  
a new DHV 1-2 glider recently  
you have bought last decade's design.

Recently certified, the new Grid  
from Firebird is streaks ahead  
of others and comparable to  
most DHV 2 wings on the market.

Winner of the  
Torrey Pines Ridge  
Race in 1-2 Class  
(by a Novice pilot)

Contact Lee Scott @ highadventure  
for a no obligation test flight  
On 1800 063648



Performance you can handle!



NSW, about 10km east from Lockhart. There are no shops, petrol stations or pubs at Milbrulong, so plan to bring what you want or drive to Lockhart. A map will come along later.

The fly-in will not be cancelled no matter what the weather. If we cannot fly we will talk and test things (a thrust test bench will be in use, Andrew will bring a porosity tester). There will be more about activities as we get closer. We are open to any and all suggestions.

Ensure that your radio gear is operational as we will be doing some long trips (UHF channel 23). Telecom CDMA is now operational in the area.

For more information contact the organisers: Jos Weemaes (ph: 02 6026 5658, email <jweemaes@albury.net.au>) or Jeff Hoffmann (phone 02 69206233, email <jhoffman@draget.com.au>).

**Jeff and Jos**

## NEW PRODUCTS

### Skyline Flight Gear

#### New Racer Harness

Skyline has developed a new XC and Competition harness. It is especially designed for a lying position, but it is also very comfortable in an upright position,



because of a very new sliding system of the shoulder and side chest straps (FRS = flexible reclining system). It has an aerodynamic shape with a huge, reinforced storage pocket on the back. The rescue system is integrated under the seat board with a four-leaf-system. The rescue handle is easy to reach. It is a very flat harness with low drag, without abandoning security (12cm foam-protector). Top pilots already flying the Racer: Ron McKenzie (Australian Champion) and Craig O'Donnell (both in the Aussie Team in Portugal), James Lawson (team pilot Aerodyne/Skyline) and Brett Robinson. We wish them all the best for the next season.

#### Skyline Overall Series

The flying suit Overall is impressing with its high level of functionality; the front-zipper-system (imitated by many) allows the pilot comfortable access. The wind

and waterproofed Overall is manufactured with a light lining (125g/m), so the pilot has (even with thick clothing) enough space for all movement. All Overalls of the new Skyline-Generation offer 100% protection against rain, snow and wind while the material is still optimally breathing!

Colours: blue, red or black. Available at WindWorks from \$390.

For more information on the above products, please call WindWorks on 02 99139086. Alternatively, check our web site at [www.windworks.com.au].

#### Digifly

Digifly Europe has answered the call for an affordable entry-level vario. The new Flyer has a couple of the least useful features missing in com-

parison with the now superseded, expensive model Explorer. Without compass and wayfinder the Flyer is still packed with the typical Digifly features like 200 flights memory, three altimeters, resistance to RF interference, two-year warranty and much more. It has a bright orange case made from a shock-proof material. The smart design enables it to clip straight to an instrument panel or either PG or HG bracket. Surprisingly it is also very affordable at only \$445. It is distributed by Paragliding Headquarters, ph: 0414 332737. For more info visit [www.paraglidingheadquarters.com/instruments.html].

## FAI NEWS

### FAI World Record Claim

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

#### Claim number 7858:

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

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

Course/location: Big Spring, TX (USA)

Performance: 49.81km/h

Pilot: Davis Straub (USA)

Date: 2/8/2003

Current record: NEW

Other claims pending ratification:

- 32.8km/h (23/6/03, James Lamb, USA)
- 27.6km/h (28/6/03, Davis Straub, USA)

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

### 8th World PG Championship

Sport: Paragliding, cross-country

Title: 8th World Paragliding Championship

Type: World Date: 11-27/07/03

Location: Larouco, Montalegre (Portugal)

#### OVERALL RESULTS

1 Alex Hofer	SUI	UP – Targa
2 Frank Brown	BRA	Gin Glider Boomerang 3
3 Masataka Kawachi	JPN	Gin Glider Boomerang 3

#### WOMEN

1 Petra Krausova	CZE	Mac – Magus 22
2 Nicole Nussbaum	SUI	Gin Glider Boomerang 3
3 Louise Crandal	DNK	Gin Glider Boomerang 3

#### TEAM

1 Switzerland	2 Austria	3 Germany
---------------	-----------	-----------

The full results can be found at [http://events.fai.org/]. FAI congratulates the winners and thanks the organisers of the Championship.



## Coming Soon in October 2003

### A Hang Gliding Tour with a Difference Learn how to aerotow and do XC flying in a 12 day flying tour.

Starting from Gloucester on the Mid North Coast of New South Wales... We will spend two days learning how to aerotow, then the following day at Laurieton on the mountain sites thermalling.

From there we travel to Canungra, Queensland to fly either Mount Tambourine or Beechmont, then finally onto Dalby in Queensland for five days of aerotowing in the Darling Down Flatlands area west of Brisbane.

Total cost of tour will be POA and includes all transport, aerotow equipment, XC retrieval, aerotow endorsement and accommodation.

Limited to ten pilots only and all pilot levels are excepted. We can tow floaters to high performance wings with ease with our new tow craft.

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

**Contact Lee Scott  
1800 063 648  
for more details**





THIS WEEK'S ADVENTURE:

# The Awesome ADVENTURES OF DICK SPEED

Hang Gliding Legend in His Own Mind  
**THE THIN EDGE OF THE WEDGE**



SUDDENLY DICK SPOT'S AN EAGLE, CIRCLING LOW OUT AHEAD!

OUT ON AN XC, IT'S BEEN A LONG TIME BETWEEN THERMALS AND DICK IS GETTING A BIT LOW...

BEEP  
BEEP  
BEEP  
BEEP  
BEEP  
BEEP  
BEEP

YEEEEEEHAAAA!



WHERE'D HE GO?

NARROWLY MISSING THE WEDGIE, DICK CRANKS UP IN THE STRONG LIFT.

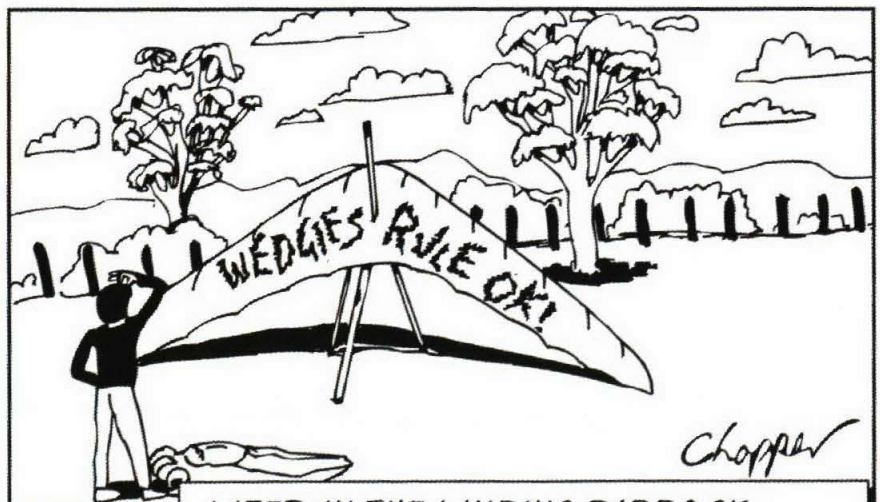


THEN, DICK HEARS THE SOUND OF AN ANGRY WEDGETAIL EAGLE, ABOVE AND BEHIND.

A FURIOUS ATTACK COMMENCES.



DETERMINED TO STAY IN LIFT, DICK CONTINUES TO CIRCLE DOGGEDLY.



LATER, IN THE LANDING PADDOCK...

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



# Predicting Morning Glories

Rob Thompson

"THE MORNING GLORY IS NOT WELL UNDERSTOOD AND IS ONE OF THE LAST MAJOR PHENOMENA THAT WILL BE STUDIED... THIS CERTAINLY GIVES IT A LOT OF SCIENTIFIC APPEAL."

In 1997 atmospheric physicist Doug Christie told me this as he was installing weather stations around the Gulf region. This was to be the first stage of some extensive research but unfortunately it seems the Morning Glory didn't have the same economic appeal – lack of funding meant Doug's research was never completed and the data from these

weather stations is gathering dust in his CD collection. The Morning Glory has remained "not well understood".

It's now 15 years since October 1988 when Russell White and I were fortunate enough to stumble across the roll cloud on an overnight visit to Burketown. It is now probably well overdue that I share some of

the observations I have made during many visits since then.

From April to September the Gulf of Carpentaria has typical tropical "dry" season weather patterns – fine days with light to moderate south-easterly trade winds (chart 1). In late September as the land mass heats up, low pressure troughs and systems begin to form. Later in the year these will form into intense lows and tropical cyclones. With this change of season, the brief Morning Glory season is typified by cycles of three to four days of dry season trade winds followed by a few days of sea-breezes associated with a heat trough running southward through inland Queensland (chart 2). During this period the weather is alternating back and forth between wet season and dry season patterns. Once the northerly sea-breezes start blowing it's time to start setting the alarm early!

The Morning Glory comes in two main varieties. The famous ones from the north-east are the strongest (and encourage the biggest stories at the gliding club bar) but there is also the rarer southerly Glories which occasionally roll northwards through Burketown in the early hours of the morning before dawn.

One of the popular theories about the Morning Glory is that it is created by sea-breezes from both the east and the west side of Cape York colliding in the middle around mid-night. The resultant shockwave is then pushed westwards by the prevailing easterly trade winds to arrive at Burketown around dawn.

I've had serious doubts about this theory. I have been flying across Cape York towards Burketown late in the afternoon on the day before a well-formed Morning Glory cloud. It was completely apparent that the sea-breezes on either side were not extending far enough inland and could not possibly have met in the middle that night.

Also influencing my scepticism is the regular appearance of up to 10 Morning Glory clouds rolling in one after the other. If the roll cloud was caused by one collision of two sea-breezes surely there would only be one such roll cloud. The Southerly Morning Glories rolling in from the inland to the

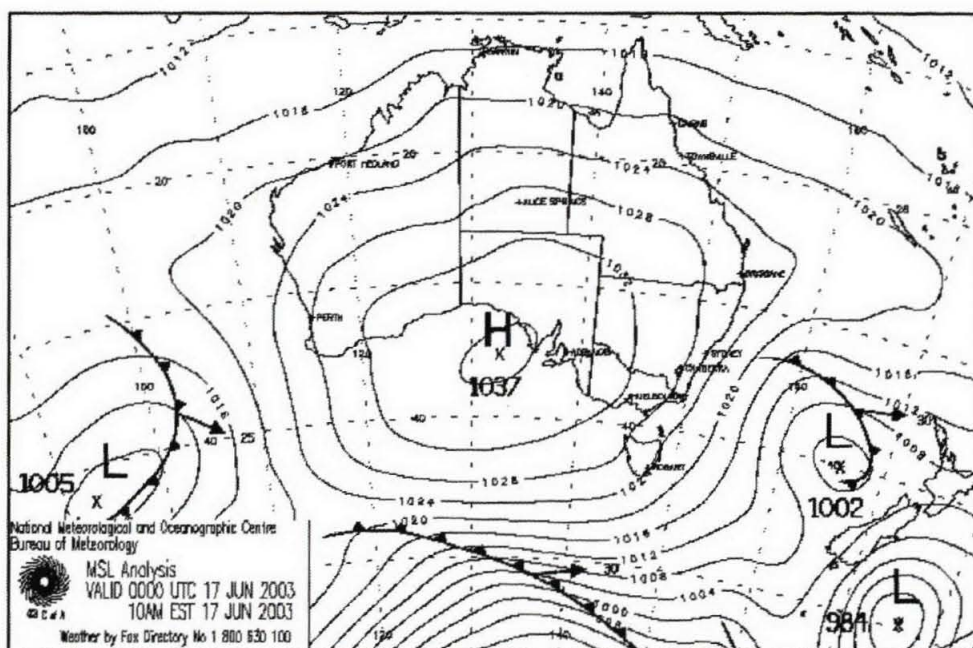


Chart 1

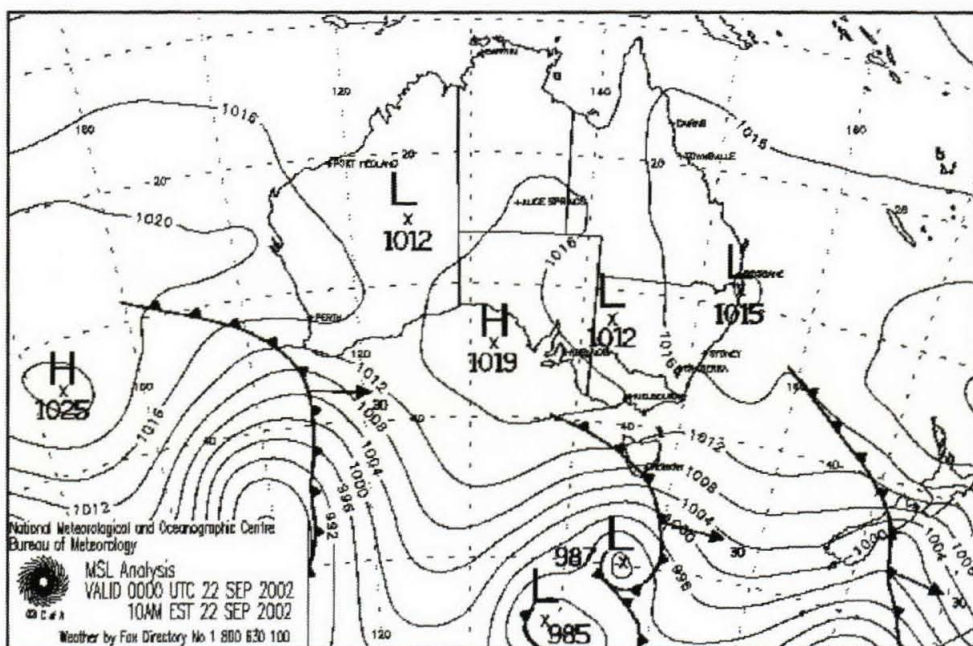


Chart 2



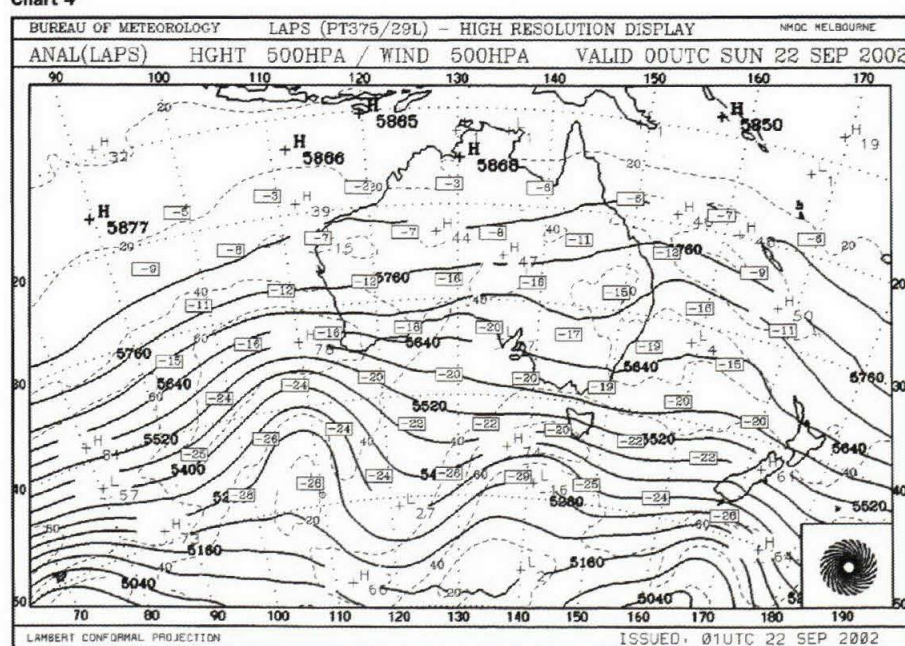
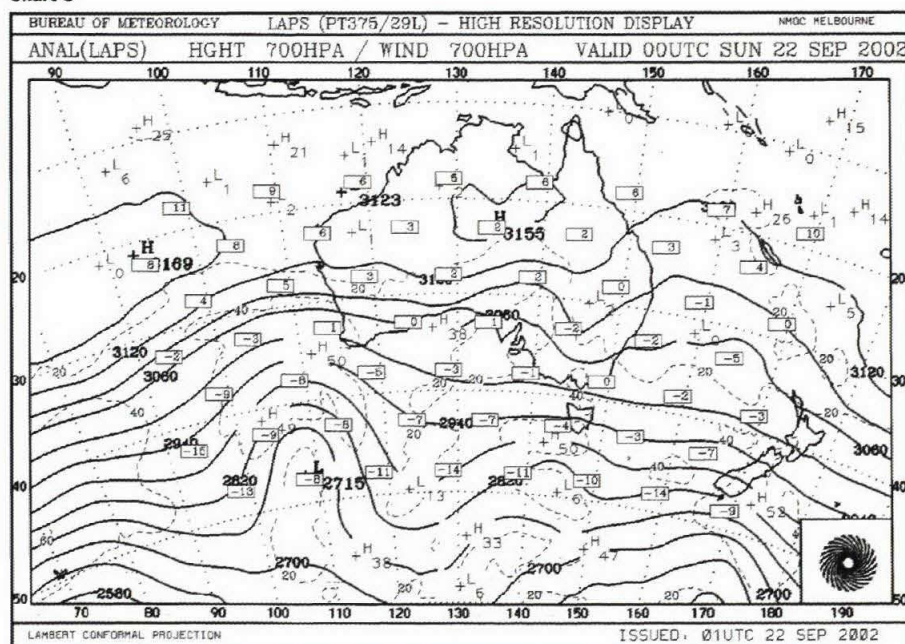
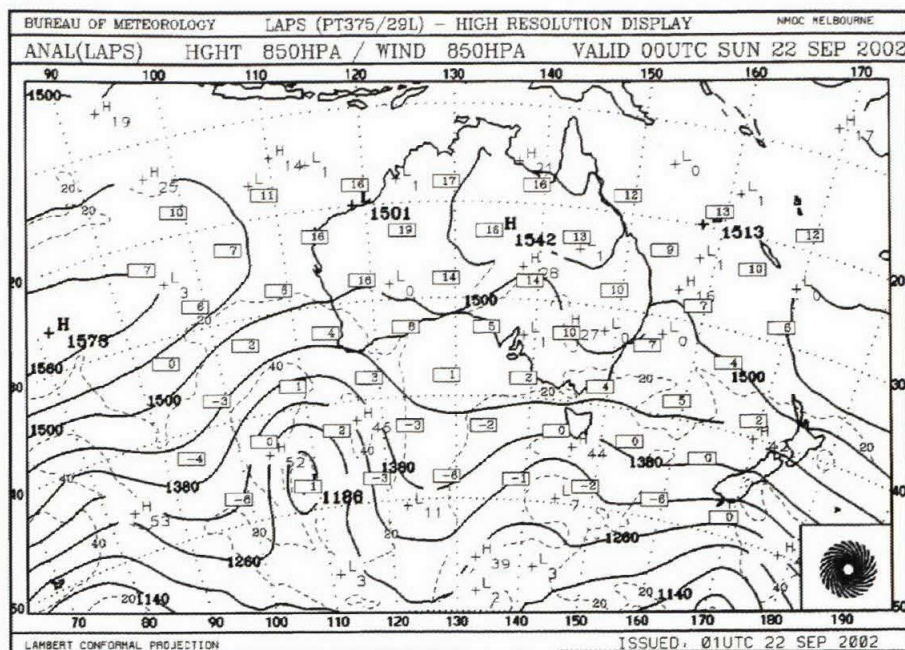


Chart 3



# LAKE KEEPIT

## TAMWORTH NSW

- ★ Training 365 days a year
- ★ Good glider availability
- ★ Bulk flying discounts
- ★ Private owners welcome
- ★ Extended gliding season  
– 300 km in July!

Contact Jim Stanley – Manager

P.O. Box S152

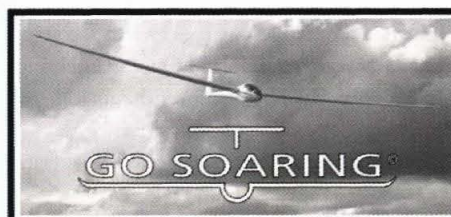
TAMWORTH SOUTH 2340

Ph: (02) 6769 7514

Fax: (02) 6769 7640

Email: [keepitsoaring@bigpond.com](mailto:keepitsoaring@bigpond.com)

[www.users.bigpond.com/keepitsoaring](http://www.users.bigpond.com/keepitsoaring)



**The leading Flight Analysis and Planning Software.**  
The latest version on CD. Also included is the vector maps of Australia. Re live your flights in 3D, retrace the route and analyse your thermalling skill. A great tool for refining your personal soaring techniques. **Only \$255**

See You



**Micro Fibre Hat**  
Cool, light & comfortable  
Available in two sizes \$17



**Flight Shirts**  
Protection from the sun and dehydration. M, L, XL & XXL \$39



**High Quality Polo Shirts**  
Smart and comfortable, available in deep blue and white. M, L, & XL \$45



**Fleece Vest**  
Ideal for the morning chill of a classic soaring day. Royal Blue, M, L & XL \$38

Gift vouchers available

Order online or by phone.

[www.gosoaring.com.au](http://www.gosoaring.com.au)

07 5499 4636

Club enquiries welcome



# WINTER SOARING DALBY STYLE

Jason 'Yoda' Reid

WE DID SAY "BUILD IT AND THEY WILL COME"...



Yoda and C2 over Dalby airstrip  
Photo: Bob Keen

A group of four Victorian pilots, led by Tim Osborne, have just experienced the magic of the Dalby soaring experience. Tim, Alan Beavis, Jeff Rickard and Peter Lissenburg were looking for a week of hang gliding away from the bitter cold of Victoria and choose Dalby Hang Gliding Club as their winter retreat.

The group arrived late Saturday 19 July and joined a small group of DHGC members for a fly on Sunday. Their first day in the air was just a taste of what the week was to bring, with good lift averaging 400-500ft/min and cloudbase at 5,500ft.

Tim had said to me that their aim for the week was to enjoy a relaxing flying holiday with some cross-country flights as long as they ended at a pub. These boys were definitely not up here to set the world on fire

with big gruelling flights, but someone forgot to tell the weather. According to our trusty tug pilot, Bob "Smokey" Keen, the weather for Monday, Tuesday and Wednesday was pumping with obvious signs of good lift around as early as 10:30am and not ending until 4pm. One of these days had northerly winds of up to 15kt and Smokey was confident that if a keen cross-country pilot had towed at 11am they would have easily covered 160km or more as cloudbase was 7,000ft and there was good streeting.

The Victorian group (to their credit) stuck to their holiday plans and towed when they were good and ready, then landed at pre-determined towns within one to two hours flying and enjoyed the atmosphere of some fine little pubs. They were all smiles when I arrived on Thursday night to join them for a fly on Friday, and were all singing the praises of the area, our club facilities and of course Smokey who had been acting as tour guide and tug pilot for the week.

Friday turned out to be a blue day with a light breeze from the south. We set up in T-shirts, enjoying the mild 20°C temperature and the nice winter sun. Peter (flying an Aeros Combat) wanted to tow early for extra

practice and did not expect to stay up as there were few signs of lift about. To his surprise, he hooked a nice thermal after a good tow and climbed out to just over 4,000ft agl, then continued to find lift about the area for another hour. Geoff and Tim had a tow each but missed the cycle and landed back at the launch area. I then took a tow and joined Peter over the strip to wait for the others in patchy lift. I noticed the tug, with Tim on the back, was climbing very quickly, then saw Tim release at my height about 500m upwind of me. It was obvious he had been dragged into a ripper and a radio call from Tim confirmed what I was seeing as I headed to him. We climbed in a beautiful big Dalby thermal that averaged 500ft/min, then headed off together at 4,400ft agl crosswind towards Jandowae.

We bounced through some light lift and sink and ended up finding another core about 10km down the road that was not as strong as the first thermal. Tim was climbing well and was about 200ft above me when, to my surprise, he straightened up and started gliding down the road. I radioed him and told him I was still in 300 up and that we were only 2,000ft above the deck. He responded saying he had lost the core and wanted to push on and something about not



Club hangar full of toys – Photo: Jason Reid





Jason 'Yoda' Reid and his new C2

Photo: Cameron McNeill

really caring if he found another one or not. Boy, these Victorians are really relaxed about their flying, I thought as I cranked it up and climbed out to 4,400ft agl and headed off. I had just

hit another good core when I looked down to see Tim land, so I radioed Smokey and gave him directions for the retrieve.

Just before gliding away from the top of the thermal over Tim, I spotted Peter and called him my position. After a few more slow climbs, I stopped over Jimbour House, an awesome mansion with an airstrip and winery, and waited for Peter. I asked Peter what he wanted to do - turn and head to Bell downwind and then try to make it back to Dalby, or do an out and return from where we were. Peter sounded enthusiastic about the out and return option, so we headed straight back the way we had come. It was only 28km back to the strip, but we were flying in a blue and fairly stable air mass so it was still a good challenge.

I was keen to get back as efficiently and fast as I could to see how my new Airborne C2 was going, so I kept pushing on through the light bubbles and made sure I was staying slightly upwind. Peter had stayed back with the lighter lift and so I flew on by myself again and managed a great glide to within six kilometres from the strip. I hit another light bit of lift at 800ft off the deck and drifted away from the strip as I climbed slowly at 100ft/min, the whole time thinking that I should just have a go at pushing on low to see what this glider could do. If it had've been a comp day I probably would have taken a few more circles to give me a better height into goal, but today was an experiment so I pushed on from 1,200ft agl and pointed the toes. What a great fun final glide, low over paddocks, farms and roads and cutting through the air with such efficiency that it felt for a moment like being back in a sailplane. I ended up just making it into the airfield, and landed at the end of the main runway that was out of service due to maintenance. Lucky it was not a comp day, as I would have been short of the goal line and in a foul mood for not being more patient.

As I was packing up, Smokey and Tim turned up and mouthed off at me for not making it all the way back to the hangar (the boys were in fine form). Then we spotted Peter floating along heading for the hangar and the abuse really started. Peter arrived about 30 minutes after I had landed, but he made it back completing the out and return. Again I thought to myself that I was pleased it was not a comp as there are no speed points if you don't make goal.

The flight had lasted over two hours and we had covered a bit over 50km - I was very happy. Peter had been in the air for over three hours and was grinning like mad until it hit him that it was his last day in Dalby for this trip. Jeff had taken a tow after Tim and ended up local soaring for some time before heading directly downwind to Kaimkillenbun (not Camelbun or Wheelbarrow or Kallamazoo, Jeff), then part the way back and was very pleased with the flight.

The Victorian group were sad to see the end of such an enjoyable week and they all vowed to come back. If you would like to arrange a similar trip with a few mates, please give us a call or drop us an email by visiting the Dalby Hang Gliding website [www.geocities.com/sxtex/].



# GRADIENT

2001 WORLD CHAMPION

2003 AUSTRALIAN CHAMPION

2003 NZ CHAMPION

Congratulations to RON MCKENZIE!

Congratulations to CRAIG COLLINGS!

## PARAGLIDING HEADQUARTERS

a sole Australian agent for

**GRADIENT** - Gliders for the Champions

**DIGIFLY** - The Rolls Royce among Flight Instruments

For all your paragliding needs see our website:

[www.paraglidingheadquarters.com](http://www.paraglidingheadquarters.com)

[jiri@paraglidingheadquarters.com](mailto:jiri@paraglidingheadquarters.com)

tel. 0414 332737

**FLIGHT INSTRUMENTS  
RESCUE PARACHUTES  
FLYING SUITS  
HARNESSES  
HELMETS  
GLOVES  
EPIRBs  
GPS**



### Dealers in:

VIC - Adventure Airsports - [www.geocities.com/adventureairsports](http://www.geocities.com/adventureairsports)

NSW - WindWorks Paragliding - [www.windworks.com.au](http://www.windworks.com.au)

ACT, NSW - Michelago Paragliding - [www.geocities.com/michelagoparagliding](http://www.geocities.com/michelagoparagliding)

WA - WA Paragliding Academy - [www.waparagliding.com](http://www.waparagliding.com)





# A New Step in Modern Hang Glider Design

## THE MOYES LITESPEED S

David Seib

Specifications	Litespeed S 3.5	Litespeed S 4	Litespeed S 4.5	Litespeed S 5
Area	144ft <sup>2</sup>	147ft <sup>2</sup>	152ft <sup>2</sup>	157ft <sup>2</sup>
	13.4m <sup>2</sup>	13.7m <sup>2</sup>	14.1m <sup>2</sup>	14.6m <sup>2</sup>
Span	32.8ft	32.8ft	34ft	34ft
	10m	10m	10.4m	10.4m
Aspect Ratio	7.5	7.3	7.6	7.4
Glider Weight*	74lb	74lb	76lb	76lb
	33.6kg	33.6kg	34.5kg	34.5kg
Optimal Pilot Weight	154lb	165lb	187lb	198lb
	70kg	75kg	85kg	90kg
Hook-In-Weight	150-240lb	150-240lb	165-265lb	165-265lb
	68-109kg	68-109kg	75-120kg	75-120kg

Glider weight is measured from the standard glider. Some options will decrease the glider weight by up to two kilograms.

Moyes Delta Gliders have introduced many innovations to the hang gliding marketplace since the company's inception in 1967. In 1999, Moyes introduced the Moyes Litespeed, designed by Gerolf Heinrichs. Since then the Moyes Litespeed has been prominent at many competitions and has occupied more top ten and podium places than any other glider on the market. The Litespeed is considered a glider built by the best and available for everyone to fly. Now with the latest Moyes innovation, the Litespeed just got a whole lot better – the Moyes Litespeed S.

The S refers to the latest sail cut design being applied to the Litespeed, and you'll understand why when you look along the trailing edge. Sail area has been removed from the chord or root of the sail and redistributed to the mid and outer wing.

This results in an S shape along the trailing edge – or in more technical terms – a super-elliptic wing planform.

Why has this been done? Apart from looking really good, it is always performance and handling aspects that drive innovative design. The sail cut of the new Litespeed S intends to counteract the typical mid-wing lift deficit of flexible hang gliders. The creation of a super elliptic wing planform in other words just compensates chord wise for the inevitable washout of flex wings – resulting in a better, more elliptic lift distribution.

A wider mid wing and tip cord allows more of the outer wing to create lift along the wing span – the gliders effective aspect ratio thus increases without additional span.

The nominal gain in glide and climb is expected to be only about 1.5%, however a major improvement of the new Litespeed S comes much more from a significant

improvement in slow speed manoeuvrability.

The new Moyes Litespeed S has even more forgiving stall behaviour than its predecessor. It can be flown 2-3km/h slower, with this enhanced manoeuvrability becoming more apparent as more VG is engaged.

Thermalling in light lift with up to 50-70% of VG, and very efficient dolphin style flying, are the key advantages that top pilots will achieve with this new model. The regular Litespeed pilot will experience a more relaxed flying, take off and landing due to the super friendly stall characteristics of this new wing.

In addition to the new Moyes Litespeed S cut sail, Moyes have also introduced a range of new high performance options. These include a carbon fibre outer leading edge, carbon fibre dive struts and a lighter redesigned carbon crossbar. All these options reduce the overall weight of the glider by about two kilograms. More importantly, with the weight reductions mostly towards the mid wing and tip, the wings roll inertia is reduced significantly. This leads to an amazing gain in handling, especially at slower glide and thermalling speeds, especially at tighter VG settings. Since overall measures of the wing frame have been kept unchanged, all these performance options are fully modular and interchangeable with the standard aluminium components, so pilots can select the options that best suit their individual needs.

Two new sizes have also been added to the Litespeed range. The new Moyes Litespeed S 3.5 offers a smaller sail on a Litespeed S 4 frame, and the Litespeed S 4.5 offers a smaller sail on the Litespeed S 5 frame. Both these gliders help bridge the gap between the sizes, ensuring pilots can fly their optimal glider size.







# PHOENIX CUP 2003

**Julie Sheard – Photos: Courtesy Julie Sheard**

WHAT DO A BRIDE WITH HAIRY LEGS, A KANGAROO WITH ONE FOOT, A COLLAPSIBLE BIRTHDAY CAKE AND A SCHOOLGIRL WITH A WHIP HAVE IN COMMON? THEY WERE ALL, AMONG OTHERS, ENTRIES IN THIS YEAR'S PHOENIX CUP.



**T**he Cup was finally held in Bright on Easter Sunday, after being postponed from Australia Day due to the bush fires. It was therefore probably appropriate that the winner had a bush fire theme. Colin Jeffery took first prize as Elvis; not the fat dead singer but the fire-fighting chopper. Magnificent Man Gary Clarkson was second in his Flying Machine. Third place went to Dave Russell as "Dodo" and fourth Julie Sheard as the footless (footloose?) marsupial.

Many thanks to Mal Marker for his hours of organisation, and to all those who helped out on the day, including Rick Keating and Malcolm Risby for keeping some semblance of order to the proceedings,



Geoff White for commentating and the tireless judges. If I've forgotten anybody, sorry I didn't mean it.

Thanks also to our fabulous sponsors: Wingsports and Edel (\$1,000 off a new wing or a Piccolo Vario worth \$560); Outdoor Inn (\$300 cash); Wandu Pub (four \$40 meal vouchers and five slabs of beer,

total \$335); Bright Hikers Backpackers (\$100 cash); and Betta Rentals.

And last but not least, thanks to all those who put in the effort to come up with a costume to make this event so much fun. The Op Shop must have been glad they were open that day – they did a roaring trade with last minute entrants!



Top: The judges – Bottom: Elvis – The winner





# Moving the Goalposts

Peter Mack

HAVING JUST READ BERNARD ECKEYS JULY ARTICLE ON SOARING SAILPLANES, I BEGAN THINKING THAT HIS COMMENT REGARDING THE AIM OF PILOT TRAINING WAS PERHAPS ANOTHER PIECE IN THE JIGSAW PUZZLE OF RETAINING MEMBERS.

When I was a university student a sociology lecturer once had us write on the premise All human action is goal motivated. I remember trying to disprove that premise, but found I could not do so convincingly. Since then it has stayed with me as a sort of touchstone for many things I do.

Fifteen years ago while working around the world instructing, I began ski racing moderately seriously. Along the way I had many successes including winning eight national championships in three different countries. During those years my main competition was not the other skiers, but motivation.

Skiers came and went, but when my motivation stopped, so did my success. After I finished racing I found I had no real goals set, and so little motivation. Then I started hang gliding, something I had often thought of, but not had the time to dedicate to it.

My early training, I suspect, was reasonably typical – hard hot days in the paddock. Run down, carry up. Repeat. The goal was never to go solo. In a hang glider you are effectively solo from the first couple of waddles across the paddock. Always the voice of an instructor nearby, but it is only your hands on the A-frame. The goal was to be able to fly off a big hill. When that day came, it was

an achievement, but only a slightly bigger step than all the other bigger hills I had worked up to during the previous week or so. It followed then that it was easy to transfer my goal to the next step on the ladder, flying off a different hill, then actually getting above launch height. So it has always been for me hang gliding – I almost stumble inadvertently across the next goal, and they are nearly always just a bit further along, not some big goal way in the future.

When I started learning to fly sailplanes it was quite obvious and well structured that the goal was to go solo. My instructor never talked about solo, he quite rightly was just trying to teach me to fly. Nonetheless, the GFA structure makes it

quite obvious to all that the first goal, and one that can remain ahead of you for many months, is First Solo. Well and good. The problem as I see it is that on achieving that goal, where is the next one?

I am happy enough as a safe, competent pilot who just enjoys a pleasant flight – as long as I achieve some sort of a goal each flight. Some flights it is just doing an accurate and neat landing, other times it is out climbing another pilot nearby, or perhaps just not getting nervous as I climb close to cloudbase in my hangie (gotta love those airbrakes in sailplanes!). The key is that nearly every flight I set a goal, big or small. Usually I have a short list of goals to ensure my success rate is good (any one counts).

Reading how many GFA members drop out around the time of their first solo, I wonder if goal setting and the badge culture might not be partly responsible for at least some of these dropouts. Upon reaching that goal, do these people have another attainable goal right in front of them? Perhaps they have never thought about their goals in flying. They wanted to fly, they learnt how, but now what? Should they keep turning up at the strip, waiting in the sun etc just to fly the glider? They've already done that. Maybe they haven't been helped to see another goal beyond solo. Are they interested in Silver C, Diamond Distance, etc?

Perhaps there is something missing in the sailplane culture for these people. Perhaps if the incremental goals on the way to solo were perceived as important as solo itself, then it might be easier for some of these people to find the next goal after solo. Perhaps then they might stumble along for many years until they find themselves landing at goal with the guns as I have (once).



**11th  
Year of  
Tours!**

## DYNAMIC FLIGHT SUMMER TOURS

### Flatlands XC

This is our 11th year of flatland tours in this region. Book your holidays for 7th-13th December 2003. Our tour is normally based at Wycheproof, we tow from the Birchip competition paddocks. The area affords an extremely good road network and has proven to be the most consistent flying site this time of year. Motel accommodation, breakfast & evening meals, in depth morning briefings, all tows and retrieves supplied. This tour consistently provides quantity and quality airtime. Second tour 28th January to 1st February 2004.

#### Great Aussie Bight

We're off to Euda again. This trip is designed for pilots who do not require instructor assistance. We will experience together the Australian coastal areas including the Coorong National Park dunes, the unique Nullabor cliffs, caves and fishing.

#### Japanese Express

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](mailto:dynamic@netconnect.com.au) for your free information package.

## DYNAMIC FLIGHT PTY LTD

*Discover the freedom!*





# WATCH HIM

## Taff

HE'S SAT THERE FOR HOURS.

ON TOP OF THE STEEP HILL, SOME THREE HUNDRED FEET OVER-LOOKING THE SEA. HIS ONLY MOVEMENT, APART FROM SMOKING ROLLUPS THAT IS, IS TO GET UP, PLUCK A FEW STRANDS OF DRIED GRASS, THROW THEM INTO THE AIR, AND WATCH THEM FALL. IN OTHER LANDS HE MAY HAVE BEEN A PROPHET, FORECASTING THE COMING MOOD OF THE WEATHER. BUT HE'S SAT DOWN AGAIN, ROLLED UP, AND WATCHES.

*And listens.*

*Watches nothing.*

Then after another foray of casting more grass to the wind he turns, empties a large rucksack of what appears to be the world's most camp tent, all turquoise and pink. He sets about his ritual.

First he dons a baggy green boiler suit, a multi-stickered crash helmet. Then the 'tent' is laid out, obviously not a tent. A myriad of multi-coloured strings are shaken loose, too many by far to be a cat's cradle, but somehow they all stretch out neatly. Then a soft seat is produced, and clipped to the lines. The sack and other bits and bobs it contains, vanishes into the back of the seat, which has more straps than any S&M freak could wish for.

He dons the seat, as if strapping into a back-hugging armchair. Then turns to face the canopy, for that is what it is. Gentle tugs on the lines lay it out flat, it looks for all the world like a huge pink and turquoise boomerang now, and with a gentle step back he pulls.

And up it flies.

It sits over his head and stays there, like the world's most boring kite. His hands on some handles attached to the lines, play up and down, it looks too small a movement to affect things, but it obviously does.

You may be watching his eyes now, what do you see?

*Anticipation?*

*Fear?*

*Expectation?*

*The last view of a man about to throw himself off a cliff?*

It doesn't matter, his eyes are irrelevant, his ears are doing the work now.

Then with a grunt, he leans into the lines, and...

*One step... two steps...*

(Have you ever seen a seagull throw its self into the air? Well absolutely nothing like that happens here, so don't be disappointed.)

*Three steps... almost over the edge... fou...*

There is no fourth step, as he's rising, lost contact with the earth. Up he rises.

*One meter, four, ten...*

All the time his hands are pulling on two handles, a balancing act; left up an inch/right down two; left down an inch/right up one.

*And still he rises.*

Then he is on top of the wind being forced upwards by the cliff, he can go no higher.

Or can he?

Above him, transatlantic planes rip white slashes through the sky, he sees them, but doesn't envy their claustrophobic speed. A few feet above him, a buzzard sits motionless in the air. Seagulls swoop and screech. He envies them intensely.

After this brief sit at the crest of the wind wave, he shifts himself left in his seat, then left he shifts, left, out, over, and above...

Flying over a rocky outcrop at the left end of the cliff, he rises another 10 metres, so back and fore he sweeps, gaining as much height as he can.

Then he swoops, with a great curving run, the length of the cliff, losing height, but gaining speed

*The thrill is in the control.*

Watching him swoop, rise and fall, you realise his hands are now virtually redundant, it's his body that now controls

## Wallner Air – Sale

Product	Was AUS	Now AUS
<b>NEW Flight Design STREAM</b>		
80-100kg	4,200	3,600
<b>Flight Design B4 30, 100-125kg,</b>		
80 hours	1,800	1,000ono
<b>Flight Design C5 Proto, 80-100kg</b>		
80 hours	1,000	500ono
<b>Flight Design Tandem Twin 2</b>		
160-220kg, 30 hours	3,800	2,199ono
<b>Complete Set: Airwave</b>		
<b>Samba 29, NEW harness,</b>		
<b>vario and NEW helmet</b>	4,000	2,299ono
<b>UP Soul, 80-100kg, 60 hours</b>	2,000	999ono
<b>6 x Ground-handling harnesses</b>	100 ea.	40 ea.
<b>1x NEW full face helmet</b>	320 ea.	200 ea.
<b>1 x NEW Para Reserve, -125kg</b>	770	500
<b>Back Pack F2 Adventure Engine</b>		
<b>4 Blade</b>	4,500	4,000ono
<b>NEW 10 litre Water ballast bag</b>	70	40

**Contact:**

**Franz Wallner**

**Telephone: 08 8339 3983 or**

**Email: <wallner@chariot.net.au>**

the direction. He throws his weight from side to side, and the whole thing follows him.

*He is flying.*

*HE is flying.*

Swooping low enough to shake your upraised hand, or making height over the sharp and unwelcoming rocks, he is flying.

*HE is flying.*

Then, as it must, the sun sets. The wind dies.

Flying low over the back of the hill, he lands, not lightly, but with a bone jarring THUD, that let's him know painful reality.

*He is mortal again.*

*Icarus flew too near the sun,  
into the blue his red wax did run  
He fell to the earth and sealed the scroll  
The daredevil angels our luck would unfold  
They are the only ones*

*The chosen only ones  
They are the only ones who are free  
Half-human half-bird ascending so high  
No whisper is heard from deep in the sky  
On wings they climb, they beat and they soar  
Through space and time toward heaven's door  
They are the only ones  
The chosen only ones  
They are the only ones who are free  
They are the only ones who are free*

(First posted online by Taff at the cyber-soapbox forum: [www.cybersoapbox.com/csb/index.php]).





# GFA Development Officer's Report

Terry Cubley

## Some suggestions coming from Aus-Soaring

There has been a lot of discussion recently on Aus-Soaring about development issues of our sport. It is great to see this interest, and there are some really great ideas and observations being put forward, as follows:

*'For a club to sit back with its 30 and 40-year-old aircraft and expect to attract new members who can afford to fly is a fruitless exercise. Kingaroy has proven this with its Duo Discus, which has resulted in club membership increasing significantly.'*

Certainly, a number of larger clubs who have updated their fleet have reaped the rewards for such a decision. Balaclava paid for two ASK21s in a very short time through increased participation and Kingaroy has more hours in its Duo than any other club aircraft. It seems that the act of changing the fleet encourages interest from the membership – and it doesn't have to be the latest and greatest aircraft to get this effect. Beaufort Gliding Club recently purchased an M200 side-by-side two-seater and virtually the whole club is out every weekend learning to fly it.

*'The days of the clapped out Land Rover and dilapidated pie cart are gone. If you have either of these you are sending the public the wrong message. Agreed, it is not an easy task to keep a fleet and equipment upgraded, but it must be done. Many people buy a new car every few years, keep their home looking good, replace their golf clubs regularly, buy new clothes, upgrade to a new flatscreen TV, etc etc. Not because they have to, but because they like to.'*

This is certainly a consideration in terms of the image that your club provides. It doesn't mean that everything has to be new – probably better to spend the hard-earned dollars on upgrading your glider fleet or equipment than on a new pie cart. But you can improve the appearance of the whole organisation with paint and/or regular maintenance and keeping the place clean and tidy.

I visited a small country club recently which had carried out some great work in increasing its fleet, had a good hangar, and had some facilities for an overnight stay, etc. Members commented that they didn't have any female members – they had one recently but she just left. When I visited their clubhouse it was quite large but was absolutely full of bits of gliders, papers and tools etc. It really gave the impression of a 'blokes' shed'. If you

moved enough things there was some comfortable furniture to sit on. I suggested that maybe if they were to clean up the place so that it was a more pleasant social environment then some members (male and female) would be more inclined to stay around. The original outside 'dunny' was very basic and my wife decided to hang on until we got to town rather than risk the confines of this structure. A small effort in this area could make a big difference for many clubs. There are many examples I could give of clubs with great facilities but where the place looks a real mess – this does not attract many people when they first turn up.

Some good examples of clubs that really look after their surroundings, and give a great first impression, are Kingaroy and Jondaryan in Queensland, Narromine and Leeton in NSW, Tocumwal and Bacchus Marsh in Victoria, Balaclava and Waikerie in SA, Narrogin and GCWA (Cunderdin) in WA. Hopefully we will get a few photos of facilities at other clubs around the country that we could show in Soaring Australia to prove that they should also be on the list!

*'I heard recently that Gympie Gliding Club charges each member \$20 (?) a month for 20 months and then they have \$400 credit with the club which they can have back if they leave the club. Importantly, the club is not left carrying the can when somebody does not pay and you do not see them again.'*

A number of clubs use a debenture scheme – a compulsory loan to the club which ensures some cash flow but, of course, a liability. This is very useful if the member leaves whilst still owing money – which is a major issue for many clubs, in particular with newer members

*'A number of years ago my club (Southern Cross Gliding Club) was being swamped by TIFs. Members spent most of the day pushing, shoving and launching these flights to the detriment of their own flying. Indeed, when I first joined the club, I spent many a day doing exactly the same thing, being lucky to get a single flight at the end of the day. As membership secretary at the time, I used to call probationary members who didn't take up full time membership, and a very high percentage did not join the club for exactly that reason.'*

In one year we flew almost 850 TIFs, to the detriment of our membership. As a committee, we bit the bullet and decided to apply the law of supply and demand. After much heated argument, and with some dissent, we increased the charge significantly. The number of TIFs was almost halved, but the income remained

the same. A win-win situation. More flying for the members, less wear and tear, and thus reduced costs on our equipment'.

I have been actively promoting for clubs to consider seriously the charges they make for AEFs. There are many examples where clubs have increased the price and the number of flights has actually increased slightly. It seems some people feel that they get better value when they pay a little more. The main issue, however, is that the club gets full value from its capital investment and the time and effort of its members.

Some people argue that we have to keep the price low to attract new members – this does not stand up to much argument. Even though our sport is fairly inexpensive, you still need access to a couple of thousand dollars to get through to your C certificate, and so an extra \$60 on the cost of a flight is fairly minimal. Many clubs also refund the cost of the AEF when the person joins the club.

The major point is to ensure that visitors get good value for their money (longer flights, less circling, multiple flights on a winch, etc) whilst making sure that current members are not burnt out or turned away due to a lack of flying for themselves. After all, we know that these people want to fly, whereas with the visitor only a small percentage want to take up the sport.

## How's your activity?

Twelve months ago I raised the issue of the activity levels of clubs – how many hours flown per club aircraft, hours per member, cross-country kilometres, etc (see the Darling Downs report from President Ralph Henderson in a recent edition of Soaring Australia). So how has your club performed this past 12 months?

Obviously, if your club's activity level has increased over the past 12 months this will be reflected in the increased financial performance of the club, allowing for greater opportunities for improving the assets of the club, or member services.

Even with increased performance, now is the time for your club committee to be looking at ways to increase this activity level even further over the next 12 months.

## Statistics reports?

People tell me about the regular club statistics articles which appeared each year in Australian Gliding (the previous GFA magazine). I looked back through some of my old editions of Australian Gliding and there is a lot of useful information provided. I remember consciously comparing my own club's statistics against some other



Victorian clubs and feeling encouraged to keep our club near to the top in terms of hours and kilometres flown.

I have emailed all clubs now to see if we can again collect some of this information. If we get a good response then we can publish the results in *Soaring Australia*. One point that became obvious in the later editions of these statistics was the number of clubs where no data was available, or where the previous year's data was used due to lack of information. This has always been a problem with reporting such data: it is only useful if the figures are reasonably accurate.

### Coaching

One critical aspect of improving club activity is to focus on introducing and supporting club members to participate in the sport of gliding. The sport is demonstrated by developing soaring skills, introducing pilots to cross-country flying, touring, badges and certificates, records, wave flying, ridge soaring and competition flying.

Many clubs do this to a high level, others are missing out on getting the full involvement of their members though only focusing on circuits and local flying. Some members are happy to just fly locally, but even this requires a range of soaring skills, and these skills can be developed to ensure longer and more rewarding flights in varied conditions. But it is important to introduce all members to the sporting opportunities that are available, so they can choose what they enjoy the most.

Ultimately, if you cannot show the complete spectrum of the sport to your members then activity and membership numbers will be under threat.

There is an increasing effort being made to provide sporting coaches to all clubs. These coaches are well prepared to take over the development of members once they have reached the level of the C certificate. Sporting coaches are available in each state, and have now put together a national syllabus which takes over after the normal 'little blue training book' used by many clubs (and developed by Adelaide Soaring Club).

Every club will shortly get access to this syllabus, plus a large range of resource materials to support this level of training. If your club doesn't have this information, then contact your regional sporting coaches who will be able to visit your club and support your members in developing their soaring skills.

There are a number of pre-arranged sporting events open to members of all clubs, across the nation. Have a look at

the soaring calendar to see what opportunities are coming to your area. These opportunities include coaching camps, badge and record flying camps, regional competitions (great in a two-seater for the first time) and, for the more experienced, state and national competitions.

If your club is not providing this level of support then feel free to make contact directly with organisers as there are a number of coaches available to support GFA members from any club.

### Junior soaring

It is certainly true that we need to encourage and support young people into our sport. A report from Jason Armistead from Southern Cross Gliding Club on its membership profile is quite interesting.

*'We have just four student members (17, 17, 19 and 21), four between 21-29, 10 between 30-39, 29 between 40 and 49, 26 between 50 and 59, 22 between 60 and 69 then eight aged over 70. In other words, we have enormous difficulty attracting (and more importantly keeping) members in the younger age bracket'.*

There are a number of clubs which support youth through Air Training Corps

and Air League. These organisations do a wonderful job by providing a critical mass of youngsters and some good training. Obviously we need to support these organisations as much as possible. The issue then comes as to how our traditional clubs provide the right sort of environment so that younger members are encouraged to develop further in the sport.

There has been a major effort from a group of young pilots in Queensland to set up a junior soaring group – promoting the sport to young pilots and setting up coaching events etc. See "Junior Soaring Takes a Stand" by Adam Woolley elsewhere in this month's edition of *Soaring Australia*. It is hoped that other young pilots will participate in this wonderful initiative.

The web page [[www.soaring.com.au](http://www.soaring.com.au)] is up and running. Send us some feedback on the service that it provides. If your club is not included, contact the web master for details. Thank you to the many people who have provided advice to help with improving the site, and to Nikki Douglass, the web master.

Don't forget the main GFA site at [[www.gfa.org.au](http://www.gfa.org.au)].



**Chamberlain Knights.**  
**Let us set a better**  
**course for your**  
**GFA Glider insurance.**

**Chamberlain Knights – OAMPS Insurance Brokers Ltd**

*Chamberlain  
Knights – OAMPS  
Australia's Aviation  
Insurance Specialist  
ACN 005 543 920  
PO Box 2481*

*North Parramatta  
NSW 1750*

*Fax: (02) 8838 5770*

**OAMPS**

*Email: [kevinc@oamps.com.au](mailto:kevinc@oamps.com.au)*

Chamberlain Knights Glider insurance packages are the only option approved and initiated by the GFA for the benefit of members. Why pay more than you need to?

**Call Kevin Chamberlain now\***

**(02) 8838 5760**

\* and swap flight stories with a pilot of over 25 years experience!

**A PROFESSIONAL REGISTERED INSURANCE BROKER**





# Parachute Deployment Bags

Angelo Crapanzano

RECENTLY, WHILE SPEAKING ABOUT RESCUE PARACHUTES, ALEX PLONER TOLD ME THAT IN THE UNITED STATES THERE IS QUITE A BAD REPUTATION FOR DIAPER DEPLOYMENT BAGS (FLAT PODS WITH, NORMALLY, FOUR FLAPS), WHILE THERE IS A GOOD REPUTATION FOR ENVELOPE ONES (A BAG NORMALLY OPENED ON ONE SIDE ONLY). I ALREADY KNEW THAT WHILE THE U.S. HAS A PREFERENCE FOR ENVELOPES, EUROPE HAS A PREFERENCE FOR DIAPERS, BUT I DIDN'T KNOW THESE PREFERENCES WERE SO STRONG.

**T**he deployment reliability of a rescue parachute depends mainly on the pod design; that's why I feel its important to point out the differences between different concepts and, even more important, what makes a good or bad pod. I'm a manufacturer, so of course my own design is my preferred one (otherwise I would manufacture differently), but I'll try to be as general and objective as possible.

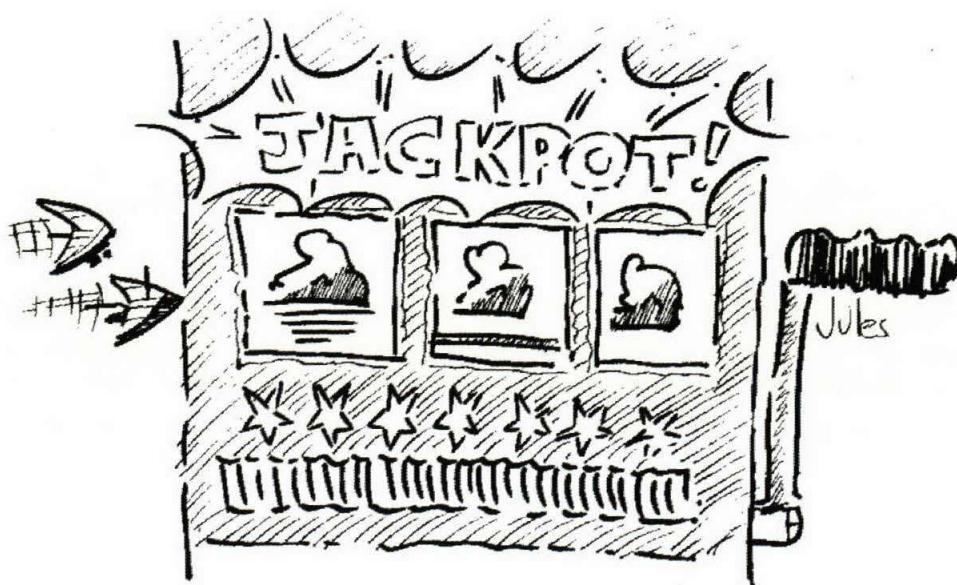
In a good deployment bag we need to have: easy extraction from the harness, very low risk of accidental deployments, lines stowed inside the pod before deployment, ease of throw, very low risk of untimely opening, easy opening of the pod, staged deployment sequence.

- 1) *An easy extraction may concern more the harness parachute container design than the pod itself. We need to have a big enough handle (remember its always easier*

*and safer to catch the handle using the thumb) and reachable with both hands (one could be injured or one hand could be better than the other in case of a spin). The use of Velcro to keep the container closed is not reliable – it often holds too little or too much. Use of Velcro should also be avoided in keeping the handle in place, because if the pilot, at first try, peels out the Velcro but misses catching the handle, then the handle could become unreachable (this is especially true in paragliding for dorsal mounted parachutes). Be extremely careful there is not male Velcro on the handle itself: it may get stuck on the lines loop holding the pod closed, thus impeding the opening. This isn't just a theory: I've seen this happening during parachute clinics and, unfortunately, a German pilot died in Castelluccio di Norcia a few years ago because of it. There is only one way to know if your parachute is easy enough to extract: hang in your*

*harness and try! Don't be surprised if you cannot get it out: during parachute clinics I've seen several pilots not at all able to extract their parachute.*

- 2) *Low risk of accidental deployments means the parachute must not come out by itself. The biggest improvement in this area were the safety pins (introduced in the hang gliding world a long time ago by Rich Pfeiffer), used at first as a safety for the Velcro but, if properly designed, are perfectly safe by themselves. In some cases one could add an elastic or a sewing tread to hold them in position (check you are strong enough to break it pulling the handle!). Be sure there is no way for the handle to get tangled in the side cables or in the base mounted instruments (there have been several accidental openings this way). Be also sure the pins are not too long (longer than the slack in the handle) otherwise there is no way to pull the parachute out of the container. Pins should be properly curved or flexible (straight pins could get stuck if pulled in the wrong direction, as shown in several accidents) and be careful the head of the pin cannot pass through the loop (there have been several accidents this way too).*
- 3) *The lines stowed inside the pod before deployment are mandatory to reduce the chances of lines getting tangled in the wreckage (one line tangled is enough to make the parachute useless). Unfortunately there are several old pod designs where the lines are exposed.*
- 4) *The ease of throw depends on parachute weight, but also in handle shape and length. A long handle makes it difficult to control the throw and could tangle on cables (some handles designed as an anchor certainly don't help). A handle attached to the pod at two points gives a more solid*







hold compared to the, unfortunately now common, single point attachment. Never attach the pod to the canopy: to save some dollars in case of deployment, you definitively increase the risk of a tangled parachute!

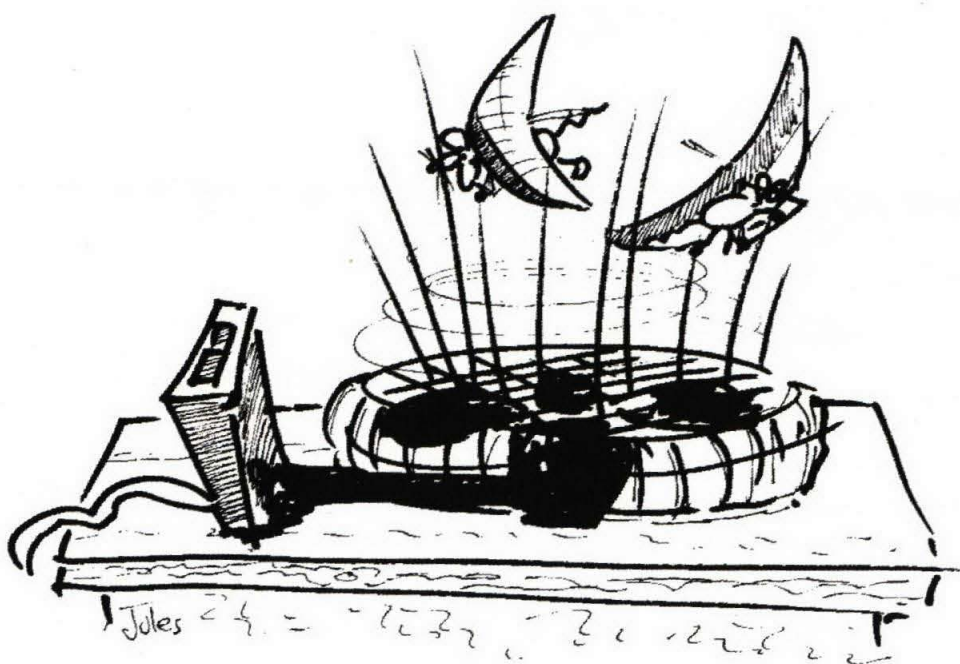
- 5) Low risk of untimely opening means the deployment bag shall not open before you throw it and let it go. This can easily happen in an old style envelope pod where the handle is at the opposite side of the opening because only the elastics are holding the canopy inside the bag: if they are too old or weak the canopy will fall out before one throws it, while, if they are too strong, the pod will be hard to open. A good envelope pod design is to have both the handle and the opening on the same side, so the elastics don't have to hold the weight of the canopy. On some diaper pod designs the canopy or the lines can fall out if one shakes the pod (still holding the handle). In any case it's important to leave the right amount of slack in the bridle: the pod must not open until you let it go!

- 6) Easy opening of the pod is mandatory because, in case we cannot throw it forcefully (much easier to say than to do in reality), there is only the difference in sink-rate between broken hang glider and closed pod to open it. Please note that, in most common accidents, the closed pod falls faster than a broken hang glider or paraglider. In case both glider and pod are falling at the same speed there is still the aerodynamic drag on the bridle which could open the pod. It's clear we are not speaking of big forces, so we need to have the pod open with a very light pull.

- 7) The correct staged deployment sequence is: bridle – lines – canopy. We first want to have the bridle coming out because we want the pod (still containing lines and canopy) to go away as far as possible to reduce the risks of entanglements. Then we want to have the lines, and finally the canopy must come out only when bridle and lines are stretched. This is the best way to reduce the chances of canopy malfunctions and to reduce the opening shock on the parachute. In a well designed pod, regardless of the strength of the elastics, the lines shall not come out until the bridle is stretched and the canopy shall not come out until the lines are stretched.

Speaking of lines and bridle, I would like to point out that we need:

- long bridle to reduce the chances of a tangled parachute,
- long lines to get better sink-rate and stability from the same canopy



- short sum of lines plus bridle to get a faster opening time (this looks like an impossible contradiction at first, but there is a clever solution to this problem).

IMPORTANT: To check out the extraction, hang in your harness, put your thumb into the handle, grab it and pull it out slowly: the pod must come out effortlessly. To check out a pod for untimely opening, while still hanging, stretch your arm sideways to check the slack in the bridle, then shake the pod without leaving the handle: the pod must not open. To check out if a pod opens easy enough, put the pod on the floor then slowly pull up on the bridle and then the lines: the pod must open easily without lifting the parachute and the canopy must get out easily. The deployment sequence, during the previous test must be bridle – lines – canopy, and must be correctly staged (should be the same regardless of the relative strength of the elastics used).

This simple test doesn't take more than ten minutes (plus repack, which is always useful to get a fast opening), but this test could save your life which is much cheaper and much more useful than life insurance.

While you are there, check out how old your parachute is. If it's more than 10 years old consider replacing it. An old parachute behaves exactly as a new one, of the same model, if you are going to deploy it at low airspeed. However parachute fabric is quite sensible to aging and ultraviolet rays: an old parachute cannot withstand the same high speed as a new one.

If your deployment bag doesn't work as it should, fix the problem if possible (and check it again!) or, even better, have an expert professional check and fix it (but check what the professional is doing too – it's your life which is involved!).

You'll notice I didn't speak much about the difference between envelope and diaper pod designs because it's not that important. What is important is that a pod works in the correct way, and you can get that both with an envelope or a diaper design. Remember:

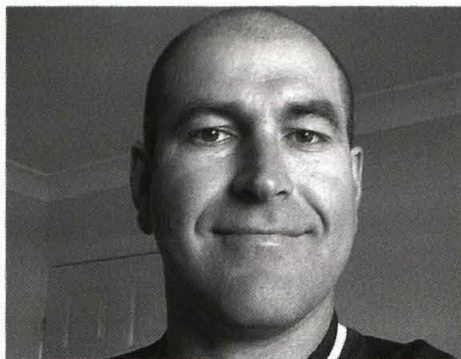
- Pods which don't stow the lines inside increase the chance of a line getting tangled.
- Old style envelope pods with the handle on the opposite side of the opening are dangerous because, in case of worn-out elastics, the canopy can easily fall out untimely (it happened to Gérard Thevenot – the pod came out of the harness but the parachute stayed inside!).
- Pods without a correctly staged opening sequence, bridle – lines – canopy, increase the risk of entanglement and malfunctioning.

Well of course I do prefer my five-flap diaper pods because they fulfil all the previous requirements (as does a good envelope one), but they are softer to better adapt to the harness container, require less force to open and, when open, immediately let the canopy fully free. If you ask a good American manufacturer I bet he would agree on everything except the last sentence!





# HGFA General Manager's Report . . . .



## HGFA (Who, what, where, when?)

Who is the HGFA? It is surely not me alone. The HGFA is you, me and everyone who is a member. I have received many queries like: Where are the HGFA going? What is the HGFA going to do? Etc. Many tasks necessarily fall to the regional associations, clubs, club members and individuals that make up the Association. Prices for membership have risen, as has the cost of living. One might expect, and many do, the level of services and bang for your buck to have increased also. I can assure you that is my main intent while holding this position, difficult because we are not for profit, running on a bare bones budget. The HGFA needs your assistance. Simply and briefly: Membership fees less insurance costs less affiliations (required) less Soaring Australia = a **whopping** remaining total of \$30 per member. This is what the HGFA has left from what you pay as membership for the HGFA to function on. A carton of beer. If you feel you have not gotten your fair shares worth, maybe it's your shout. Many others have bought a round already.

It is neither practical, possible, nor financially viable for the responsibility to lay with one or a dozen people. Support and be active in your club. Join and help regional organisations. The scope of what we seek and need to achieve on a daily and annual basis needs co-operation, and most importantly, civility and understanding of the position we, (yes we, not just me) find ourselves in; no one is to blame. The HGFA did not force its position upon you or itself, it is just reality. We require those of you out there who would, have not, or are not already assisting, to play a part in making the HGFA what you dream it should be. The HGFA and I are here for you, not against you, but you need to be there for the HGFA. We need a complete paradigm shift to achieve what you all know is possible. Whatever you ardently desire, sincerely believe AND enthusiastically act upon, must, inevitably, come to pass. Having said that, here comes my skull cracking exercise.

## Powered Operations

I have received a number of complaints

regarding the various disciplines of microlighting, powered PG and powered HG. They all relate to the conduct of flying activities in and around public areas.

I wish to reinforce the need for extra care and the sensitivity of these aircraft when it comes to interacting appropriately within areas where people live or may be gathered from time to time.

For PPG and PHG, CAO 95.8 Section 4.7 (h) requires a person to fly a hang glider (which includes paragliders and powered operations of both) above 1,000ft over any city, town or populous area, or at such a height that the hang glider could land outside that area, **whichever is the higher**. An exception is during the launch and landing phase. So the minimum height is in fact 1,000ft, or **higher** than that if extra height would be required to land (glide) outside these areas. Instances of pilots taking off from beaches and flying below 500ft over houses are not acceptable **unless** it is during climb out to 1,000ft after launch or during landing. The only other exception for general operations is covered under CAO 95.8 Paragraph 6. The extra mobility and access to flying areas not normally available to unpowered aircraft does not alleviate in any way these requirements. Some of these complaints come direct from CASA, and if action is not taken on our part then regulatory proceeding will commence. If/when this happens my response to CASA will be, where warranted, please go ahead.

Further, in regards to the conduct of microlighting (and PPG and PHG) at designated air displays and fly-ins, direct observation (or indirect) is most definitely occurring at these events by CASA members. I reproduce here a very small part of correspondence I have received on this matter:

*Where an aircraft is not part of the approved air display they must operate under normal flight rules and the only time they may operate below 500ft in the vicinity of an aerodrome is during normal take offs and landings. Under CAO 166 (1) in particular (d), (f) and (g). These sub-paragraphs require an aircraft when landing to descend in a straight line at least 500m from the aerodrome boundary, and after take off not alter heading until 500ft above terrain and then only make turns in the circuit direction until clear of the pattern. Low level fly pasts along the runway are not considered to be part of either of these scenarios, to do so at a public display compounds the matter. At aerodromes where the centre line of the runway is less than 100m from the crowd line any low level flypast is also in breach of CAO 95.32 para 5.1 (b).*

During these types of events a Duty Pilot

should be nominated to manage and liaise with the event organiser or their delegate.

As regrettable as it is, not only are our operations under the scrutiny of the regulatory bodies, but quite a number of the general public take offence at our activities – they will, do and have taken photographs, video footage and car registration numbers. Please protect yourself and the future of our sports by ensuring that such evidence only proves you were operating legally.

## Site lost to us all!

Yet another site has been lost due to the ignorance of pilots not adhering to site rules. One of the biggest threats to our sports is the continuing decline in, and access to, sites. This occurs naturally and uncontrollably as part of the expansion of urban development into areas for which we once had little competition. We must also compete with the stigma of our sports and litigious mindset that is endemic in our society today. Many of our own members are intent on now helping with this decline by undermining what in most cases have been years and years of hard work and amicable negotiations, by behaving in direct contravention of site rules, of which access to sites form the **Conditions of Use**. If we do not adhere to the conditions, we do not get to use the sites, simple. In some cases outright hostility towards landowners has occurred. The man or woman maintaining these agreements on pilots behalf does so with no reward but to give you and I access to our flying passion. It is not a right we hold, it is a privilege we negotiate. One bad attitude or hostile address to a landowner (whether the owner of a site or not), or even bad blood amongst members, can lose a site in the blink of an eye.

We live in a fast food society, people know what they want and they want it now and expect to get it. **This does not apply to free flight!** This does not apply to **us!** We cannot order an XC thermal site on the verge of black soil plains with a side order of 1,000 up all day. We cannot head down to the coastal ridge soaring drive-through and drive away with two logged hours because we have flying hunger pains. It takes patience, co-operation, negotiation, education and experience. If you think you own the right to get your airtime fix on the weekend at others expense because you have to go back to work on Monday, you are pursuing the wrong recreation and will probably never know what it is really about and what it can truly offer.

I don't believe I could really find a pilot amongst us who actually believes that we impose site rules for the restriction of the



enjoyment of our sports. On the contrary, we acquiesce to these requirements to maintain the ability to enjoy our sports. Why any person would behave in any manner so as to threaten these sensitive arrangements which, in nearly all cases, rely on the benevolence of others, is beyond me. I cannot fathom the intelligence, or lack thereof, of a person who believes that they can behave in any manner they chose in the belief that they will not affect an entire sporting community; selfish arrogance.

We are free to do as we chose **only** in so far as you do not affect the freedom of **others**. Think about it, live it.

## Accident Reports

### No 1

**Pilot:** Advanced HG  
**Experience:** 330 hrs total  
**Glider:** Intermediate HG  
**Pilot injury:** Substantial and multiple breaks to arm and leg  
**Glider damage:** Both inboard LE, keel and DT broken, basebar not located, sail damage.  
**Location:** Inland soaring site  
**Conditions:** 7-8kt winds, light to nil turbulence

#### Description:

The accident itself was not seen by any witnesses; other pilots were getting into harnesses. Immediately after launch the pilot felt their arms being lifted out and up on the uprights as the wings folded up. The pilot threw the reserve parachute immediately, which deployed well though did not have enough time to inflate, before the pilot and glider took the full force of the fall through trees. The chute helped prevent any further movement down the hill side.

#### Comment:

The basebar on this particular glider connects at both ends to the A-frame corner fittings by way of the German Finsterwalder connection, or bayonet fitting. The basebar end is placed over the A-frame/basebar corner fitting and rotated. It then locks into position via the protrusion of a pin type spring clip. The two pins, one on each end, protrude through holes in the basebar preventing it from being rotated. Due to the fact that the base bar cannot be located, and no parts were left attached to the A-frame corner fittings, the most likely scenario is that the spring clips did not properly engage through their holes, allowing the basebar to rotate from its attachment. The pilot agrees that this is what has occurred. Result: Complete separation of the basebar from the A-frame corners with the resulting catastrophic collapse of the wing with no positive support structure. A thorough pre-



flight is always required and may need to be concentrated in specific areas according to the equipment used. Regular pre-flight maintenance is required of moving parts to keep them clear of dirt, sand and grit. Also consideration needs to be given to how particular items on the aircraft are inspected, including from different angles, to ensure, as may have occurred in this case, that the correct protrusion occurs, which may not be readily apparent if everything lines up and it is only viewed looking straight into the recess or hole. Also note that where a pre-flight is interrupted for any reason it must be started anew.

### No 2

**Pilot:** Intermediate PG  
**Experience:** 85 hrs total, 5 hrs last 90 days inland  
**Glider:** DHV 1 PG  
**Pilot injury:** Back injury  
**Glider Damage:** Nil  
**Location:** Inland soaring site  
**Conditions:** 6-10kt winds, light to moderate turbulence

#### Description:

Pilot was setting up landing approach and hit a thermal low on final and tried to lose altitude with S-turns but kept ascending or maintaining. Pilot chose to do a 360° turn believing there was sufficient altitude, but fell out of the thermal while heading downwind, encountered associated sink and attempted to turn back into wind with insufficient altitude and hit the ground cross-tailwind.

#### Comments:

Low altitude 360° turn, a simple and unforgiving mistake (from reporting CFI). Always remember that where there is lift there is associated sink. The report does not state if there was a need to make the turn, eg: enough room to continue into wind. Always better to overshoot the spot than try a 360 at low level in thermic conditions with moderate winds.

### No 3

**Pilot:** Intermediate PG  
**Experience:** 75 hrs total, 18 hrs inland  
**Glider:** DHV 1 PG  
**Pilot injury:** Broken ankle, back injury  
**Glider damage:** Nil  
**Location:** Inland soaring site

**Conditions:** 3kt winds, light turbulence

#### Description:

Pilot flew toward thermal trigger at low altitude on a rocky ridge, hit light thermal and banked glider, then fell out of thermal stalling the wingtip due to bad knot in the D lines. Glider went into negative spin until hitting the ground.

#### Comments:

Negative spin of glider caused by knot in the D lines, low altitude and a bad pre-flight was a major contributing factor (from reporting CFI). Once again we see how horrible things can become if insufficient attention is paid to the most common and simplest tasks we are required to perform.

### No 4

**Pilot:** Intermediate HG  
**Experience:** 85 hrs total, 4 hrs last 90 days  
**Glider:** Advanced HG  
**Pilot injury:** Nil  
**Glider damage:** Broken upright  
**Location:** Inland tow site  
**Conditions:** 10kt wind, light turbulence

#### Description:

Pilot was dolly launching aerotow with a slight right crosswind and gave the GO GO GO. On roll out the right wing began to lift and the pilot failed to immediately correct and then lifted hand from basebar to attempt release which exacerbated the lifted wing. Left wing dragged as the glider came out of the dolly and a ground loop ensued.

#### Comments:

Pilot had not previously flown this glider and believed a lack of confidence played a part in this incident. When dolly launching in any wind where there is the chance of the glider blowing out of the dolly, care must be taken to ensure the pilots weight is held forward to avoid the glider lifting off with insufficient airspeed. Where there is any sort of crosswind component the danger is with the upwind wing flying first and exiting from the dolly with unlevel wings. Always pull through the A-frame before and during roll out to ensure sufficient airspeed is gained prior to exiting the dolly. Once the keel lifts out of its support, ease out on the basebar and positively exit the dolly. If a wing wants to lift early prior to gaining sufficient airspeed to exit the dolly safely, it is necessary to pull in and correct the lifted wing; maintaining hold of the dolly rope prior to exit is advisable.

## General Managers Office

### Damien Gates

PO Box 130, Underwood QLD 4119

Ph: (07) 3219 8516

Fax: (07) 3219 9560

Mobile: 0417 766 356

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



# Contact Addresses • • • • GLIDING • MICROLIGHTS

## 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 66844244.

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

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

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

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

Goulburn Gliding Group  
57 Munro Rd, Queanbeyan NSW 2620.

Grafton Gliding Club  
16 Fuller St, Mullaway NSW 2456,  
Sec: Bob King, 02 66541638 (h), 040  
388551, <kingb@coffscs.nsw.edu.au>.

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  
t.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 1525, South Tamworth NSW 2340,  
02 67697514, 02 67697640.

Leeton Gliding Club  
PO Box 607, Leeton NSW 2705, 02 69536970.

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 46558882.

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), <wrights@nsw.com.au>  
Sydney Gliding Inc. (Concordia GC)  
PO Box 633, Camden NSW 2570, 0412 145144.

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

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

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

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

### Queensland Soaring Association (QSA)

Boonah Gliding Club  
PO Box 107, Boonah QLD 4310, 07 54632630.

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

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

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

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

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

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

Moura Gliding Club  
PO Box 92, Moura QLD 4718, 07 49973265.

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

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

Southern Downs 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 8541  
2644, 08 85412761.

Whyalla Gliding Club  
PO Box 556, Whyalla SA 5600, 08 8640  
4432, 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  
58 Hales Street, Wynyard TAS 7325,  
03 64422108.

Gliding Club of Victoria  
PO Box 46, Benalla VIC 3672, 03 5762  
1058, 03 57625599.

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

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

Mangalore Gliding Club  
PO Box 80, Avenel VIC 3664.

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

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

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

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

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

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

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

Sunraysia Gliding Club  
PO Box 647, Mildura VIC 3500.

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

Tumbarumba Gliding Club  
Mundaroo, Tumbarumba NSW 2653.

Victorian Motorless Flight Group  
GPO Box 10961, 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.

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

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>.

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.

### Board Members

Keith Lush (President)

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

Rohan Grant (Vice President)

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

Rohan Holtkamp (Secretary)

RMB 236B Western Highway, Trawalla VIC  
3373, ph/fax: 03 53492845, 0409 678  
734, <Rohan\_Holtkamp@hgfa.asn.au>.

Rob Woodward (Treasurer)

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

Stewart Dennis PO Box 118, Dickson ACT  
2602, ph/fax 02 62470008, 0429 158721,  
<std20@telstra.com>.

Nigel LeLean 11 Mullaway Rd, Lake  
Cathie NSW 2445, ph/fax 02 65854723,  
0419 442597 (m).

Bill Moyes 173 Bronte St, Waverley NSW  
2024, 02 93875114, fax: 02 93693342,  
<Bill\_Moyes@hgfa.asn.au>.

John Reynoldson 68 Teddington St, Hampton  
VIC 3188, 03 95970527, fax: 03 9553  
6405, <John\_Reynoldson@hgfa.asn.au>.

Mark Thompson 40 Hovia Terrace,  
Kensington WA 6151, 08 94912417 (w),  
0428 729028, <mark.thompson@team.  
telstra.com>.

Paul Haines ph/fax: 02 42941031.

Paul Haines ph/fax: 02 42941031.

Paul Haines ph/fax: 02 42941031.

Paul Haines ph/fax: 02 42941031.

Paul Haines ph/fax: 02 42941031.

Paul Haines ph/fax: 02 42941031.

Paul Haines ph/fax: 02 42941031.

## 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

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



## States &amp; Regions

## ACTHGA

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

**Hang Gliding Association of WA**  
PO Box 82, South Perth WA 6151; <hang\_gilding\_association\_wa@hotmail.com>. Admin: Rick Williams, <hang\_gilding@dodo.com.au>; HG Rep: Gavin Nichols, <glnichol@tpg.com.au>; PG Rep: Mike Duffy, <MikeDuffy@graduate.uwa.edu.au>; Trike/HGFA Rep: Keith Lush, <keith.lush@inet.net.au>

## NSW Hang Gliding Association

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

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

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

**South Australian HG Association**  
1 Sturt St, Adelaide SA 5000, ph: 08 8410 1391, fax: 08 82117115; Pres: Stuart McClure 08 82973452 (h), <stuart.mcclure@csiro.au>; Sec: Mark Tyminski 0411 414 816, <marknjan@senet.com.au>; Trs: Robert Woodward 08 82977532 (h), <rob\_woodward@alternatepositioning.com>.

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

**Victorian HG and PG Association**  
PO Box 157 Northcote VIC 3070, [www.vhpa.org.au]. Pres: Geoff Tozer 03 9758 3250 (h), <gtozer@bigpond.com>; Sec: Adam Dixon 03 96895739 (h), <dna@smatchat.com.au>; SSO: Rob Van Der Klooster 03 52223019 (h). Site weather-boxes: Three Sisters 0409 864700, Buckland Ridge 0407 356295, Mt Buffalo 03 57501515, Ben More 0417 112062.

## Clubs

## New South Wales

**Blue Mountains HG Club Inc.**  
Pres: Peter Burkitt 0418 435204, <pburkitt@ozemail.com.au>; Sec: Jim Grant 02 47588625; Trs: Allan Bush 02 47738037, <fairallan@pnc.com.au>; SSO: Dave Petrie 02 47871610, <petrie@lisp.com.au>; Allan Bush 02 47738037, <fairallan@pnc.com.au>; Newsletter: Alan Bond 02 98995351, <skybond@primus.com.au>. Meetings: 3rd Wed/month, 7:30pm, Blue Cattedog Tavern, Mamre Rd, St Clair.  
**Byron Bay Gliding Club Inc.**  
PO Box 1903, Byron Bay NSW 2481, [http://bbhg.tripod.com/]. Pres: Eddie Gray 02 66841795, <edgrey@linknet.com.au>; Sec: Ward Gunn 0414 356588; Trs: Maggie Clarke 0404 263524, <sneering\_grins@hotmail.com>; SSO (HG): Ashley Willmott 0428 560248, <ashley@lis.net.au>; SSO (PG): Lindsay Wooten 0427 210993, <lindsaywooten@bigpond.com>.

**Dusty Demons Hang Gliding Club**  
PO Box 1003, Fyshwick ACT 2609. Pres: Lee Patterson 0427 220764, <cleory@dustydemons.com>; V-Pres: Tove Heaney 02 48494516, 0419 681212, <tove@

dustydemons.com>; Sec: Scott Hannaford 0417 272498, <scott@dustydemons.com>; Trs: Dan Watters 0410 347801, <daniel.watters@csiro.au>; SSO: Grant Heaney 02 48494516, 0419 681212, <grant@dustydemons.com>; Editor: Kath Kelly 02 6456 1590, 0427 220764, <phase9@snowy.net.au>.

## Hunter Skysailors

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

**Illawarra Hang Gliding Club Inc.**  
27a Paterson Rd, Coalcliff NSW 2508. Pres: Frank Chetcuti 0418 252221 <chetcuti1@bigpond.com>; Sec: John Parsons; SSO: Tim Causar 0418 433665 <timcau@ozemail.com.au>.

**Kosciusko Alpine Paragliding Club**  
[www.homestead.com/kapc]; Pres: James Ryrie 02 62359120, <crymicalago@netspeed.com.au>; V-Pres: Nigel Hack 02 64576452, <freexoz@snowy.net.au>; Sec: Charles Palmer 02 62925664, <palmerc@charlespalmer.net>; SSO: Heinz Gloor 02 64567171.

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

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

**Newcastle Hang Gliding Club**  
PO Box 64 Broadmeadow NSW 2292; Pres: Mick Hurley <fly176@hotmail.com>, 02 49432903; Sec: Adam Donaldson <adnsic@rivernet.com.au>, 02 49472466; Trs: Brad Coates <hugest@bigpond.com>, 02 4952 1428; SSO: Al Giles 02 49430674 & John O'Donohue 02 49549084, Scott Alder 02 4951 4581 & Jason Turner 0419 997196. Meetings: Last Wed/month, Souths Leagues Club.

**Northern Beaches HG Club Inc.**  
Pres: Sandy Thomson 02 99812019, 0419 205220, <planky@bigpond.com.au>; V-Pres: Steve Phillips 0413 108091, <stephenphillips@optusnet.com.au>; Trs: Jim Gaal 0414 799 822, <jimg@acay.com.au>; Sec: Owen Pearce 02 99133547; SSO (HG): Glen Salmon 02 99180091; Wayne Fitzgerald 02 99827094; SSO (PG): Mike Brandt 02 98912391; Wayne Fitzgerald 02 99827094. Meetings: 1st Tue/month, 7pm, Mona Vale Bowling Club.

**Stanwell Park HG and PG Club**  
PO Box 258 Helensburgh NSW 2508; Pres: Chris Fogg 0412 904800, <fogg@idx.com.au>; Trs: Adrian Le Gras; Sec: Scott Zwanenbeek <scottz@internode.on.net>; SSO: Tony Armstrong <tony@hangglideoz.com.au>, 02 42949999; Editor: Nick Purcell <npurcell@ihug.com.au>.

**Sydney Paragliding Club**  
PO Box 225, Helensburgh NSW 2508, [www.sydneyparaglidingclub.com/club/], <sydneyparaglidingclub@yahoo.com>. Pres: Enda Murphy 0412 445741.

## Victoria

**Dynasoarers Hang Gliding Club**  
Pres: Darren Brown 03 93971233 (w), fax: 03 93974566, <dbrown@bmlegal.com.au>; Sec: Dale Appleton 0408 382635; Trs: Greg Holt 0418 516058; SSO: Rob Van Der Klooster 03 52223019, 0408 335559; Publicity Officer: Harry Buckle 03 52214544, <monument@pipeline.com.au>. Meetings: 1st Fri/month, venue see: [vhp.org.au/dyna].  
**Melbourne Hang Gliding Club Inc.**  
PO Box 8057, Camberwell North VIC 3124; [www.vhpa.org.au/melbourne/], <melbourne@vhp.org.au>. Pres: Andrew Medew 0425 702957; Sec: Vanessa Sparke 03 9458

## ALL CLUBS PLEASE CHECK DETAILS IN THIS SECTION CAREFULLY

Could all Clubs please ensure they maintain the correct and current details of their Executive Committees and contacts here in the magazine. Specific attention is directed to the listing of SSOs and SOs for the Clubs. Please ALL CLUBS and nominated Senior SOs and SOs confirm ALL SSO and SO appointments with the HGFA Office <office@hgfa.asn.au> to ensure that those holding these appointments have it listed on the Membership Database and can receive notices and correspondence as required. Appointment of these officers is required to be endorsed by Clubs in writing on the appropriate forms. Sometime in the future if confirmation is not received, those listed in the Database where no current forms or confirmation is held, the appointment will be taken as having expired.

Damien Gates General Manager, HGFA

3780; SSO: Geoff Tozer 03 97583250, Kevin Grosser 0419 022225. Meetings: 3rd Wed/month at 6:30pm at the Palace Hotel, 893 Burke Rd, Camberwell.

## North East Victoria HG Club Inc.

[www.home.aone.net.au/gilbert/nevhc.htm] Pres: Horst Wimmer 03 57501075; Sec: Garrit Verway 03 57551074; Trs: John Coulton 0427 300656; SSO: Karl Texler 03 57501733. Meetings: 1st Thu/month, Alpine Hotel, Bright.

## Sky High Paragliding Club

[www.skyhighparagliding.org]; Pres: Geoff Guest, <president@skyhighparagliding.org>; VPs: John Styles, Alister Johnson; Trs: Clinton Arnall, <membership@skyhighparagliding.org>; Sec: Malcolm Marker, <secretary@skyhighparagliding.org>. Meetings: 1st Wed/mth 8pm, Retreat Hotel, 226 Nicholson St, Abbotsford.

## Southern Microlight Club

Pres: Kel Glare 03 94395920 (h), 0421 060706; V-Pres: Ben Dejong 03 97898970; Sec: Jeanette Walker 0438 418808, 03 59412721; Trs: Dianne Pierpoint; Newsletter: Barry Wood <jbwood@bigpond.net.au>, Michael Rose <mrose3@bigpond.net.au>. Meetings: 2nd Tue/month 8pm, The Manningham Club, 1 Thompsons Rd, Bulleen.

## Western Victorian Hang Gliding Club

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

## Queensland

## Cairns Hang Gliding Club

Pres: Russell Krautz <krautzr1@yahoo.com>; V-Pres: Joe Reyes 07 40555553, <reyes@ledanet.com.au>; Sec: Lance Keough 07 40912117, 31 Holm St, Atherton QLD 4883; Trs: Nev Akers 07 40532586, <nevjoy@ozemail.com.au>.

## Canungra Hang Gliding Club Inc.

PO Box 41, Canungra QLD 4275; [www.chgc.asn.au]. Pres: David Philp 07 55450378, 0407 375035, <pandion2@bigpond.com>; V-Pres: Raphael Mackay 07 55345190; Sec: Karen Sexton 07 55277636, 0410 433711, <kazbahtoo@yahoo.com.au>; Trs: Cameron McNeill 0419 706326, <flyinglion2000@yahoo.com.au>; SSO (PG): Andrew Horchner 0412 807516, <afactor@gil.com.au>; SSO (HG): Ken Hill 07 55435631, 0418 188655, <kenhill@iprimus.com.au>.

## Central Queensland Skyriders Inc.

915 Yeppoon Rd, Iron Pot QLD 4701. Pres: Bob Pizzey 07 49387607; Sec: Grant Suthers 07 49361790; SSO: Geoff Craig 07 4992 3137, <gjcraig@tpg.com.au>, Paul Barry 07 49922865, <prbarry@tpg.com.au>.

## Conondale Cross-Country Flyers Inc.

Pres: Peter Buch 07 54949579, <buchy9@bigpond.com>; V-Pres/SSO (PG): Graham Sutherland 07 54935882, <grahamsu@mail.cth.com.au>; Sec: Sue Buch, 343 Commissioners Flat Rd, Peachester QLD 4519, 07 54949579; Trs: Kim Hodson, 16 Gizeh St, Enoggera QLD 4051, 07 3354 1910; SSO (HG): Russell Groves 07 54450084.

## Dalby Hang Gliding Club Inc.

27 Van Gogh Pl, Mackenzie QLD 4152;

Pres: Daron Hodder 0413 515160, <daron@powerup.com.au>; Sec: Rod Flockhart 07 32193442, 0412 882639, <flockhartrod@hotmail.com>; SSO: Damien Gates 07 3901 7401; Trs: Cameron McNeill 07 38913457.

## Mount Isa Soarers

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

## Sunshine Coast Hang Gliding Club

PO Box 227, Rainbow Beach QLD 4581; <intheair@ozemail.com.au>. Pres: Phil Lewis 07 54840464; Sec/SSO (PG): Jean-Luc Lejaille 0418 754157; Trs: Michael Powell 07 54425568; SSO (HG): David Cookman 07 54498573.

## Townsville HG Association Inc.

Pres: Clint Smith 07 47747650; Sec: David McMahon, 07 4772 3858, PO Box 103, James Cook University, Townsville QLD 4811; Trs: Graeme Beplate 07 47732913; SSO: Graham Etherton 0427 831797.

## Whitsundays HG Club

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

## Northern Territory

## Alice Springs HG and PG Club

Pres: Brett Lewis 0411 677705.

## Western Australia

## Albany Hang Gliding Club

Pres & SSO: Simon Shuttleworth 0407 950 536; Sec: John Middleweek 08 98412096, fax: 08 98412096.

## Cloudbase Paragliding Club Inc.

Message bank 08 94875253; Pres: Wieslaw Zdanowicz, 08 92493707, <spoton@starwon.com.au>; V-Pres: Robin Rankin, 0407 441 463; Sec: Mike Duffy, 16/3-5 Geddes St, Vic Park, WA 6100, 0417 923741, <mikeduffy@graduate.uwa.edu.au>. Trs: Colin Brown 08 94594594, <cobrown@bigpond.com>. Meetings: 2nd Wed/month 8pm, Rosie O'Grady's Pub, South Perth.

## Goldfields Dust Devils Inc.

9 Broadarrow Rd, Kalgoorlie WA 6430. Pres: Murray Wood 08 90215771, Sec: Mark Harrop 08 90228528, Trs: Peter Harris 08 90219234, SSO: Mark Stokoe.

## Hill Flyers Club Inc

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

## South West Microlight Club

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

## Western Soarers Hang Gliding Club

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



# Soaring Calendar

## AUSTRALIA



### WA Hill Flyers Spring Fly-in

13-14 September 2003

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



### Picolight Fly-in 2003 19-21 September 2003

Milbrulong (NSW, east of Lockhart). This is the annual gathering of paramotor and hangmotor pilots, and as usual we expect a large group of pilots and wannabes to be there. As has been the case now for many years, camping is at the sportsground and flying is just one km up the road. The event has been very successful over the years and it promises to be even bigger and better this year. Hangmotor and paramotor manufacturers are also invited to present their wares. For information contact the organisers: Jos Weemaes (ph: 02 60265658, <jweemaes@albury.net.au>) or Jeff Hoffmann (ph: 02 6920 6233, <jhoffman@dragnet.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>, ph: 0418 474636.



### St Bernards Canungra Classic 27 September - 4 October 2003

Canungra, Qld. Registration Friday 26th (not Sat. morning). Entry fee \$150, \$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 55450088. We had a great week last year with seven valid days of flying. Maximum number of pilots 75. PGs, floaters and intermediates welcome.

### Queensland State Gliding Championships

27 September - 4 October 2003

Southern Downs Aero and Soaring Club, Warwick, QLD. Practice/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@ieee.org> or [www.fly.to/sdasc].

### McIntyre Aero Club Fly-In 4 October 2003

Goondiwindi, QLD. All welcome. This year there will be a trophy for the longest distance flown to

attend the fly in as well as a trophy for the best home built aircraft. We will be having a guest speaker at the dinner on the Saturday night. On Sunday for those who stay over we can visit a beautiful garden in the Australian Open gardens. Ph: President Paul Scells 07 46775186 for details.



### The Dalby Big Air Carnivale 6-10 October 2003

Dalby Aerodrome, QLD. The Dalby HG Club is running an aerotow HG comp 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 patchwork 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 PG event of the Australian season. Entry fee incl. maps, comp T-shirt, presentation dinner, email pilot pack, site fees for the duration of the event and the chance to win up to 450 National ladder points each day: \$150 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/plenderleith/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>.



### 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>.



### Gathering of the Moths 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 57544572) or Don Pollock (ph: 03 57541301).

### Gawler Week 26-31 December 2003

A week of fun and competitive soaring for all pilots. New Year's Eve Party. Contact Andrew Wright: 08 83034648 or <andrew.wright@adelaide.edu.au>.

### 42nd Australian National Gliding Championships

28 December 2003 - 9 January 2004

Cudgewong 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>.

### WA State Gliding Championships

3-10 January 2004

The Gliding Club of Western Australia will host this year's event at Cunderdin. All classes catered for. Support provided for first-time entrants. Travel subsidy available for all Eastern States' entrants. Enquiries to the Competition Director, Rod Carter ph: 08 96417045 email <rodcarr@avon.net.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 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@earth.net>.

## OVERSEAS

### 13th Open PG Championship of New Caledonia

1-8 November 2003

New Caledonia. Uses Ouazengou (Northern dis-

trict) 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].

# Classifieds

## NOTICE TO ALL GFA ADVERTISERS

All advertisements and payments can be sent to Angel Administration at the following:

The Gliding Federation of Australia/Advertising  
PO Box 1163, Penrith BC, NSW 2751.  
Ph: 0407 593 192 Fax: 02 4739 0185.

Email: <frowe@optusnet.com.au>

Advertisements may be emailed in high resolution (300dpi at 100% size) using TIF or EPS formats. Photographs may be provided in either photo print or slides. Disk photographs are not suitable. Photographs, slides or disks may be returned. Please include a self-addressed and stamped envelope for the return of any promotional material.

All GFA advertisements must be paid for prior to publication. (Payment by cheque, money order or credit card). Don't forget Classifieds deadline is the 25th of the month, for publication five weeks hence.

## GFA

### Single-Seater Sailplanes

JANTAR STD 2, Excellent cond, low hrs. Ph: Neil 02 4739 4900 or 0438 761472.

DISCUS 2b "76". This glider has absolutely everything. Factory prepared for the WGC in Bayreuth. In immaculate cond. As new Cobra trailer with all extras. This glider has achieved three national records. Unique purchase arrangements to suite buyer, term payments over 12 months possible. Vendor finance available. Extras to suit buyers budget. Buyers in NZ this glider was originally on the NZ register. Shipping to NZ is possible. For further details ph: Miles Gore-Brown 07 5578 9904 or <mgbis@pacific.net.sg>.

STANDARD CIRRUSS, GYZ. Excellent cond, original faultless gelcoat, over-coated in quality two-pack paint system. Basic instruments incl. good road trailer. \$22,000 ono. Wimmera Soaring Club. Ph: 03 53825735 (h) or <comcom@wimmera.com.au>.

NIMBUS 2. Excellent cond, low hrs, original gelcoat, winglets, slimpack, lambswool, int, full wing & tail covers, all tow-out gear, new tyre, factory dual axle, fibreglass trailer, 800 Zander flight computer, etc. Dual batteries, nose hook, new canopy, dual cameras, ready for 1,000k flights. \$37,500 ono. Ph: 03 93053872 (w), 03 5783 2794 (h), <brimold.aabaa@bigpond.com>.

LS4, HDL, one owner, excellent cond, never damaged, 1,700 hrs, incl. Cambridge L-Nav, AH, Edoire 360 radio, hour meter, Winter vario, Slimpack chute, tow-out gear, Thompson trailer. \$55,000. Ph: Chris Woolley 07 49901640 (w), 07 49921733 (h), <woolley@tpg.com.au>.

HORNET, GGT, half share at \$13,500. Hangared at Locksley. Full panel, logger, forward opening tinted canopy, winglets, turbulator tapes, enclosed trailer & tow-out gear, plus parachute. This is one of the best Hornets & is a well proven 300km glider. Ph: John Giddy 03 98184524 or <jgiddy@melbpc.org.au>.

LAK 12 OPEN CLASS SAILPLANE. Approx. 200 hrs TT. Basic instruments, trailer, ground handling gear, parachute, Colibri. Based at

Bendigo GC. \$45,000. Ph: 03 97617040, <lak@ecowatch.com.au>.

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

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

JANTAR 2B. 20.5m span with winglets & removable forward section canopy for easy servicing. This glider has 1,750 hrs & is in good cond with re-conditioned enclosed four-wheel trailer, basic instruments plus Borgelt system & will be offered with new 720ch radio & Mountains High electronic oxygen system. Price complete is 34,000. Ph: 03 53825735 (h), <comcom@wimmera.com.au>.

PW5, excellent cond, 400 hrs TT, parachute, lcom, Flytec, never damaged, superb clamshell trailer, well set up, twice Nationals winner, AUS 25,000 ex New Zealand. Email: <bartley@reap.org.nz>.

STD JANTAR 2, GEE. Excellent cond, low hrs, great cockpit ventilation, winglets, oxy, full panel, near new 'chute, spare canopy, ELT, dust covers. Ex trailer, disc brakes, ground handling gear, maintenance gear. \$29,000. Ph: Malcolm Ferguson 0427 825500, <malfeg@broadnet.com.au>.

BOOMERANG, GTK. A/c in VG cond, plus trailer & spares. \$10,500 ono. Ph: 07 54630190 or 0429 630190.

CLUB LIBELLE, GJN, excellent condition, basic instruments, enclosed trailer, fresh Form 2. Located at Grafton. \$18,000 neg. Ph: Bob 02 66541638 or 0403 088551.

LS3a, IZN. 1,300 hrs glider, trailer & accessories all in good order. \$39,500. Ph: Geoff Nicholls 02 69221655 (h), 02 69213185 (w), <g.nicholls@bom.gov.au>.

### Two-Seater Sailplanes

K13 well maintained by Kingaroy Soaring Club is for sale as part of a fleet upgrade programme. Incl. open trailer in as new cond. \$28,000. Ph: Peter 07 38861267 or Darryl 0409 623310.

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

TWIN ASTIR, wings & fuse refinished as new, upholstery, instruments, canopies, trailer, all excellent. Contact: <bartley@reap.org.nz>.

L13 BLANIK, GTC, excellent cond, basic instruments, wing mod, recent Form 2. Located at Lake Keepit. \$12,000 neg. Ph: Bob 02 6654 1638 or 0403 088551.

### Self-Launching/Motor Gliders

DG-400, XJD. Tinted canopy, Slimpack chute, good trailer & ground handling gear. Just been fully refinished by Roger Bond. Immaculate cond. Ph: 02 44717223.

DG400 Based at Camden, own T-hanger complete with all ground handling equipment, trailer & parachute. Well equipped with low engine & airframe hrs. Rare opportunity to buy a 1/4 share in a good syndicate. \$29,000 ono. Ph: Terry 02 46556212, 0417 239332, <terryoxborough1@optusnet.com.au>.

SUPER XIMANGO. Excellent cond. Purchased new. Total hrs 430, Engine hrs 330. Also two GPS, transponder, must sell. \$150,000 ono. Cruises 110kt, email photos available on request. <rickhultgren@hotmail.com>. Ph: 0408 857185.

NIMBUS 3T. Gentleman's touring machine, 60:1 performance with sustainer engine so you can always get home. Genuine 1,000km machine. Refinished, always hangared, full competition panel & seals, oxygen, Komat trailer, etc. \$120,000 neg. Ph: Shaun 0407 042468 or <shaun\_driscoll@roadshow.com.au>.

H36 DIMONA, GNW. 1/4 share, based at Warkworth, excellent cond, recent Form 2, low hrs since prop/eng o'haul, new radio, spare low hr engine & loads of new Limbach parts. Large private hangar nearing completion, very nice to fly. Ph: Terry Harrison 02 49432390 (h) or <Terry.Harrison@hunter.health.nsw.gov.au>.

SUPER XIMANGO MOTOR GLIDER, ZAN. 500 hrs. Beautiful as new cond, always hangared. Transponder, lcom radio, A.H. Rotax 912 engine, lame maintained from new. The Ximango opens up a wonderful new world of gliding, glide anywhere incl. Morning Glory, sea-breeze fronts, shear wave or just good thermalling. She glides well (32:1) with great handling & is a comfortable & economical touring aircraft (95kt @ 171km/h). Fly around Australia & soar the best sites. Can be operated from any airport. Ph: Richard Macfarlane 0417 918814 or John Kenny 08 92919159 or <yachtaida@aol.com>.

PIK 20E, XOI. Total airframe time 2,000 hrs, motor 170 hrs to major overhaul. Control surfaces fully sealed, Borgelt computer/vario, Garmin GPS, Becker 720ch radio, parachute. Complete with factory trailer, ground handling equipment, wing covers spare propeller & other spares. Always hangared, carefully maintained & in very good cond. Ph: Geoff Cox 03 98576951, <GERLECOX@msn.com.au>.

### Instruments & Equipment

NEW PARACHUTES: Short pack ATL M88/90 \$1,995 Slim line long pack ATL 88/92-S \$1995 incl. GST Airborne Avionics P/L Ph: 02 6889 2733, fax: 02 68892933, email: <hartley@avionics.com.au>. Supplied with current CASA. JAR. FAA approval.

MICROPHONES, Radios (Microair & Xcom), Wingstands & heaps more. New Winter for your new glider. <iankmcphie@bigpond.com> Mob: 0428 847642, [www.mrsoaring.com] (updated!).

### Wanted

SELF LAUNCH GLIDER single or two-seater. Also consider single Pilatus or similar single-seater. Ph: 02 99583254.

HOFFMAN HO V62 feathering propeller or just blades only. Ph: 0429 493828.



# Classifieds

## Gliding Publications

**AIRBORNE MAGAZINE:** Covering all facets of Australian & New Zealand modelling. The best value modelling magazine. Now \$60pa for six issues. Plans & other special books available. PO Box 30, Tullamarine, VIC 3043.

**AUSTRALIAN HOMEBUILT SAILPLANE ASSOCIATION:** James Garay, 3 Magnolia Ave, Kings Park VIC 3021. Ph: 03 93673694, [www.geocities.com/capecanaveral/hangar/3510].

**FREE FLIGHT:** Bi-monthly journal of the Soaring Association of Canada. A lively record of the Canadian soaring scene & relevant international news & articles. \$US26 for one year, \$47 for two years, \$65 for three years. 107-1025 Richmond Rd Ottawa, Ontario K2B 8G8 Canada, email: <sac@sac.ca>.

**NZ GLIDING KIWI:** Official magazine of Gliding New Zealand. Edited by John Roake. Read worldwide with a great reputation for being first with the news. A\$52 pa. Personal cheques or credit cards accepted. Write: NZ Gliding Kiwi, 79 Fifth Avenue, Tauranga, New Zealand. Email: <gk@johnroake.com>.

**SAILPLANE & GLIDING:** The only authoritative British magazine devoted entirely to gliding. 52 A4 pages of fascinating material & pictures with colour. Available from the British Gliding Association, Kimberley House, Vaughan Way, Leicester, England. Annual subscription for six copies £17.50.

**SAILPLANE BUILDER:** Monthly magazine of the Sailplane Homebuilders Association. \$US29 (airmail \$US46) to 21100 Angel St, Tehachapi, CA 93561 USA.

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

**TECHNICAL SOARING/OSTIV:** Quarterly publication of SSA containing OSTIV & other technical papers. Annual subscription: 70DM. OSTIV c/- DFVLR, D82234 Wessling, Germany.

## 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.)

## Hang Gliders & Equipment

### NEW SOUTH WALES

**AIRBORNE CLIMAX 13** adv, airfoil speedbar, LE inserts, tow bridle retract system, in good trim & GC, \$5,200. Ph: 0417 526795.

**AIRBORNE CLIMAX 14** adv, white/red US, less than 10 hrs in past 10 months since new, \$7,000 firm. Ph: John 0427 251137.

**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>.

**ATOS** - rigid wing hang glider. GC, great XC performance, 19:1 glide & good sink rate. Easy to fly & lands like a floater. About same set-up time

& weight as topless flex wings. Now incl. factory tail (>\$1,000 to buy). Selling to help fund a sailplane. Save many thousands off new price. \$9,200 ono. Ph: Paul 0404 851876; 02 96997720 (h); 02 82323853 (w); <huntep@ozemail.com.au>.

**ATOS rigid wing hang glider, VGC, \$8,900.** Ph: 0407 147991.

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

**MOYES LITESPEED 4** adv, fast bar, thin wires, recently professionally tuned. Looks good, flies better, still has original DTs, \$6,700. Ph: Kath or Lee 02 6456 1590 (h); 0427 220764; <gonegliden@ozemail.com.au>.

**MOYES XT 145** int, GC, blue/red US, spare DTs, \$1,700. Ph: Kath or Lee 02 6456 1590 (h); 0427 220764; <gonegliden@ozemail.com.au>.

### QUEENSLAND

**EXPLORER MOTORISED HARNESS, VGC, new carbonfibre folding propeller, dual fuel tanks for 3 hr range, \$3,150.** Ph: Frank 0408 556113; <frankfontyne@yahoo.com>.

**MOYES LITESPEED 5** adv, 200 hrs, \$4,800 or consider trade on Litespeed 4. Moyes Xact harness to suit pilot 5'10"-6", 75-85kg, \$180. Enterprise Wings Combat 152 adv, 180 hrs, \$900 or consider trade on nov glider. Ph: Glen 07 55435716; 0407 750529.

**MOYES XT165** int, in EC, nice colours, spare LE & some accessories, I'm upgrading, \$2,450. Moyes Tracer harness, old but FC, suit 6'+ pilot, \$150. Flytec vario 3050, near new, \$350. Ph: 0409 699115; <Don@Cramer.com.au>.

**MOYES XT165** int, dark blue/fluoro green/white, speed bar, GC, approx. 90 hrs, with wheels, \$1,200. Ph: Mark 07 55448225; 0402 23945; <mark.swan1@bigpond.com>.

**MOYES XT165 Pro** int, flared DTs & speed bar, sail in EC, only 38 hrs, purple US with PX20 LE. New glider bag, spare LE & DTs. Ideal for new pilot looking for int glider, \$1,950 ono. Ph: 0411 869177.

### ACT

**MOYES SX5** adv, 10 hrs only & as new. Pink/yellow US. Speed bar, batten profile, manual, \$3,000 ono. Moyes Xtreme harness, to suit 172cm (5'8"), black, VGC, \$600 ono. Flytec 4010 vario, \$300 ono. Ph: Craig 02 6292 1956 (h); 0418 232920.

**MOYES XT** int, with late model Moyes harness & reserve chute, all as new cond. Magellan Pioneer GPS - Flytec 300s S1 alto vario & mounting, EC. Will consider selling separately or \$3,200 the lot. Ph: Bernie 0412 611360.

### VICTORIA

**AIRBORNE BLADE 155** adv, red mylar LE, purple/green US, EC, less than 20 hrs, \$1,750. Treated like a silk worm, rarely flown, looks & flies great. Danny Scott Racer harness, suit pilot 6-66, \$400. Plenty of storage, camera & radio pockets. High Energy Sports parachute HES440 (large), \$400. Made in USA, best back-up chutes on the market. Will separate, or a steal at \$2,400 for the package. Also, Icom UHF radio, 2m band radio (for those going to USA) & Sjöström instruments. Call for details. Ph: Peter 0410 543484; <pmuffet@ozemail.com.au>.

**MOYES CSX5** adv, red/white, manufactured Nov 99, EC, test fly welcome, \$1,700. Ph: 03 97621364.

### SOUTH AUSTRALIA

**EXPLORER MOTORISED HARNESS 15** hrs, Moyes Flex harness 50 hrs, both with chutes. Moyes XT 165 int, 300 hrs for motorised & free flight. 1 x Garmin GPS, 1 x Bräuniger digital vario, 2 x UHF radios, 1 x complete car towing set, plus heaps more. \$6,750 the lot, less \$250 per month as of 1/9/03 until sold. Ph: Bill 08 87233408

### WESTERN AUSTRALIA

**AIRBORNE STING 154** int, EC, low hrs, no accidents, \$2,000 ono. Ph: 0419 913645.

**MOYES XTRALITE 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.

**AIRBORNE STING 140** int, 15 hrs, purple/jade, wheels fitted, UV bag, spare DTs, \$2,750. Moyes Xtreme harness Light, purple/grey, suit female 5'5", parachute. Full-face helmet & headset, Icom IC40G radio, Bräuniger Alto vario Basis SP, tow bridle with 3-ring release, map holder, wind speed indicator (Hall). Complete \$4,500 or negotiate on individual items. Ph: 0414 857527.

## Paragliders & Equipment

### NEW SOUTH WALES

#### MANILLA PARAGLIDING SPRING SALE!

Traded in, ex-demo & ex-school gliders. Over 30 in stock - some even brand new but previous model - save heaps! Over 15 top quality Advance Epsilons - the DHV 1-2 reference glider! Some intermediate ex-demo DHV 2 & other brands DHV 1-2 also available. Various sizes, colours & hours to choose. Examples: Novice gliders DHV 1-2: Epsilon 2/28, white/green, new \$2,800 Epsilon 3/28, blue/red, 30 hrs \$3,600 Edel Confidence M, blue, new \$3,100 Pro Design Compact L, yellow, 50 hrs \$1,200 Intermediate gliders DHV 2: Sigma 4/27, Blue, 5 hrs \$3,000 Sigma 5/28, black/orange, 30 hrs \$3,500 (bargain!) Prices range from \$1,200-3,700 incl. free stuff sack. All with porosity check & money back satisfaction guarantee of course! Contact Godfrey, ph: 02 67856545, <skygodfrey@aol.com>.

**AEROS ACCENT AFNOR** Standard, very stable, ex demo, VGC, about 25 hrs, blue/white, 80-110kg, suitable for nov & int pilot, present for \$2,200. Ph: Ivan 02 9599 5445, 0412 446683; <aeros@optusnet.com.au>.

### QUEENSLAND

**PARAMOTOR** brand new, 2nd hand price, ready to fly! For pilots 55-95kg, carbonfibre chassis with fuel tank built inside & aluminium cage, Sup Air Harness, very light, French made, Adventure Info: <paragliding\_school@yahoo.com>. Ph: 0413 797571.

**PARAMOTOR/TRIKE** & reflex wing, corsair motor, low hrs, 18lt fuel, 50km/h, \$5,900 the lot. Ph: 07 49481815.

**RAPTOR PARAMOTOR** with Solo 210cc engine, 3-blade composite prop for quiet thrust, suit 60-120kg pilot. Cage folds down without tods. Pistol grip throttle with cruise control. 3 hrs fuel in aluminium tank with visual fuel gauge. Only flown once, as new, \$5,000. Ph: 07 32542914; 0418 805332.

**PARAMOTOR/TRIKE** & reflex wing, Corsair motor, low hrs, 18lt fuel, 50km/h, \$5,900 the lot. Ph: 07 49481815.

**PARAMOTOR RAPTOR** with Solo 210cc engine. 3-blade composite prop for quiet thrust. Suit 60-120kg pilot. Cage folds down without tods. Pistol grip throttle with cruise control. 3 hrs fuel in aluminium tank with visual fuel gauge. Only flown once, as new, \$5,000. Ph: 07 32542914 or 0418 805332.

### VICTORIA

**PAP 1400** Top 80, 3 hrs flying time on 8lt, cruise control, foot start, tuned exhaust, carbon fiber cooling box, larger carby, larger fan, new clutch, well maintained, flown with love, in frame reserve parachute, Sup-Air harness, spare prop, prop cover, water proof bag, Lazer helmet (with visor, radio, etc). New Swing Mistral 2 paraglider, medium, with Swing free-flying & motor rises, 40ish hrs, yellow/



red. Icom 40S radio, Kenwood radio. Complete set-up for 70-95kg pilot, starting out or experienced. All in new cond, cost well over \$15,000, take the lot for \$9,800 ono. Ph: 0418 583233; <nic@theprivatedancer.biz>.

**PRO DESIGN TARGET DHV-2**, buy now for summer, solid as a rock & FAST, reduced to sell, \$2,000. Ph: Mike 03 52554445.

**SWING MISTRAL 2.28 DHV-1**, large, 100-130kg, white/blue, trimmers & speedbar, 25 hrs, one owner, 2002 manufactured, as new, \$2,900 ono. Ph: Simon 03 97161789; 0418 554872.

**NOVA X-RAY**, DHV 2, 85-110kg, aqua, 140 hrs, proven safe int wing, \$1,000. Ph: Rod 03 5750 1153; <harris@i.net.au>.

#### SOUTH AUSTRALIA

**FLIGHT DESIGN S2vt DHV 1-2**, medium (80-105kg take off weight), excellent wing both freeflying & paramotoring (refer Keith Pickersgill SA), well cared for, still crispy with no wear or damage, \$1,850 ono. Also, Paramotor Fly Products 75, happily flies pilots up to 80kg, Solo 210 motor with 30 hrs airtime, auto decompressor for easy starting, will sell without harness for \$2,400 or will import a harness & sell complete for \$2,850. Ph: Chris 8338 3313; 0417 819770; <designs@senet.com.au>.

**NOVA CARBON (S) DHV 1-2**, 75-95kg, royal blue, 100 hrs airtime. Great 2nd wing. Will let it go at a bargain \$1,600. Ph: Kym 08 8172 1255; 0404 911600; <kymfielke@hotmail.com>.

**FLIGHT DESIGN S2vt DHV 1-2**, medium (80 to 105kg take off weight), excellent wing both free flying & paramotoring, well cared for, still crispy with no wear or damage, \$1,850 ono. Plus: Fly Products 75 paramotor, will fly pilots up to 80kg, Solo 210 motor with 30 hrs airtime, auto decompressor for easy starting, will sell without harness for \$2,400 or can incl. harness & sell for \$2,950. Ph: Chris 8338 3313; 0417 819770; <designs@senet.com.au>.

#### Trikes & Equipment

##### NEW SOUTH WALES

**AIRBORNE EDGE 582 T2-2612 (108 hrs)**. Westac EGTs, CHT, Water, Icom VHF, (many extras). No training/towing! Never damaged, meticulously maintained, ex GA owner. Plus fully enclosed aluminium road (storage) trailer. Ultimate travelling rig. See/appreciate. \$14,900 ono. Ph: 0427 532267.

**AIRBORNE EDGE X 582 T2-2397**, 2000 model, Streak wing, TT 295 hrs, all instruments, stone net, 2 helmets, headsets & Icom A22E radio, training bars, EC, \$22,500. Ph: 0422 374252.

**AIRBORNE EDGE X T2-2412**, new Streak wing, base 85 hrs, full instruments, good comms & radio. Always hangared, well maintained & serviced. \$26,500. Ph: Jason 02 6585 0080.

##### QUEENSLAND

**AIRBORNE EDGE X 2000 T2-2569**, 582 - 280 hrs, Streak 180 hrs. Has all accessories & in almost PC. \$20,000. Ph: Dan 07 54868180; 0417 071216.

**PEGASUS QUANTUM & Q2 Wing Rotax 582**. TT 200 hrs, key start, Arplast prop, full instruments, stone guard, pod cover, wing bag, pannier bags, training bars, Icom radio & helmet, trailer. GC, always hangared, \$14,000. Ph: 07 32542914; 0418 805332.

**PEGASUS QUANTUM**, wing Rotax 582. TT 200 hrs, key start. Arplast prop, full instruments, stone guard, pod cover, wing bag, pannier bags, training bars. Icom radio & helmet, trailer, GC, always hangared. \$14,000. Ph: 07 3254 2914 or 0418 805 332

##### VICTORIA

**AIRBORNE EDGE 582 Exec wing T2-2562**, 162 hrs, 3-blade IVO, full instruments, full set covers & camp cover, with 6X4 trailer rack, VGC, \$10,500. Ph: 03 97161789; 0418 554872.

#### Advertising Index - September 2003

Alpine Soaring - Omarama New Zealand	21
Amys Aviation - Junior	IBC
Aussie Pilots Connection	8
Bathurst Soaring Club	5
Chamberlain Knights	35
Darling Downs Soaring Club	36
Dynamic Flight Summer Tours	32
Eco Watch	36
Forwood Flight and Fun	29
GFA Form 2	10
GFA - Promoting your sport	29
Gliding Club of Victoria 1 & 2	20
Go Soaring	27
Ground's the Limit	7
Gradient paragliders	29
HGFA Merchandise	1
High Adventures - Firebird Grid	23
High Adventures - Flight Schedule	9
High Adventures - HG Tour with a Difference	24
Jaxida Covers	29
Lake Keepit Gliding Club	27
Microair Avionics	4
Moyes	BC
Gulgong National Gliding Championships Entry Form	19
Tarago Flight Park	15
Wallner Air - Sale	33

#### SOUTH AUSTRALIA

**AIRBORNE EDGE X 503 Rotax TT**, 120 hrs, Wizard wing, one owner from new, like new cond, all service & flight logs, always hangared, c/w all accessories, \$18,950. Ph: 08 85226459; 0417 835653.

#### Wanted

##### QUEENSLAND

**Apco Presta (S)**. Ph: 0409 886575.

#### General

##### "SKYOUT"... NEED A LAUGH?

Jules Makk's delectable, collectable cartoon compilation. 50 pages of 150 loony cartoons & two A3 sized board games... "XC Circles" & "Thermals & Sinkholes"... too much like the real thing & heaps of laughs... \$15 to anywhere in Australia... post \$ to: Jules Makk, 61 Anakie Drive, Cornubia QLD 4130 <sky\_out@optushome.com.au> "it's a Hoot!"

## HGFA Schools

#### ACT/NEW SOUTH WALES



#### Learn to Fly in Canberra!

The Paragliding Capital of Australia and only 3 hours drive from Sydney.

At Australian Paragliding Centre we fly all year round & are open 7 days a week.

Learn to fly in a friendly, caring environment with first class tuition & equipment.

- License & Introductory Courses
- Tandem Flights
- Gift Vouchers & Group Discounts
- Pilot Development Clinics for Novice, Intermediate & Advanced pilots.
- International Flying Tours
- Cross-Country & Towing Tours
- Pro-Design Paragliders, Harnesses, Reserves, Flying suits & Para-Kites.
- Paramotor sales & tuition
- Sales & Service of all major brands.

Contact: Peter Bowyer on  
02 6226 8400

<pete@australianparagliding.com>  
Check out our new homepage!  
(www.australianparagliding.com)

#### NEW SOUTH WALES

### High Adventures

on the Holiday coast of Australia offers:

- Hang Gliding Beginner Instruction by Tandem Aerotowing
- Paragliding Instruction by Tandem, Winch, Coastal & Inland Thermal Skills
- Microlite Instruction Onsite
- Onsite Modern Accommodation for Individual or Family
- CSIRO rated best all year round climate
- Instruction all year round & flight sites for all year round soaring

ALL Your Paragliding and Hang Gliding Needs Online:  
(www.highadventure.com.au)  
**02 65598655**  
Call for a full information pack or just visit our website.

### windWorks

#### Paragliding @ Sydney

Northern Beaches & Blue Mountains

- License and Introductory Courses
- Tandem Flights
- Inland Clinics
- Latest quality gear from Europe
- Glider test and Service center

Contact Patrick Roser on  
02 9913 9086 or email  
proser@tig.com.au

Importer of:  
**www.windworks.com.au**

## BYRON AIRWAVES Hang Gliding School

- Lessons & full instruction available in Byron Bay.
- Over 25 years hang gliding experience with training all year round.
- Learn to fly safely & accurately with all skill levels catered for.

Phone Brian and Anne on  
02 6629 0354 or 0427 615950,  
email: <byronair@optusnet.com.au>



## NEW SOUTH WALES



- Manilla has more flyable days per year than anywhere else in Australia! (300+ in fact!)
  - Mt Borah is one of the world's most consistent all year round sites with 4 large launches catering for nearly every wind direction.
  - Paragliding license courses – Autumn & Spring only: a week of quality tuition using the latest techniques & equipment for only \$1,320 (including GST & accommodation)
  - Your CFI is Godfrey Wenness: World Record Holder 1998-2002, 5,000+hrs experience, Australian Team Member, HGFA Safety & Operations Committee Member for Paragliding
  - Thermalling, Cross-Country and Basic Acro lessons, Oct-April.
  - HG to PG conversion courses – it's easier than you think!
  - Importer of ADVANCE paragliders, FLYTEC instruments, HANWAG footwear & most accessories – we sell only the best quality European made equipment.
- So come flying with Manilla Paragliding, where the person who shows you the mountain, owns the mountain!
- Phone Godfrey Wenness on:  
02 6785 6545 or fax: 02 6785 6546  
email: <SkyGodfrey@aol.com>  
"The Mountain", Manilla, NSW 2346.

get your XC off to a flying start



**Hang Glider Aerotowing**  
in Manilla by one of the most experienced tugmasters in the world

- Set up your glider in a cool hangar
- 3 x-runways, for every wind direction
- Cheapest Aerotows in Australia
- Aerotow Endorsements

**Manilla Sky Ranch**  
Ultralights

**Microlights/Ultralights**

- Latest modern Training Aircrafts
- Full or Part Time Courses
- Trial Instructional Flights
- Aircraft Sales and Service

Phone Willi Ewig: 02-67 69 7771  
e-mail: fly@manillaskyranch.com  
www.manillaskyranch.com

## NEW SOUTH WALES

### PRO FLYTE

BYRON BAY HANG GLIDING SCHOOL

OPERATING 7 DAYS A WEEK

Specialising in one-on-one student training

Tailored courses to suit the individual

Flying from Byron Bay  
and Lennox Head most days

Accommodation available

We also specialise in  
tandem instructional flights

Call PETER AITKEN on 0427 257699  
email: <proflyte@mullum.com.au>

## SOUTH AUSTRALIA

### Adelaide Airsports

Microlight Aircraft Specialist

All microlight flight training and  
endorsements available from beginner  
to instructor level and beyond.

Sales of new and used microlights,  
hang gliders, skyfloaters, powered hang  
gliders and all associated equipment.

CFI & EXAMINER – Larry Jones

Ph: 08 8556 3030 Fax: 08 8557 4113

Mobile: 0408 815 094

Email: <fly@airsports.com.au>

[www.airsports.com.au]

## VICTORIA



Hang Gliding School & Flight Park

Little over an hour from Melbourne

Australia's Largest School

Virtual Reality Hang Gliding Simulator

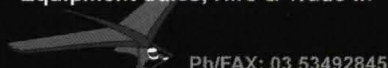
Introductory & Full Licence Courses

Tandem Introductory Flights

Ground & Aero Tow Endorsements

Cross Country Tours

Equipment Sales, Hire & Trade In



Ph/FAX: 03 53492845

email: dynamic@netconnect.com.au

Rohan: 0409 678734 Paul: 0418 348948

Jim: 0417 366766 James: 0419 129234

**DISCOVER THE FREEDOM!**

### WINGSPO RTS

- ♦ Paragliding & Hang Gliding Courses
  - ♦ Coastal, Inland & Towing Courses
  - ♦ Tandem & Cross-Country Tuition
  - ♦ Accommodation Students & Visitors
- Fantastic Location for Pilots and Family

### EDEL Australia

- ♦ Paraglider Sales/Distribution
- ♦ Accessories, Varios, Reserves



www.wingsports.com.au

hans@wingsports.com.au 0419 378 616

Apollo Bay VIC 3233 Fax: 03 5237 6486

## VICTORIA

### Alpine Paragliding

- Complete training in
  - Paragliding ◦ Paramotoring
  - Hang gliding
- Introductory days
- Tandem instructional flights
- Advanced skills coaching
- Hill launch and towing
- Thermalling and XC
- Flying holiday tours
  - Domestic & overseas
- Shop
- Equipment sales
- Gift vouchers
- Team building activities
- Film and TV



PO Box 3, Bright VIC 3741

ph: 03 57551753, 0428 352048

<enquiries@alpineparagliding.com>

[www.alpineparagliding.com]

## QUEENSLAND



### RAINBOW PARAGLIDING APCO AUSTRALIA

Offering the full range  
of APCO equipment

APCO Aviation three years/250 hours warranty  
for porosity.

Gliders that are made to last unique in the industry.  
Customer service and 100% satisfaction guarantee.  
Test centre for APCO gliders [www.apcoaviation.com].

**APCO Australia and PWC winner  
of the Serial Class 2000**

Established since 1996, Rainbow Paragliding  
is based on the Sunshine Coast and Hinterland.  
The school has access to 25 sites and holds  
a permit to operate in the Cooloola National Park  
including Teewah and world famous Rainbow  
Beach. In the Sunshine State, we fly all year  
round, 60km cross-country flights have been  
achieved in winter!

**FULL LICENCE COURSE** – Strictly only four stu-  
dents per instructor, for quality personalised tui-  
tion at your own pace, between eight to 10 days.

**REFRESHER COURSE** – Groundhandling, top  
landing or asymmetric recovery techniques:  
Come to learn with the experts.

**INTERMEDIATE, ADVANCED, TANDEM OR  
PARAMOTOR ENDORSEMENT** – We have the sites,  
the weather and the knowledge.

**SALES AND SERVICES** – New and second-hand,  
trade-in, maintenance and repairs.

**YOUR INSTRUCTORS:** Jean-Luc Lejaille, CFI and  
senior safety officer, paramotor pioneer (first  
licence issue in Australia), over 2,500 student  
days' experience, instructing since 1995.  
Robert McDermott: Tandem instructor and  
safety officer.

Jean-Luc Lejaille CFI 45192

Rainbow Paragliding — Apco Australia

PO BOX 227, Rainbow Beach 4581

Ph: 07 5486 3048 — 0418 754 157

Email: <intheair@ozemail.com.au>

[www.ozemail.com.au/~intheair]



# The JUNIOR (SZD-51-1) is back!

*Best club single ever! Is back in production*

Now with automatic couplings (all controls), adjustable pilot's backrest, new interior trim, 10.000 hours of Club ops

Best built, best flying, all glass Club glider on the market

For more info and pricing call Amys Aviation Tel/Fax (02) 9894 7784  
Mobile: 0408155215 Email: amysavia@hotmail.com



**Allstar PZL Glider Ltd**

Continuing best traditions of PZL-Bielsko  
Design Certificate D-10/JA/2001 (JAR-JA)  
Production Certificate P-023 (JAR-21 subpart G)

Orders are being taken for SZD-55-1 and SZD-50-1 Puchacz

## 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 Puchacz, 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](http://www.ddsc.org.au)]

<[info@ddsc.org.au](mailto:info@ddsc.org.au)>

Ralph Henderson (07 3843 6178 (h))

Jenny Thompson (0417 629 782)

## Forecast your own weather !

Our new

### Vantage Pro

weather stations let you monitor temperature, wind, rain, barometric pressure, UV, humidity, and more. Quick view icons show the forecast at a glance while a moving ticker tape display gives more details. Mostly clear with little temperature change? Increasing clouds and cooler?

Whatever the forecast, Vantage Pro will let you know. Wireless or cabled.



### GOT WIND ??

- Weather Stations
- Windsocks
- Hand Held Weather Meters
- Australian Agent for Davis Instruments.

E-mail: [davis@ecowatch.com.au](mailto:davis@ecowatch.com.au)

Order now, or ask for your FREE catalog

**ECO WATCH**

Unit 5, 17 SOUTHFORK DRIVE  
KILSYTH, VIC 3137

Ph (03) 9761 7040 Fx (03) 9761 7050



FREE FLIGHT EVOLUTION

# MOYES LITESPEEDS

## FRENCH NATIONALS

- 1st Antoine Boisselier LitespeedS 4
- 3rd Richard Walbec LitespeedS 4
- 4th Bruno Guillen LitespeedS 4
- 5th Raymond Caux LitespeedS 3.5

## GERMAN OPEN

- 1st Gerolf Heinrichs LitespeedS 4
- 3rd Seppi Salvenmoser LitespeedS 3.5
- 4th Olli Barthelmes LitespeedS 4

## BRAZILIAN NATIONALS

- 1st Betinho Schmitz LitespeedS 4
- 3rd Andre Wolf LitespeedS 4
- 4th Brett Hazlett LitespeedS 4
- 5th Antoine Boisselier LitespeedS 4
- 7th Guga Suldanha LitespeedS 4
- 8th Pedro Matos LitespeedS 4
- 9th Tom Weissenberger LitespeedS 4
- 10th Jean-Francois Gerard LitespeedS 4

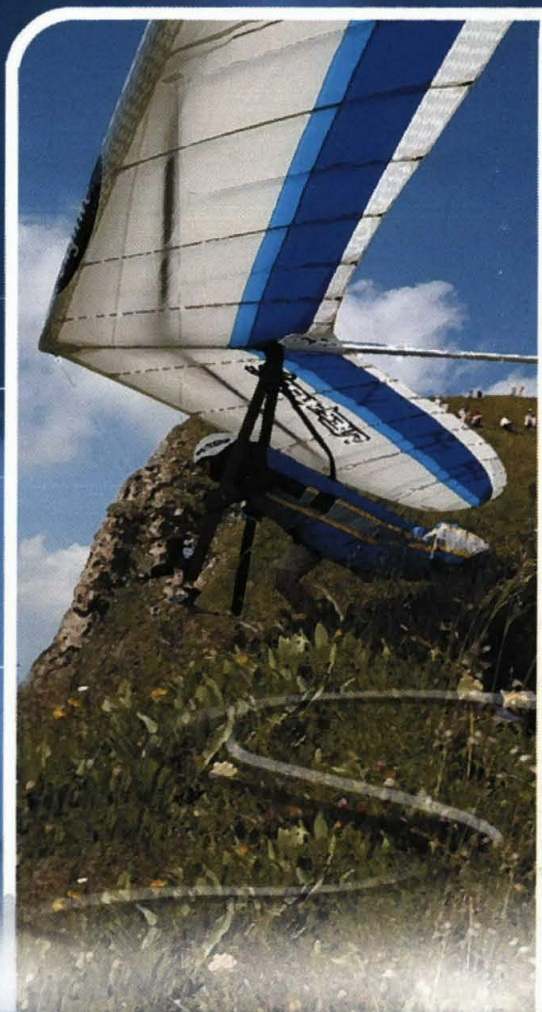
**STRENGTH**  
**SPEED**  
**STYLE**

The Moyes Litespeed S...  
Shaped for performance  
and handling, with looks set to  
define a new era for hang glider design.

A glider already ranking high in the  
world spotlight and rated by champion  
pilots as the new dimension in free flight.

Developed from a blend of vision,  
expertise and relentless testing through  
interaction with the pilots themselves.

## THE FOURTH DIMENSION



[www.moyes.com.au](http://www.moyes.com.au)