

# Soaring AUSTRALIA



**October 2003**



**28th World  
Championships**



**Climbing the  
Eiger North Face**



**Tale of the  
Marauding Cockies**



**Jet Power for  
Hang Gliders**



# October 2003

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# Tale of the Marauding Cockies

David Keough

ANYONE EVER SEEN THE MOVIE "FLY AWAY HOME"? IF YOU HAVEN'T, AND WANT A FEEL GOOD MOVIE WITH PLENTY OF TRIKE FLYING SCENES AND AMAZING SCENERY, GET IT OUT. LET'S HOWEVER MOVE FROM CANADA TO FAR NORTH QUEENSLAND AUSTRALIA, AND FROM MIGRATING GEESE TO OUR VERY OWN SULPHUR CRESTED COCKATOO. THIS IS A LITTLE STORY ABOUT A BATTLE BETWEEN THESE NOISY, FEATHERED, CUNNING CREATURES, AND ONE OF OUR LAST REMAINING LOCAL PATCHES OF ORIGINAL NATIVE RAINFOREST.

**T**he area of rainforest is a five kilometre stretch between Atherton and the little neighbouring town of Tolga, on the beautiful Tablelands (now referred to in some tourist circles as the "Cairns Highlands" – ?). Now, there is still quite a lot of untouched rainforest around the place, however this particular patch is deemed to be the only remaining part of the Mabi forest (due to different species of trees and animals I guess). And, indeed, to certain nature loving locals, myself included, this pretty little stretch of scrub is kind of special. I travel through it every day as I currently work at the industrial site right adjacent to the forest. Its old massive trees overarch the main road into Atherton, and pleasantly cools the temperature a few degrees, which is definitely welcomed during the warmer months.

The trouble all started a few years ago when flocks (thousands) of cockatoos, which tend to migrate towards the Tablelands (Highlands), decided to make the Tolga scrub their home and playground. During many of my trike flights around the area I would notice not only how great the numbers of cockatoos were, but also the impact they were having on the scrub. The tops of the trees were gradually stripped of any foliage, and then the whole tree, and gradually these totally bare areas became larger... and still the cockies came. Come 2003 and something had to be done, as the trees weren't able to regenerate themselves before the cockies would return.

Now I wouldn't consider myself an avid bird lover. However, whenever I come across thermalling eagles, pelicans, or brolgas whilst up in my trike, I can't help but wonder at the beauty of these creatures and join them in the thermal. These species don't seem too bothered by my size or sound of the 582.

Cockatoos are different however, and I must admit I play a bit of cat and mouse when I see a large flock, especially if they are around one of my many friends' farms. They seem pretty fearful of the three-wheeled dacron monster, and flee wherever they can.

Back to the Mabi forest remnant. A friend of ours, living literally right underneath these hordes of cockatoos, was wondering if the local council were ever going to do something about the situation and suggested that I take one of the local reporters up for a look themselves. Little did we know that the council had just got the go ahead to use the common "bird fright" (loud 'gun' noises) method used on a lot of farms. But it was during this flight with the very lovely reporter that I realised I could perhaps use the cat and mouse technique and herd them away with the trike. I was allowing all these naughty images of being able (with official permission) to play cowboy below the normal 500ft mark, and of being the ultralight hero who saved the scrub chasing these cockies away. But it wasn't to be. Council wanted to see out the two month "bird fright" trial and assess how effective it would be. However the reporter did end up doing a rather good story of the flight and fight to save the scrub.

So for me, it's back to admiring the wedgies and the pelicans, and giving a warning to any of the 'yellow cresters' that there are plenty of square kilometres of other forest where they can be at home.



Newspaper journo, Vikki Campion, takes a ride with David to check out damage the cockatoos are doing to the last remnant of the Mabi forest  
Photo: David Keough



The damage done by the cockies is all too obvious  
Photo: Vikki Campion, Atherton Tablelander

**Author's note:** No cockatoos were harmed at all during the sequence of events mentioned in this story. So far the bird fright program has reduced the numbers of cockatoos coming to the scrub to almost zero, allowing the trees to gradually regenerate.



# Climbing the Eiger North Face – THE EASY WAY

Godfrey Wenness



WE AS PILOTS HAVE THE WONDERFUL ABILITY TO LOOK AT BIRDS AND “SEE” THEM FLYING AS OPPOSED TO JUST “WATCHING” THEM LIKE MERE MORTALS DO. “SEEING” AN EAGLE DIVING AND PLAYING AT MT BORAH HAS GOT TO BE ONE OF THE MOST STUNNING PASTIMES I CAN THINK OF, ESPECIALLY WHEN FLYING WITH THEM. HAVING A DISTINCT FEAR OF FALLING FROM CLIFFS AND ANY OTHER TALL OBJECT, I HAVE ALWAYS

BEEN IMPRESSED BY THE FEATS OF MOUNTAIN CLIMBERS, BUT AT BEST I CAN ONLY “WATCH” THEIR EFFORTS. ON MY LATEST ANNUAL MIGRATION TO EUROPE, I CAME PRETTY CLOSE TO AT LEAST UNDERSTANDING WHAT GOES DOWN (OR UP) IN THEIR WORLD.

**I**t is not often that I can write a short story of a flight that I consider one of the best – as every flight or part of one is unique in its own way. The locals called it a one in a hundred day and it hit the Central European Alps on 22 June, as numerous epic flights attest. The cloudbase was forecast to be over 5,000m and everyone was excited. The visibility was crystal clear, the best I had ever seen in summer here. My expert Swiss alpine flying buddy, Martin Tanner, led the way from the Wispele launch at Gstaad in western Switzerland. A full blown aerial tour of the famous Berner Oberland was on the cards – and that meant the Jungfrau, Mönch and Eiger. Martin has been flying the region

for 10 years and was one of the most accomplished alpine pilots in the country with a few Swiss XC league titles to his name – yet he had never seen a day like this.

For a relative flatlander like me the big mountains are daunting, but I had beat them many times over the years and with over 500 hours cross-country in Euro-Alpiland, this was going to be the one I really wanted to bag.

The view from over 4,000m was simply stunning – the whole of the Swiss alps and a large part of the French Alps were under and around me. After a few epic heights on the blue day and a stunning 15km glide over glaciers and amazing rock features the three targets were dead ahead. Only one problem – my fingers were nearly frozen. I remembered how painful it was in Austria a few years ago when I had to top land on a big XC day to warm them up from frostbite, and decided to stay low and save my pain for an encounter with the mother of them all – the Eiger.

As Martin and a friend passed over and climbed out of the back of the Jungfrau to 4,200m, I made a broad sweep across its and the Mönch's face from 4,000m. I think the view from there was equally as impressive as I piloted my Omega proto super close over six kilometres of epic alpine territory that in my opinion surpassed the experience of Chamonix's Mère de Glace. The hordes of tourists who paid A\$200 to ride the train to the Jungfraujoch at 3,450m could only gaze from a far – my private tour was priceless.

Cruising over the Kleine Scheidegg train station at 2,100m the full enormity of the Eiger's north face became apparent. Here it was right next to me – a solid vertical wall of rock rising out of the Grindelwald valley for some 3,000m, to touch the heavens at nearly 4,000m above sea level. The face that has enchanted so many and cost so many lives was now consuming me too. The north face of the Eiger was tempting me to get in close and ride its currents. Surprisingly the lift was quite smooth, and after 20 minutes staying away to warm up my hands, I went in for a close look.

The whole face was working and it soon became obvious this was going to be one of the most mega ridge soars ever. I think the feeling that high rise building workers get on scaffolds, hundreds of feet above the streets, would be similar – in close to a massive wall



On glide to the Eiger





Left to right: Mönch, Jungfrau, Eiger

that goes forever, only this granite wall was talking to me...

The first I knew of the danger was a loud whoosh unlike any I had ever heard before. The Eiger welcomed me in its own unique way – rocks up to soccer ball size were free falling and bouncing past me at random. The ones that shattered, showered the sky with debris like fireworks in reverse. The Eiger was alive! Once I worked out the angles I felt safe to get in close, watch its motions and hear the sounds as dozens of its welcome party fell to earth beside me without stopping to say hello.

I was alone on the Eiger north face and less than 20m of thin air separated me from the icy cold reality that was far removed from safe terra-firma below. Each pass got shorter as the altitude increased and the face got narrower. It seemed like a never ending zig-zag as the Eiger elevator slowly lifted me to the 4,000m roof top level that I selected from its depths. I had time on my hands to start imagining how to climb such a thing – how long would it take? What route would you take? – it all looked the same. A climber would read the rocks like I read the sky. I fully expected to spot life, but there was no one taking up the challenge. How special it would have been to see someone make the summit just as I did, I thought.

After over half an hour of mesmerising anabatic ridge soaring the goal was close. The pointy little spike that so many climbers stood on after days of toil was there for me to see and much larger than life. It felt like I had worked hard for the moment, but I knew the real workers were those who lost skin for every metre. For a few moments as the summit passed under me the vertigo set in big time – looking down three kilometres of cliff was totally cool, but also quite surreal. My own personal myth of the Eiger was distorted by the fact that it wasn't solid mountain at all, but rather a fragile looking primitive arrow-head-like spine formation that only seemed massive and impressive from the civilised Interlaken side – quite unlike the usual expectation of a classic mountain like Mont Blanc for example. That fact

made the passes over the top even more dizzy for me – cliff ending in bright green on one side and cold white on the other.

I savoured the moment, and then, before I knew it, hit big sink on the lee side which forced me to outrun the spine's slope to the east before the Eiger had a chance to test another humans sporting ability and daring. With enough height, the glacial valleys and 5,000m cloudbases at the same time beckoned me to go over the back to fly down the Aletsch Glacier valley to Fiesch.

It was so tempting, but my fingers declined, and with a few snaps of the digital camera I turned my back on the Eiger knowing that it would be a long time before I returned to its tiny summit.

I continued the grand tour of the roof of Switzerland for a few more hours feeling pretty special that very few indeed had experienced what I had, and once again just had to pinch myself as a reminder of how lucky we are to be able to fly like a bird and see the world like no other tourists can.

## AFTERWORD

Summer 2003 – the biggest and best ever cross-country season in the Alps.

Apart from bushfires, the hot and dry European summer resulted in many new records and flying feats with bases regularly over 5,000m and pretty strong conditions. A group of French pilots landed on the summit of Mont Blanc (4,909m) for lunch, Pierre Boullieux flew a new world record triangle of 234km and Alex Hofer became the first pilot to fly over 200km open distance in Switzerland (he did 274km). On a sad note though, one of the world's best competition pilots and a really genuinely nice guy, Scotty Marion (USA), went missing without a trace in August trying to beat



Ridgesoaring the Eiger  
Top: The Eiger north face

Photos: Godfrey Wenness

Alex to the SFr2,000 prize money for the 200km flight.

Beware: The Alps can take as much as they give.





# JET POWER FOR HANG GLIDERS

Ben Ashman (Article courtesy 'Airborn' NZ)

THREE YEARS AGO, FLYLIGHT AIRSPORTS, MANUFACTURERS OF THE DOODLE BUG MOTORHARNESSES, WERE APPROACHED BY A NEW AND RADICAL COMPANY, MICROJET, THAT SPECIALISED IN SMALL GAS TURBINE ENGINES. THEY HAD A UNIT THAT WAS IN THE PROCESS OF DEVELOPMENT AND THEY WANTED TO FIT IT TO A VARIETY OF VEHICLES, FLYLIGHT'S DOODLE BUG POWERED HANG GLIDING HARNESS BEING ONE OF THEM.

Unfortunately the original unit was marginal in power and software. A small amount of publicity was received after displaying the initial engine on a Doodle Bug at the 2000 Telford Airports Show, but sadly the machine never got to fly and there was a small amount of egg to be wiped from a few faces during the next two years. The project was put on hold until the details had been ironed out and proven reliable.

The project was almost forgotten until Microjet came forward with a new engine to fit to the Doodle Bug. They aimed to have a working example ready to fly at the up and coming Popham Microlight Show.

Two and a half weeks later on 30 April, I (a factory pilot) strapped into the Jet Bug and made, possibly, the first ever flight in a gas turbine powered foot launched hang glider. Incidentally, this was almost 30 years to the day that I made my first ever flight in a polythene and wood Rogallo hang glider back in 1973.

Unsure of exact fuel consumption the flight was limited to a couple of passes, but that was enough to bring out all the airfield's occupants, including the patrons of the local hotel. Stewart Bond made a second flight, which lasted for eight minutes.

After I landed everybody was shouting, whooping and dancing around. I was a little bemused, as the flight, although special because of the engine, felt no different from a normal Doodle Bug flight. There were a few improvements with the climb rate and the lack of gyroscopic and torque effects, but that was all. The Lynx headsets cut out virtually all of the noise, and because of the smooth ride and lack of vibration, the flight was almost an anticlimax. Stewart Bond, who was next to fly, came over to me and said: *"That was something else!"*

After fuelling the Jet Bug, the Microjet team of Paul and Phil restarted the engine. Stewart strapped in and lifted the Aeros Target for take off. As he opened up the



The Jet Bug in action!  
Photos: Courtesy Flylight

throttle I started to giggle, and as he climbed out I was open mouthed – what a noise! It was similar to the sound of a Harrier Jump jet emanating from a small hang glider. The spectacle of such a small aircraft producing such an amazing noise made it appear incredibly dynamic.

As Stewart flew towards me the noise was a high pitched whistle, which changed to a thunderous roar as he zoomed over our heads and climbed out. The noise then returned to a high pitched whistle as he

turned and accelerated off downwind. I now knew why everybody was so excited after my first flight; as the pilot you just don't get the full picture.

After Stewart's landing the team retreated to celebrate in big style at the airfield bar. Everybody in the bar had seen the flights and all joined in with the party.

Two days later on a very blustery Popham airfield, the Jet Bug made two flights and quite simply stole the show. Literally everybody, spectators and pilots alike, stopped what they were doing and came to the flight line to watch.

One comment from an old hang glider pilot and microlight instructor was, *"I have now seen it all – a jet powered microlight – I can now die a happy man."*

One spectator was seen shouting into his phone, *"It's a hang glider with a jet engine!"* He held the phone high into the air and screamed, *"Listen!"*

The conditions at Popham, 30kt at 500ft, were almost too strong for foot launched powered hang gliders, but the Jet Bug and Target wing took the conditions in stride with its improved climb rate and superb handling.

The modified Bug 2 harness with Microjet gas turbine engine produced 95 pounds of thrust. The inbuilt electric start and computer-controlled engine management system simplified the operation of the aircraft. Both pilots agreed that the jet provided slightly more thrust than a standard Radne-equipped Bug, although noise output was significantly more!

Fuel burn is 1.5 litres/min at full power. Fuel is Jet A1, diesel or kerosene with a 5% two-stroke oil mix. Wing was an Aeros Target 16; the next display will use an Aeros Discus 13 wing. Flylight Airport's Doodle Bug page can be found on the web at [www.users.zetnet.co.uk/flylight/doodlebug/bugdesc.htm] where you can also download a Quicktime video of the Jet Bug in action.







A great day at Sunnyside

Photo: Jiri Stipek

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# LESZNO – 28TH WORLD GLIDING CHAMPIONSHIPS

**Keith Willis – Australian team manager for the 28th World Gliding Championships**

THE AUSTRALIAN REPRESENTATIVES FOR THE WORLD GLIDING CHAMPIONSHIPS, TRACEY TABART AND SHINZO TAKIZAWA, AND THEIR CREWS, ARRIVED AT LESZNO BY 20 JULY WHERE THEY HAD TWO DAYS TO REGISTER THEMSELVES AND THEIR GLIDERS. THE OFFICIAL TRAINING PERIOD WAS FROM 22 TO 25 JULY, AND BY THIS TIME ALL 134 PILOTS AND 128 GLIDERS FROM 31 NATIONS HAD ARRIVED.

**T**he opening ceremony was on 26 July which included a three-hour free airshow and attracted about 3,000 spectators.

Contest flying began on 27 July.

Day one was a triumph for the new DG800s, which took out first, second and third placings. Tracey came in third.

I will not cover the Australian's flights as Tracey and Shinzo will send in reports of their experiences, for publication in the November issue of *Soaring Australia*.

The competition was well organised.

On the first day, using 18 tug planes all 128 gliders were launched within one hour. As the days went on the launch time improved, finally getting down to 43 minutes.

The six 'Cmelak' tow planes were unreal. With 540hp they could tow to 600m and be back on the ground for the next launch in three minutes 50 seconds. The other 12 tow planes were Wilgas. Two classes launched to the right and two to the left. The four classes had different tasks so as soon as the gates opened they left in different directions, thus adding to the safety aspect.

On returning, straight-in landings were made to the one side; speed finishes at height, a circuit, and landings were made on the opposite of the field. The field was large – 120ha of grass, and wide enough for seven to 10 gliders, and a couple of kilometres long in areas.

Briefings went well, with plenty of information handed to the pilots and crew. Apart from the initial one, all briefings normally took about 10 minutes.

There were no accidents. The only damage was to an ASH25 glider trailer belonging to the Swiss team, which tipped over on its side.

Not one pilot wore a baseball-type cap. Most wore a round type, with a small brim just above the eyes which covered the ears also. It is believed that the baseball-type, can restrict vision, upwards to about 30%. These caps are now banned in most countries in the world. Gliders had their canopy covers on at night, and to prior to take-off, protecting the canopy from dust, keeping instru-



**All photos: Marysia Klamecka, Ewa Hajek, Sarmad Mirza and Lukasz Zandecki**



ments cooler and stopping the sun damage to harness and straps, etc.

All the gliders were fitted with bug wipers. Compared to Australia, the bugs seem to be five or six times more dense, and used to take quite some time each evening to clean them all off, even after the use of the wipers.

The most amazing glider there had to be the ETA, (there were two of them), with a 31 metre wing span and a LD of over 60. It was an unbelievable experience to see it take off and land, with the wings lifting up several metres.

The daily temperature ranged from 28 to 32°C for the three weeks' duration, which was very pleasant for the ground crew.

There was plenty of entertainment at night, and one morning, prior to briefing we listened to a 16-year-old Polish pianist playing classical music on the hangar piano. This young man played his first concert at the age of six, in Japan.

Expatriate Janet Hider-Smith was the editor of the on-line daily bulletin. She did an excellent job with its production.

An added prize for the four winners was a free trip for two, including air fares, accommodation, food and the use of a glider, to a game reserve in South Africa.

Whilst in Leszno, I was invited to Ostiv, to pick up a Diploma for Mike Hancy, which he received on account of a paper he put in on Meteorology. I brought this back to Australia and passed it on to Rob Moore who will present it to Mike at a function at Gawler in the near future.

I would like to thank the GFA Sports Committee for inviting me, and giving me the chance of being Team Manager for the Australian team at the championships. There were problems here and there, but overall, it was a great learning experience, and I enjoyed the challenge.



## RESULTS (FIRST FIVE):

### OPEN CLASS (20 entries):

1 Holger Karow, German, Nimbus 4M	11,323 points
2 Janusz Centka, Poland, ETA	10,891 points
3 Gerard Iherm, France, Nimbus 4T	10,775 points
4 Peter Harvey, GB, Nimbus 4T	10,653 points
5 Ronald S Tabery, USA, Nimbus 4T	10,365 points
Australia's representative, Shinzo Takizawa, flying a Nimbus 4DM (37), was placed 19th with 8,198 points.	

### 18 METRE CLASS (23 entries):

1 Wolfgang Janowitsch, Austria, Ventus 2CX	10,594 points
2 Stephen Jones, GB, Ventus 2CXT	10,135 points
3 Philip Jones, GB, Ventus 2CXT	9,978 points
4 François-Louis Henry, France, Ventus 2C	9,873 points
5 Riccardo Brigliadori, Italy, Lak17	9,818 points
Australia's representative, Tracey Tabart, flying a DG808S (DG), was placed 14th with 9,192 points.	

### 15 METRE CLASS (41 entries):

1 John Coutts, New Zealand, ASW27b	10,347 points
2 Andreas Allenspach, Switzerland, ASW27	10,199 points
3 Gyorgy Gulyas, Hungary, Ventus 2A	10,044 points
4 David Watt, GB, Ventus 2a	9,940 points
5 Michael Grund, Germany, Ventus 2BXR	9,825 points

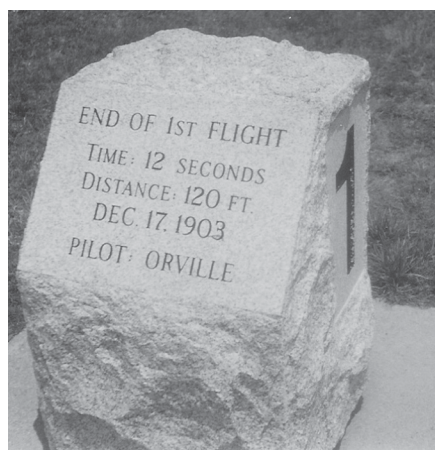
### STANDARD CLASS (44 entries):

1 Andrew Davis, GB, Discus 2a	10,421 points
2 Olivier Darroze, France, Discus 2a	10,057 points
3 Laurent Aboulin, France, Discus 2a	10,014 points
4 Tomas Suchanek, Czech Republic, LS8b	9,842 points
5 Makota Ichikawa, Japan, LS8	9,769 points

# To Leszno – via Kitty Hawk

**Keith Willis – Australian team manager for the 28th World Gliding Championships**

HAVING BOOKED MY FLIGHT TO THE WORLD CHAMPIONSHIPS IN POLAND EARLY IN JUNE, I WAS SORTING OUT MY PLANS AND ITINERARY WHEN I RECEIVED AN EMAIL FROM ALAND ADAMS, DENVER, USA, OFFERING ME THE CHANCE TO CREW FOR HIM AT THE 'RETURN TO KITTY HAWK'.



Left: Plaque commemorating the first flight by Orville Wright

Above: Replicas of the Wright Brothers quarters and workshop

'Return to Kitty Hawk' attracted 44 gliders, flying from the west to the east coast of America, over a period of 16 days. During the event I drove 6,000km through 12 states.

Accompanying me on the trip was Aland's 11-year-old daughter, Amelia, who was excellent with radio procedures and map reading.

We finished the last day with a glider landing every seven minutes at Kitty Hawk, on the same field that the Wright Brothers operated from 100 years ago. This was the first and only time that this area had been used since the Wright Brothers all those



Looking down on Kitty Hawk airfield

**Photos: Keith Willis**

years ago. It is kept as a park land area with walking-paths and museum. That night, also for the first time, all 50 motor vehicles and glider trailers were permitted to camp on the Wright Brothers' site.

Being 4 July, from the hillside of the monument in the evening it was possible to view firework displays in a dozen places along the coastline.

The next three days I spent with Frauke and Wolf Elber, glider pilots from the Tide-water Gliding Club in Virginia, who took me to Washington DC airport on 8 July where I boarded my flight to Europe.



**A**lan also asked me to drive his mobile home across the United States while he flew his LS8-18 each day. As he had said that he would pay all my expenses, including the additional cost of the air fare, the offer was too good to refuse! So, in July, it was off to the championships at Leszno as the Australian team manager, via the US!



# Still on the way to Leszno

Keith Willis – Australian team manager for the  
28th World Gliding Championships

Enroute to Leszno I spent nine days at Wiener Neustadt in Austria, the site of the 1989 Gliding World Championships, where I met Wolfgang Janowitsch who was test flying his new Ventus 2CX. Later, I went with Wolfgang to Nitra in Slovakia where we stayed for the last two days of the World Junior championships and the PW5 Worlds.

The pilots had flown 11 days out of 12 and New Zealander Paul Schofield flew 61 hours during the contest. Ninety-one gliders competed in the three classes.

After the closing ceremony on Saturday, 19 July I hitched a ride from Nitra to Leszno with the Polish team. When we were about 100km into Poland, our convoy of seven vehicles and five glider trailers was stopped on the highway by a fire truck which, with flashing lights and sirens, led us into the small village of Zar where we were welcomed by a brass band, television crews, the mayor and about 100 people. The reason for the celebrations was that the Polish pilot Sebastian Kawa had just won the PW5 World Championship at Nitra.

Our group of 30, including South African Dick Bradley and Paul Schofield from New Zealand, was given lunch and welcoming gifts, then taken on a tour to the top of a 6,000ft mountain from where the local club used to glide, 70 years ago.

From Zar, which may be the site of the next world air games, we continued on to Leszno, arriving at midnight.



The Polish team at the border of Slovakia and Poland

# HANDICAPPING GLIDING – (or how to be the most unpopular)

Catherine Conway, Convener – GFA Handicapping Committee

Handicapping would have to be one of the most difficult and controversial elements of competition gliding. How do you do it in a manner that is completely fair and even to all involved?

The simple answer is that you can't. There are too many variables. All you can do is your best, assuming certain weather conditions.

Most pilots would be aware that a 15m glider is not so different from an Open Class glider when you are operating in the higher speed ranges where the drag penalty on the larger span glider is more significant. But in weak weather, you won't see him.

So how do we do it then?

- *We assume that for an Australian competition, the average day will have four to six knot thermals.*
- *We look at the published performance for a glider (for the entire speed range at a given weight, not just the best L/D, with particular reference to the speed range applicable to the weather we are likely to fly in)*
- *We look at actual competition performances for a glider over several competitions and weather conditions*

For many years this has worked very well in the Club Class and Sports Class competitions. We have been refining these handicaps over the years.

As an example, take the top 10 placegetters for Day 2 at the Club Class Nationals at Temora last year.

Our performance range allows the Bergfalke III to compete against Ventus 2CMs (and ASW22s). And of course there are always a lot of Libelles in this contest.

The Club Class is an un-ballasted competition but changes in recent years have seen us set a reference weight for each glider type. Gliders can be ballasted up to the reference weight so that those with a larger wing loading are not flying their gliders at a higher wing loading than those with anorexia. This has been very successful and the Club Class is very well attended. If you'd like to try it, come to Waikerie this year.

Numbers in the Multi-class competition have not been so high in recent years. It is not the intention of this article to speculate on why that might be, but merely to report that the handicap committee was asked to look at coming up with a list of handicaps for this competition.

This required us to start again from scratch.

There are many differences between Multi-class and Club Class. The most notable is that the Multi-class competition is flown with water ballast (which may vary from day to day). The un-ballasted Club Class handicaps are clearly not suitable.

The handicapping committee consists of two club class and two multi-class pilots, including pilots with experience flying in World Championships. We try to keep the committee open to submissions (backed up – not based on how well your mate's glider flew against yours). Requests for changes can be made to <Conway@agile.com.au>.

In determining handicaps for the Multi-class competition, we first looked at what was happening in a number of other countries. European and British handicaps are less useful to us with their weaker weather. South Africa is also developing handicaps. US handicaps were also used as a reference.

Then, similar to the derivation of the Club Class handicaps, we looked at the ballasted theoretical and actual performances of gliders with reference to our weather conditions. Consultation took place with current Multi-class pilots to provide a mechanism for the input of considerable experience.

Finally, all things considered and after much thought, the committee came down from the mountain with... 'The List'...

It remains to be seen if many of the older gliders will take advantage of the handicaps and fly at the Multi-class Nationals. I am aware of two older generation gliders which will be going to Gulgong.

Special thanks to members of the handicapping committee for their time and efforts in putting together this list at such short notice. You have done a great job.





## ular person at a gliding competition)

GLIDER	WEIGHT	HANDICAP	GLIDER	WEIGHT	HANDICAP	GLIDER	WEIGHT	HANDICAP
Nimbus 4DM	830	0.91	Discus a/b	525	1.01	ASW 27	500	0.98
ASW 20 a/b	500/525	0.995	Lak 17/18	450	0.96	Pegase	455	1.03
ASH25M	790	0.91	SZD 55	500	1.01	Ventus 2a/b	525	0.98
Janus C	700	1	LS8/18 - 550	550	0.96	Speed Astir	515	1.03
ASW22BE/BLE	750	0.91	LS7	500	1.01	DG 800/808/B/S/15	525	0.98
Discus 2	500	1	LS6 c/18	525	0.965	Cirrus 18	460	1.03
Nimbus 4/4T	750	0.91	Mosquito	450	1.01	Lak 17	450	0.98
ASW 28	525	1	DG 600/18	525	0.965	DG 200	480	1.03
ASH 25	750	0.92	Mini Nimbus	450	1.01	Nimbus 2	650	0.98
LS8	525	1	Ventus CM/17.6	525	0.965	ASW 19	450	1.035
Nimbus 3	750	0.92	LS3 a/b	475	1.01	ASW 17	570	0.98
Glasflugel 304/CZ	450	1.005	LS8/18 - 525	525	0.97	DG 300 Club	500	1.045
Nimbus 3DM	800	0.92	DG 300	525	1.02	Jantar 1/2b	650	0.98
Kestrel 17	400	1.01	Stemme S10	850	0.98	Phoebus 17	375	1.045
ASW 22	750	0.92	LS4 a/b	525	1.02	Lak 12	650	0.98
ASW 20 a - 450	450	1.01	DG 600/17	525	0.98	SZD 59	540	1.055
Ventus 2 CXM	565	0.94	DG 202	480	1.02	ASW 20B/16.6	525	0.985
DG 400/17	460	1.01	Duo Discus	700	0.98	Std Cirrus	390	1.055
LS8t/18 - 575	575	0.955	Janus A/B	650	1.025	Ventus a/b/c	525	0.99
DG 202/17	450	1.01	DG1000	700	0.98	Libelle 301	300	1.055
Ventus 2C/2CM	525	0.96	Pik 20d	500?	1.025	LS6 a/b	525	0.99
LS3/17	370	1.01	Ventus 16.6	525	0.98	LS1	390	1.055
DG 800/808 B/18	525	0.96	Std Jantar	540	1.025	Kestrel 19	475	0.995
ASW 24/E	500	1.01	DG 500M/505	750	0.98	DG 100	418	1.055
ASW 26E	525	0.96	Pik 20 a/b/e	450	1.03	DG 600/15	525	0.995
						Hornet	420	1.055

## Gulgong Nationals

THINGS ARE SHAPING UP WELL FOR THE 42ND AUSTRALIAN NATIONAL GLIDING CHAMPIONSHIPS TO BE HELD AT GULGONG, NEW SOUTH WALES FROM 28 DECEMBER 2003 TO 9 JANUARY 2004.



Gulgong, New South Wales, site of the 42nd Australian National Gliding Championships to be held from 28 December 2003 to 9 January 2004

According to 'site caretaker' Ian Harris, the airfield will be in top condition, as will the clubhouse and on-site accommodation.

With the introduction of a handicap system for Multi-class Nationals, Ian expects that a larger-than-normal number of entries will be received.

Further information about the event can be obtained by contacting Henk Meertens, phone 02 9452 2777, email <meertens@ozemail.com.au>, or Ian Harris, phone: 02 6374 2444. Ian should also be contacted if you require any information about accommodation.

Remember, entries, along with payment of the \$375 entry fee, must be received by the organisers, Cudgegong Soaring Pty Ltd,

PO Box 352, Frenchs Forest NSW 1640, by 30 October 2003.



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# DESPERADOS TO MEXICO (or, 'South with the Wind...')

Ole Olsen

BY POPULAR DEMAND WE NOW FEATURE A STORY BY OLE OLSEN, THE COLOURFUL CHARACTER MENTIONED ON MORE THAN ONE OCCASION IN ROB JULIAN'S RECENT CONTRIBUTION (MEXICO – ENCOUNTERS WITH TERRA FIRMA, JULY AND AUGUST ISSUES). THE FOLLOWING TALE SEES OLE HEADING SOUTH TOWARDS THE MEXICAN BORDER... IN THE FORD-FROM-HELL... WITH A RACK FULL OF GLIDERS, A COUPLE OF COMPADRES, AND MORE THAN A LITTLE ANXIETY AT THOUGHT OF THE APPROACHING MANNED CHECKPOINTS...

“**M**AY-hee-ko” hollered Maynard, pointing at the horizon off the starboard bow of the Ford-From-Hell. He pronounced it “MAY-hee-ko”, as I’d taught him, and repeatedly assured him that so would the natives.

“Sure don’t look nothin’ like the brochures, B’wana, nothin’ at all. No swaying coconut palms, no snow-capped volcanoes. No señoritas in bikinis. Maybe we should just point this wagon elsewhere, B’wana. I hear Miami Beach is nice this time of year.”

His name isn’t really Maynard and mine isn’t really B’wana. I call him Maynard for his remarkable likeness to my childhood hero: Maynard G. Crebs – TV’s first beatnik. Maynard calls me B’wana since I’m in charge of this safari and we are headed deep into foreign lands.

“Still not too late to turn us around,” continued my compadre. “Party down some on Sixth Street in Austin and sell off some of these here gliders. I think this wagon handles better when we’re not so top heavy.”

We had pulled off the pavement on a wide dirt spot for a final pit stop before turning south the last few kilometres to the border. Due to a strong north wind we were forced to piss in a southerly direction or soil our britches. “Ol’ MAY-hee-ko!” hollered Maynard again, and pointed south with his free hand. Sure enough: somewhere in the low-lying saline scrub off yonder lay the Mexican border – as vague as my destiny and the subject of my distress. On the stereo the Eagles were singing a sweet tune:

*Desperado!*

*Why don’t you come to your senses?*

*You been out ridin’ fences*

*For too long now!*

“Don’t start on me, Maynard,” I said.

*“The dye has been cast. You know if I ain’t in Xochitenango by this time next week my good name is mud.”*

“Hoe chee what the...?” exclaimed Maynard over the tunes. “I just hope I can say it by the time we get there!” He grinned his Maynard grin at me. A large raven was trying to beat to weather just over our heads, but was getting nowhere. As we watched, the bird gave up with a loud “craw!”, cranked a turn downwind and disappeared in a flash. I was in a hurry to get my show through the border and wished for a moment I could be that crow. Even the wind seemed in a hurry to get to Mexico...

*Oh! You’re a hard one*

*I guess you got yer reasons,*

*These things that are pleasin’ you*

*Will hurt you someday!*

“Check the oil would you Maynard, while I check the tie-downs. Just try to make yourself useful for a moment can’t you?” I really wanted to tie him up on the roof rack with the gliders where he couldn’t be heard, but how would that look to the Federales in Laredo? Come driving up with a hairy gringo lashed to the roof rack?

I was zipping up my fly when I next heard Maynard’s cackle around front of the Ford. “Check it out, B’wana!” he exclaimed. He was looking upwind now and examining something in the same general direction as Canada. Then I spotted it too...

“I’ll be dipped in crap, B’wana” hollered Maynard. That’s another thing I admire about him – his ability to turn a colourful phrase. “Talk about bad timing!” Maynard

checked traffic – nothing coming as far as a Texas eye could see – and strode out onto the road. “Talk about yer poor timing!” he hollered again. “This may be a pretentious omen, B’wana! I say we go no further!”

“Omens are not PRE-tentious, Maynard” said I. “Maybe POR-tentious. But not PRE-tentious.”

Maynard lifted his slack-jawed face at me. “Whatever! I say let’s turn this show around, B’wana!”

Now I too was standing on wind lashed Texas blacktop peering at the pavement: A coyote had passed over some few days ago and had some bad timing indeed. The coyote was spread-eagled and squished down to the thickness of a corn tortilla in the centre of the road. Some very determined bottle flies were trying to nest in his rotten flesh, in spite of the wind, and in fact there were maggots burrowing their nasty way through the carcass.

But what really impressed me, and had left even Maynard speechless, was the yellow stripe running almost perfectly through the poor critter’s fur. It appeared that the county paint crew had recently been at work on this lonely stretch of road. Whether or not they’d noticed the flattened coyote, they’d sure enough painted a perfect line through his back. Sort of a final indignity of man toward beast, I guess.

The ‘show’ of which Maynard spoke was Safari Sky Tours. A Mexican hang gliding vacation for glidehead gringos. This would be my third southerly sojourn with a stack of 10 hang gliders from Pacific Airwave in Salinas California. Rolling back on the highway now my determination to see this trip to its conclusion had flagged only momen-





tarily at the sight of Wiley Coyote pancaked on the pavement. As our self-appointed chronographer and photographer, Maynard had sprawled himself up-close and personal with the beast and recorded for posterity the critter's last stand. Then we pulled back on the highway.

"What was all that fuss back there?" asked a yawning Cheap Steve as he emerged from the plywood and wire cage which is the Ford-From-Hell. Cheap had acquired a bottle of florazepan somewhere and brought them along for the trip. We'd be driving for about four days straight and I guess Steve wanted to catch up on his sleep. Fatigued and uptight though I was, I didn't want him behind the wheel. He, too, was essential baggage.

"That was the Coyote vs Roadrunner take number 1775," spouted Maynard, "and you can guess who won!" he cackled.

"Hub...?" muttered Cheap. He looked like hell in my rear view mirror and I again bemoaned the fact that his presence here was necessary, at least through the kilometre 18 checkpoint. After that I could jettison his ass. "Hub?" Never known for his eloquence, Cheap was downright monosyllabic under the effects of a narcotic downer. "Wha... who... where are we?"

"Third stone from the sun!" hollered Maynard. He'd stuck a new cassette in the stereo and had to yell over Jimi Hendrix, "Planet earth, western hemisphere, North America, State of, formerly Republic of, Tejas!" He pronounced it as TAY-haas, as I'd also taught him.

"We were in Tejas yesterday," pointed out Steve.

"If that don't narrow it down enough we got an e.t.a. of about 15 minutes to arrival at the border, Steve," I yelled. "Get your shit together and have your passport handy. And for Chrissake keep those pills on your person will you? Or throw 'em out the window if you wanna' do me a real favour." Not that I was at all worried about Steve taking illegal prescription drugs to Mexico. Who takes buns to the bakery? The Feds at the border would be much more interested in guns and ammo, and the Ford looked capable of transporting muchos. In fact the Ford looked like a rolling battlewagon. There was war fermenting with the Zapatistas in the south; the Feds were likely to be jumpy.

"You want me to declare my pistol, B'wana?" asked Maynard. He was stroking an air guitar and mouthing Jimi's 'scuse me while I kiss the sky'.

"Oh gimme a break, Maynard" says I. I knew he wasn't really packing a heater – that none of us were. Guns are highly illegal in Mexico. Only last month an assailant in

the streets of Tijuana had gunned down Luis Colósio, the Next President of Mexico, and reports were of tension all along the border. "Throw that hunk out too will you?" For all of Maynard's peace-nik looks I knew him to be an accomplished shooter and that he'd agonised over leaving his piece at home. In the end, hang gliding had won out. Even more than blasting things full of holes, Maynard loves to fly.

"And if any of these guys wanna' know how many gliders we're hauling...?" I questioned them. There were 10 gliders on the roof rack, but they were double bagged to look like five.

"Cinco!" returned Cheap Steve. He fancied himself the linguist of the bunch, and 'cinco' was indeed correct. This was the most eloquence I'd heard from Steve since leaving El Paso.

"I say we stop for some televisions, too" said Maynard. "Kinda take some heat off these here wings, B'wana. Them Federales like televisions."

This was a topic with Maynard ever since the afternoon we spent bundling the gliders and slipping the giant condom-bags over them. At that point it took two strong gringos to hoist them overhead for loading on the Ford. Maynard wanted to know why all the secrecy and fuss. "Imagine showing up at the border with 10 televisions," I'd explained. "You just can't convince the Federales that you're goin' down to Mexico to watch a bunch of tube. That you're going down to the beach to relax and drink tequila and watch CNN! They just won't believe us. They'll insist on import duties 'cause they figure – you show up with 10 televisions, you're a television salesman." As Mexico's top smuggler of foot-launched soaring wings, I could ill afford import taxes. "So, we'll double bag the gliders and pray to avoid inspection."

I groaned as he got started again. "Maybe you should consider TV tours, B'wana, that's it! You could convince large groups of couch potatoes to come down south and veg out! There's gotta be more couch potatoes around than

glideheads, B'wana! Plus TVs gotta' be safer than hang gliders."

There was truth in Maynard's words. "Too late to change plans now amigos!" I said. "We're going hang gliding. Do me a favour and keep your mouths shut."

Navigating through the streets of Laredo, the Ford turned the last corner and there ahead lay the Mexican border. Six months of planning and scheming came down to these next few hours, and my stress level was about to max out. "And nobody speak Spanish! Got it?"

"Sí!" came Maynard's reply.

My apprehensions were unfounded as we all successfully acquired our tourist cards, and I my vehicle permit, without hassle. The bureaucrat in his official uniform had looked quite bored with the procedure and yawned twice as he stroked an old Smith Corona, and typed up the papers. We offered a quick 'thank you', and climbed back aboard the Ford.

"That was just too easy, B'wana," said Maynard. "Why all the fuss, anyway? I told you we shoulda' brought some televisions. What will we do when we can't fly, huh? Answer me that, B'wana."

I glanced briefly at Maynard. "We ain't through yet Maynard," says I. Putting the Ford in gear I swung out into the chaotic streets of Nuevo Laredo, finally on the Mexican side of the border. "We still gotta' pass the 18k checkpoint."

Maynard's head was swivelling back and forth, taking in the sights. "Well... it looks pretty Mexican out there now, B'wana," he observed. The Ford eased through a crowd gathered around a street-side taco stand and was temporarily engulfed in fragrant smoke. "Smells like Mexico too!" he added. "MAY-bee-ko!"

"Brraggh," intoned Cheap Steve. "Land and dead cow!" Among Cheap's other attributes, he also preached vegetarianism.

"There's an Aduana checkpoint at the 18 kilometre mark, and that's where we really enter the Mexican interior," I pointed out. "Keep your fingers crossed, but so far, so good..."



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Photo filler: Taking off Mt Elliott, Corryong Victoria – our very own Mexico

*"Aduana?"* asked Maynard.

*"Customs, Maynard,"* I clarified. *"Aduana is Spanish for Customs. Nothing is certain until we get past those guys."*

The Ford rolled south with gathering momentum and soon left the tight sprawl of the Mexican border town. My thoughts were focused on the up-coming 18k checkpoint. *"Let's hope they're too busy to hassle gringos."*

The Ford was stuck behind a reeking truck full of chickens, the feathers from which left a sort of Mexican blizzard in its wake. Then the road widened to four lanes and soon the checkpoint rolled into view. The Ford joined a short queue of traffic headed for the interior.

There was a traffic light set at arm's length from the final stopping line. The idea was that you would roll to a stop there and push the button. If the light came up red you were forced to pull in for 'inspection'. If, however, you were lucky and you got a green light, you were good to go. Rolling to a stop now, I said a silent prayer to the sky gods and pushed the button. Bingo! Got that green light, baby!

I stepped on the throttle and the Ford-From-Hell lurched south. There was nothing between me and a winter of tropical skies, but for a short federale lounging against the station wall...

As the Ford caught his attention he stepped out into my lane and gestured me to halt. I considered running his ass down for a brief second, but thinking of a life

spent in the Mexican prison system, I stepped on the brakes instead. The Ford-From-Hell groaned to a halt only 50ft later. The border guard sauntered over to my window and hitched up his trousers.

*"Donde van ustedes?"* he asked. Where are you going?

Difficult to pretend I didn't understand. Just play stupid, I reminded myself, and shrugged my shoulders. *"Buay-knows know-chay,"* I spouted with a weak grin. It clearly was not 'know-chay', as a hot sun shone down from a cloudless sky and a bead of sweat clung to his nose. I said it anyway to indicate what a stupid gringo I was. *"Buay-knows know-chay, seen-your!"* The Fed stared suspiciously at me for a moment and then proceeded around back of the Ford. I could see him now in my rear-view, studying my load of gliders. He raised a finger and counted, *"Uno, dos, tres, cuatro, cinco."* Then he peered through the cage of the Ford at Cheap Steve's dusty visage and Maynard's grinning mug and counted us, *"Uno, dos, tres!"* Next he strode back to my window and said, *"Porque las bolsas señor?"* What are those bags, sir?

I had to play stupid again, and just grin and shrug. *"You speak English, Seen-your?"* and I grinned some more, trying to act calm.

The señor stepped back from my window and motioned that I should exit my vehicle. With weak knees and mounting unease I did as instructed. We stood behind the Ford as he gestured at the

10 hang gliders stuffed in five bags and mostly concealed under the Ford's custom tarp. *"Estos, que son?"* he inquired. These, what are they?

I played stupid once more as the señor asked his question again, this time with a gesture towards the gliders. Saying nothing, I turned to the Ford and grabbed a hang gliding magazine I'd kept handy for this eventuality. Handing the magazine to the señor, I turned the page to a photo of a glider in flight. It was a photo of Kenny Brown soaring the dunes at Marina Beach.

I could even recognise his face and smile.

*"Oh, sí, sí!"* said my Federale. *"Sí, sí, son papalotes!"* he said nodding enthusiastically. Yes, yes, they're kites! Spreading his arms, he flapped them feebly in flight a couple of times. I grinned in agreement.

Turning back to the Ford now he pointed once again: *"Uno, dos, tres, cuatro, cinco,"* he counted, and then turned back to the gringos. *"Uno, dos, tres. Porque?"*

Why have you five papalotes when you are only three gringos?

I allowed him to go through the routine twice before I registered a look of vague comprehension.

*"Oohhh,"* says I, the big stupid gringo. *"You mean, why are we only three gringos but we have five kites?"* The señor frowned and nodded his head. We were starting to look like crazy gringo papalote smugglers.

It was the critical moment, my time to shine or suffer failure. They just couldn't turn me back now! Spreading out my arms and rising on tiptoes I decided this had better look convincing. *"That's easy señor,"* I said. *"Because we crash a lot!"* and I dived into the dusty Mexican dirt at our feet.

The old señor's brow unknit with a look of surprise and sudden comprehension. *"Oh, sí sí, por supuesto!"* he said, delighted now. Yes yes, of course! The loco gringos have come to Mexico to kill themselves!

Turning his back now, to more urgent matters, he gestured once more with a hand. *"Pasa les, pasa les!"* he dismissed us.

My legs still felt weak as I jumped back into the Ford-From-Hell and headed south for who-knows-what adventures, towards a promise of sunny winter days, ripping thermals, high cloudbases, cheap beer and fragrant señoritas.

*"We're outta' here, B'wana!"* rejoiced Maynard.







# WINDSOCKS

## – Not to be Underestimated

David Holgate

AFTER FLYING IN SCOTLAND OVER A NUMBER OF YEARS AND WATCHING VARIOUS OTHER PILOTS FLY, I HAVE NOTICED THAT THE HUMBLE WINDSOCK HAS SAVED A FEW FROM A BUSTED WING OR WORSE, A TRIP TO HOSPITAL.

**T**he windsock is the simplest of devices, but is still underrated. After all, it will inform you of wind strength, the slightest change in wind strength, wind direction, change in wind direction, evidence of thermals, and if there is any turbulence in the area. Not a bad device for something that can cost as little as... well, nothing at all, if you make it yourself.

How many times have you said to yourself after a flight: *"The conditions have changed from when I launched, and I didn't realise until the last few seconds before landing."* It has happened to me, and is why I purchased a windsock.

You cannot take for granted that a site will have its own windsock, or that someone else will be there with one. And let's face it, we are not going to turn around and go home if we find that there is no windsock and the conditions seem perfect.

Top landing at local sites is far easier and safer if there is a windsock telling you the conditions as you launch and on your approach to land. For instance, in Newcastle (NSW), at the launch site known as "The Monument", which is approximately 200m south of Scenic, you would normally launch into a southeast wind, but if the wind veers just a little around to the east, there is a risk of rotor which is caused by the bowl immediately north of launch. This can have serious implications if you find on launching that the wind has veered to the east and you receive a partial collapse as you go over the edge of the cliff. If you could sit and watch the windsock prior to launching, you would have a better chance of seeing any change in wind direction, no matter how slight. This site is just one of hundreds, and they will all have their potential hazards, some of which could be more easily recognised with the help of a windsock.

No one intentionally wants to add more risks to a flight than is absolutely necessary, so why do this by not having a windsock at launch? All it takes is a stick and a piece of material. Ribbons are the easiest and cheapest, but they can be hard to see from height. The best form is a proper windsock in a bright colour that will not blend into the background, and two or three thin tent poles that can be folded up and slipped into your bag.

Okay, I am the first to admit that a windsock is not fool-proof and that you should take other factors into account, but it will certainly go a long way towards making your flying day safer and happier in the long run.



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# END OF AN ERA – THE PASSING OF A GREAT GLIDER MAN

**Hans Zacher 22 November 1912 – 5 August 2003**

John. Ashford - GFA Chief Technical Officer Airworthiness



Hans Zacher

Photo: Ute Lob

WHEN I BECAME YOUR OSTIV REPRESENTATIVE AFTER ALAN PATCHING, MY FIRST MEETING WAS IN EUROPE WHERE I WAS FORTUNATE ENOUGH TO MEET HANS ZACHER WHEN THE THEN PRESIDENT OF OSTIV, MANFRED REINHARDT TOOK ME TO MEET HIM. WE WENT FOR AN ENJOYABLE DRIVE IN THE BAVARIAN COUNTRYSIDE AND TALKED A LOT ABOUT GLIDERS AND THE HISTORY OF GLIDING. HANS, AT THAT TIME, WAS JUST GETTING OVER AN ILLNESS AND ALL THE DRAMA OF GETTING HIS BOOK,

“THE EVOLUTION OF THE SAILPLANE” PUBLISHED. I PURCHASED A COPY OF THIS BOOK AND IT IS A WONDERFUL REFERENCE TO HAVE.

I was astounded at the fantastic memory of someone who was well into his 80s and I very quickly realised that here was a man who had seen and done it all in respect of gliding. Here is what his colleagues have said about his passing:

“At the age of 90, Dipl. Ing. Hans Zacher passed away in Gauting, near Munich on 5 August 2003, after a short illness.

Through the death of Hans Zacher, the gliding movement in particular has lost one of the last great pioneers of the development of gliding in Germany since 1927, when he himself began gliding. Throughout his life, gliding, and everything connected with it, formed the centre of his professional activity. An exceptionally gifted engineer, he did his apprenticeship at the Polytechnic and the “*Akademische Fliegergruppe*” in Darmstadt. From there he went on to research and development at the “*Deutsche Forschungsanstalt für Segelflug*” (German Soaring Research Institute) in Darmstadt and later Berlin, Ainring and Munich, before, during and after the war. Between 1952 and 1958 he played an important role in the Test Centre for Aeronautical Equipment in connection with the reconstruction of the German glider manufacturing industry, and, above all, the introduction of the innovative

fibre-reinforced plastic materials and their approval for glider manufacture. At all times he was distinguished by expert knowledge and the courage to take far-reaching decisions, without being patronising.

The motto “*research, construction, flight*” was for him an internal law and a guideline for his whole life. He had the invaluable gift of the ability to pass on to the young, upcoming glider designers and manufacturers and also pilots in countless conversations, talks, discussions and flying courses the basic knowledge which made possible a successful development of gliders and motor gliders. He did not miss a single meeting of the “*Idaflieg*” (the umbrella organisation of the “*Akafliegs*”) since 1937, neither the flying and measurement camps in summer nor the discussion meetings in winter. On those occasions he was amidst the young people, mentally one of them, always keeping himself in the background, but fully concentrated and quick-witted, and ready to help, when his advice was sought, with his phenomenal memory and rich experience.

With almost visionary perception he foresaw the necessity of introducing standardised measurement and assessment procedures in the field of flight performance and characteristics, especially after the re-admission of

gliding in Germany in 1952. These procedures had to include the comparison of gliders with each other up to the given safety limits within the allowed manoeuvre parameters. Through the Sailplane Development Panel of the OSTIV (the international organisation for the science and technology of gliding), he presented his results and propositions to an international forum and received many awards, eg, from the international air sports federation FAI (Fédération Aéronautique Internationale), and above all the German “*Bundesverdienstkreuz*”. Nevertheless, he remained modestly in the background, despite all his merits regarding the advancement of science and the application of the results. With great confidence he made use of his native sense of humour to put things in order whilst keeping himself at a distance.

On many occasions he prevailed against external resistance in publishing the results of the measurement of flight performance and characteristics, in order to make possible an independent comparison of different glider types and at the same time to provide a neutral documentation of the progress achieved. An example of such documentation is the standard work on the history of glider development in Germany, “*Die Evo-*





# "Glassfibre Revolution" Designers Retire

John Ashford – GFA Chief Technical Officer Airworthiness

Whilst refreshing my memories of Hans Zacher I remembered that he had written another of the books in my library, "Studenten Forschen Bauen und Fliegen" (Students Research, Build and Fly), which is a 60-year history of the prestigious Akaflieg Darmstadt. Here in the early 60s Freiss, Holinghaus, Lemke and Waibel designed and built the D36 "Circe" which was very successful right from the start. Gerhard Waibel won the German Nationals in it in 1964. These gentlemen propelled the German glider manufacturers into what might be called the "fibreglass revolution." Heiko Freiss went to the LBA, Klaus Holinghaus to Shempp Hirth, Wolf Lemke to Rolladen Schneider and Gerhard Waibel to Alexander Schleicher. Just to further show the incredible influence of Akaflieg Darmstadt they were followed by Wilhelm Dirks (Glaser Dirks now DG Flugzeugbau) two years later.

Here we are 40 years later. Klaus Holinghaus unfortunately was killed in a flying accident a few years back. His son Tilo continues the business. Heiko Freiss has retired and this year Wolf Lemke retired and the LS brand has been absorbed into DG. In September Gerhard Waibel retired – so passes a time of great development. Best Glide Ratio for production gliders have gone from 40:1 to 60:1 (Open Class) and handling qualities

of today's gliders which Zacher did so much to quantify and improve are superb.

These men brought from Darmstadt the where-with-all to revolutionise an industry. I recall admiring a beautiful wooden spar-making jig at Alexander Schleicher's and Gerhard Waibel commented to me "When I came here everything was made of wood."

Gerhard Waibel will be visiting Australia in October and November and has agreed to give a lecture on 'The Sailplanes of 2050' on Wednesday, 5 November during his brief visit to Melbourne. The lecture will take place at the Air Force Club, 4 Cromwell Road, South Yarra, with pre-talk drinks and food being served at 6:30pm. The cost is \$5 per person, payable on arrival. The Air Force Club has car parking on-site.

In the lecture, Gerhard will trace the development and improvement in the performance of gliders from the Lilienthal hang glider to the latest sailplane, ETA. Apart from the impact of World War II there has been a steady increase in performance and Gerhard will describe how he expects this to continue until the year 2050.

If you plan to attend this VSA/SERC-sponsored event please contact Alan Patching, phone 03 9817 5362 or email <calbpatc@netspace.net.au>, so that arrangements for food can be made.



*lution der Segelflugzeuge* (The Evolution of Sailplanes), which he published together with Günther Brinkmann in 1992 and 1999.

For decades he was a voluntary advisor to the home builders of the Oskar-Ursinus-Vereinigung OUV.

Thus it was that the procedure which Hans Zacher designed as a basis for the assessment of the flight characteristics of gliders and motor gliders became to be known as the "Zacherprotokoll", and the carrying out of the required measurements almost universally as "zachern" (to zacher). In a delightful article in the Frankfurter Allgemeine Zeitung on 18 September 2001, the journalist Dieter Vogt made a comparison to famous men of science, such as

Pasteur (pasteurise): "He who becomes a verb is immortal. And Hans Zacher? Today 'to zacher' belongs to the vocabulary of the sailplane manufacturers and their 'nurseries', the Akademische Fliegergruppen (Akafliegs) at the universities."

Can there be a greater praise?

The problem of supporting the young trainees and thus the continuation of the Akafliegs was a main concern of Hans Zacher up to the last weeks of his busy life. The gliding movement will miss an outstanding engineer and an endearing, enthusiastic person, teacher and friend.

We all owe him very much.

On behalf of all his friends,

**Manfred E Reinhardt**



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# Everything Old is New Again

Emilis Prelgauskas

IN THE ROLE OF CURATOR OF THE LIBRARY COLLECTION HERE AT MONARTO IN SOUTH AUSTRALIA, STUFF IS THRUST IN FRONT OF ME IN RANDOM FASHION AND TIME.

This was brought to attention recently during the process of sorting a boxful which had been presented to the library by another gliding club. In the main, it was club memorabilia including the site lease, club constitution, meeting minutes and membership records. These will come to use when individual pilot or club records are being sought in the future.

The odd inclusion within was a White Paper on the promotion of gliding, written in the mid-1980s by the then volunteer Promotions Officer, Tjaco T Boersma, serving in the GFA.

It predates the mid 1990s privately-initiated Development Guide. They all predate the current initiative of a GFA Development Officer paid for out of membership subscriptions by the GFA.

Re-reading the earlier White Paper, it reminds that in each generation the definition of the problem, the nature of the sport and society, and the range of solutions canvassed and offered have remained much the same. And that in this context, some things are different.

Two decades ago the rationale for promoting the sport was that pilot numbers had plateaued, and were threatening to decline, while modelling suggested that public interest substantially exceeded participation.

One decade ago the pilot numbers were already declining, public interest was being split amongst increasing numbers of aviation sports, and the long term sustainability of the sport was being questioned.

Today, the sport has half the participant numbers it had at its peak, society is, in

some areas, antagonistic to the sport, and the formal processes of promoting the sport by its peak body are still in their infancy. While the resources and will available within the sport as a whole needed to underpin promotion today, is arguably no longer sufficient for the task.

The sailplaner sport doesn't have the breadth of industry available to support promotion in the way that aeromodelling and hang gliding can muster through local manufacturers, equipment distributors and commercial training organisations.

All advocates for promotion at all times have cited that what is needed is a consistent message about the sport, run for a long time in order to build a public awareness of gliding, and a reaction. Preferably, a reaction away from the traditions of 'no motor – must be risky' and 'what happens when the wind stops'.

In the early 1980s the library collected a compilation of the promotion question experience as published by writers in the national gliding magazine. Even in the mid 1950s the message was – 'the public is bored with the gliding demonstration of the basic art and technique of the sport.

For a short while in the 1980s we were lucky to have, as a private initiative, a couple of 'long ears' owners operating a formation aerobatic team. It predated the recent few years of enamour within one age profile in society with 'extreme' sports. Clubs and state bodies, During those decades, clubs and state bodies, from time to time, ran promotional efforts with varying degrees of pizzazz.

Re-reading the White Paper reminded me that what hasn't been available across those decades is the continuous background-repeat message about the nature of gliding; which every advocacy statement to GFA in that time-span has pointed to.

So, it behoves us to accept that the recent promotion emphasis, begun with the appointment of the Development Officer, will possibly need to run for a decade with a consistent message before we can expect any payoff. As the number of accredited clubs listed at [www.soaring.com.au](http://www.soaring.com.au) shows, it is arguable whether the sport will then be in a condition to reap any benefit.



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# WHO – WHAT – WHY – WHERE – WHEN?

THERE HAS BEEN ANOTHER GOOD RESPONSE IN IDENTIFYING PHOTOGRAPHS FROM A COLLECTION COMPILED BY THE LATE MAURIE BRADNEY AND PUBLISHED IN THE AUGUST EDITION OF SOARING AUSTRALIA.



**Phil Eldridge:** I was perusing the August edition of *Soaring Australia* when I came across the Who – What – Why – Where – When article, and lo-and-behold there was photo (second from the bottom, right side) of Noel Burnett and I at the Temora Nationals, January 1998. After admiring Noel and my sartorial elegance for a while I read the text where it asked the question: who was that other guy? Quite simply, it was my dad, Stan, who had come to crew for Noel and myself. He was only needed for one retrieve that comp, and it wasn't for me!



**Anthony Smith:** I have some partial answers to some of Maurie's 'mystery pics' in the August edition of *Soaring Australia*. The centre photo, second from the top, is possibly the Spruce Goose that was owned by Roger Chapman (at the time). The photograph was most likely taken at the vintage regatta held at Adelaide University's airfield, Lochiel, in 1989.

One of the people with Maurie in the photograph second from the top, left side, appears to be Roger Chapman (second from left).

The photo second from the bottom, left side 'cold ridge site' appears to be taken at a camp held pre-1977, near the Hummocks Range, near Lochiel in the mid-north of South Australia. It is the same ridge that Adelaide University uses, but the paddock the people are in looks to be several paddocks to the north of the present airfield.

**Michael Karas:** The photograph, top centre, in the August edition of *Soaring Australia* was taken in the Southern Cross Gliding Club clubhouse during the mid-80s. The baldy fellow standing at the right is Bob Wilson; the one seated, front left, in the light top looks like Steve Deadman; and the person with a moustache, seated with his back to the bar, could be Les Novak.

**Kevin Cronin:** The photograph at the top right hand corner, *Soaring Australia* August edition, page 23, asks who is flying with Maurie Bradney at the Boonah Gliding Club. The pilot is myself Kevin Cronin. According to my log book the flight took place on 28 April 2000 in the ASK13 for a duration of 25 minutes.

**Harry Walton:** I refer to the picture in the August 2003 *Soaring Australia* seeking the name of the person with Paul Little at Waikerie. I believe it is a picture of me taken in the clubhouse bar in either January or February 1985. At that time I was the summer instructor/tug pilot and I spent a very enjoyable and busy four months at Waikerie between December 1984 and March 1985. Before, and after, that time I was an instructor and tug pilot with the Canberra Gliding



Club. I moved to South Australia in 1997 where I still fly, and instruct, with the Adelaide Soaring Club. I knew Maurie from the 1970s and always found him a great mentor and friend. During my time at Waikerie I was able to fly the fleet as well as many other interesting gliders including the Pelican. Waikerie is a great place and your photo brought back many happy memories.



## Dear HGFA Member,

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

## HGFA Board Election

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 by nine members, elected via postal ballot by the general membership.

Preferably, resumes should be provided by email and sent to the HGFA Office. 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.**

## Blackheath Bomb-out – Follow the Rules!

The following is a reminder to all pilots who intend to fly at Blackheath. It's a great site – we don't want to lose it!

1. *All pick up cars are to be left outside the gate until the pilot is packed up and ready to be picked up.*
2. *Please minimise the number of vehicles in bomb-out.*
3. *If a fellow pilot has not made bomb-out and has landed in the properties to the west, permission to enter and retrieve the pilot must be sought from the land-owner before entering their property.*
3. *At no time should a vehicle be driven onto the grass unless in an absolute emergency.*
4. *No rubbish is to be left in the bomb-out. Check the grounds before leaving. This also goes for the take off area.*
5. *With the number of spectators coming to watch of late, please refrain from profanity.*
6. *At no time should people climb over the fences instead of walking the extra few metres to the gates.*
7. *If it is your first time at Blackheath it is always good to seek an introduction to the site from a local, especially if it is crossed from the north. Keep in mind rotor!*

BMHGC

## CLUB NEWS

### Blue Mountains Hang Gliding Club

The good flying continues to rock along this winter in the Blue Mountains with a fair few lovely weekends recently. The flying has been typically slow winter thermals in fairly light winds, not going to any great height but great fun nonetheless.

There's been a few XC flights with David Seib, Peter Burkitt, Alan Bond and others getting 'over the Pass' to Little Hartley and Mount York. There was a good demonstration of how not to approach a landing the other Sunday at Blackheath bomb-out when a certain Litesport pilot showed how easy it is to nearly wingover at zero feet, manage to level off, miss the very sturdy fencing, climb over the trees and twang through their branches before executing a pretty good stand up landing. Talking of Blackheath bomb-out, could everyone intending to fly at Blackheath, please observe the rules which are on a board right next to the gate that you have to go through to pick up your glider! A lot of people have not been doing the right

thing, and we continue to find rubbish there. It could be just a matter of time before the owner gets pissed off. Please see the 'HGFA News' section this issue for a list of those very important rules.

The AGM went off well with a new committee being elected before the serious business got under way. There were a few sore heads the next day when the club competition round was held. Conditions weren't brilliant with a light easterly but we went out and most had an extended sledgy to try and hit the spot sportingly put out by Paul. It was noticeable in the pub later that most people weren't drinking.

The days are getting longer and the sun higher in the sky. We'll hopefully see better conditions happening over the coming month. I'll look forward to seeing you all out there. If anybody wants to report their good flights or any other news, drop me a line at either <dtoulalan@hotmail.com> or <derek.toulalan@ozemail.com.au>.

Derek Toulalan, BMHGC

### HGAWA AGM approaching

All WA Pilots: the HGAWA Annual General Meeting is coming up on Tuesday 14 October, 7:30pm at Rosie O'Gradies Hotel, 71 Canning Hwy, South Perth. Further details are available from your local club or email <hang\_gliding\_association\_wa@hotmail.com>. This meeting will include statewide issues and projects and is for all WA pilots. All welcome and encouraged to attend.

### Tasmanian HG & PG Association

Sunday 27 July 2003 was the last AGM held in the name of the Tasmanian Hang Gliding Association. We are now the Tasmanian HG and PG Association.

This association remains the official state body of the HGFA. There are no separate clubs here at the moment; probably due to the relatively small number of active participants in Tasmania, and of course, because we all get on so well together! This last point can be verified by the fact that even though the PG pilots outnumbered others at the AGM, they didn't go for a name change to "Tasmanian Paragliding Association" (hmmm... PGFA or HPFA?)

Of the 55 or so licensed HG and PG members in Tassie, we currently have at least 15 HG and 15 PG pilots who would consider themselves to be active flyers for this coming season. We are always keen to have visiting pilots or clubs and several of

our members often have time available during week days to show you around.

Pres: Anthony Mountain (Sth HG pilot) 0407 299011, <president@thpa.net>; Sec/Trs: Mico Skoklevski (Sth HG pilot) 0418 398624, <secretary@thpa.net>; PG contact: Rob Steane (Sth PG pilot) 0418 146 137, <paraglide.info@thpa.net>; Northern Tas flying contact: Bill Brookes (PG pilot) 0409 411791, <northern@thpa.net>.

#### **Tunbridge Tier: 3,000ft asl**

*PG landing zone: 1,800ft below launch*

*PG glide to LZ: Three kilometres (5.5:1 glide ratio)*

*PG glide time: approximately nine minutes (in still air) (HG landings are best made in a much larger area, one kilometre or so further on)*

This forgotten monster site has just been re-developed for flying as of late August 2003. A small launch-way had been cleared in the heavy forest 20 years ago by HG pilots, but had been all but forgotten about. I first heard rumours about it last summer, but presumed our current HG guys were talking about developing a new site. I finally got myself there late July and was amazed to see it. There is vehicle access to launch, a big set-up area and mobile phones work. Since then, during wild storms, more trees have fallen over, "vee-ing" out and lengthening the launch. It is now very wide, with no protruding trees across the front and very steep.

Have a look at a map and you will see Tunbridge is half way between Hobart and Launceston on the main highway. Tunbridge is in the middle of Tassie's flatlands district and Tunbridge Tier is about 12km due west of Tunbridge, running parallel to the Midlands Highway. Cleared farmland runs reasonably close to the base of the range and is broken up by farm roads. Apart from the LZ way down below, there is a potential huge top-landing area 1.5km from launch, probably only suited to PG's at the moment, due to the many log piles resulting from land clearing operations.

Research reveals HG flights of 20km have been made both north and south along the range from the launch in years gone by, but (at the time of writing) apart from a few sleddies in late August during a lull in the weather, there is no paragliding history here yet. Whilst the ridge soaring will be great, I am sure that being able to launch 2,000ft above the brown flatlands will come in handy. This part of Tasmania gets very parched in summer.

Want to peek? Go to Tunbridge Tier at the "sites" page: [www.thpa.net]

Rob Steane [www.thpa.net]

## **FAI NEWS**

### **8th World PG Championship**

**27/07/03, Larouco, Montalegre (POR)**

#### **RESULTS**

Overall	Alex Hofer (SUI)
Women	Petra Krausova (CZE)
Team	Switzerland

### **6th Red Bull Vertigo/Aerobatic HG and PG World Cup**

**22-24/08/03, Villeneuve (SUI)**

#### **RESULTS - AEROBATIC PARAGLIDING**

- 1 Raul & Felix Rodriguez (ESP)
- 2 Christian Maurer & Peter Neuenschwander (SUI)
- 3 Matthias Rothen (SUI) & Horacio Llorens (ESP)

#### **RESULTS - AEROBATIC HANG GLIDING**

- 1 Yann Floury (FRA)
- 2 Mitchell McAleer (USA)
- 3 Fredy Bircher (SUI)

For further information: [www.redbull-vertigo.com] or <press@redbull-vertigo.com>. Photos: [www.redbull-photofiles.com].

### **Wright Brother Stamps!**

**New Philatelic Products:** FAI Member Country Singapore Issues 20 Stamps Celebrating the Wright Brothers' First Flight.

Celebrate the Centenary of the Wright Brothers' First Flight with this set of 20 Singapore stamps featuring civil and military aircraft, issued on 3 September 2003. It is definitely a special collection, not to be missed!

To view and order the stamps visit [http://vpostmall.vpost.com.sg].

### **Pre-World Cup, Dominican Republic**

The Dominican Republic will hold the first 2004 Pre-World Cup event. A combination of thrilling landscapes, warm Caribbean people and outstanding January conditions makes this event a must; a great way to reveal an amazing flying destination... Check details at the official website of the Pre-World Cup Dominican Republic January '04 at [www.paragliding.com.do], or contact Julian Molina [www.Caribbean FreeFlying.com].

### **World Ranking Update Hang Gliding (Class 1)**

There are considerable changes to the top 10 after the World Championships. Manfred Ruhmer (AUT) retains his lead, but Antoine Boisselier (FRA) gains three places to be 2nd, deposing Oleg Bondarchuk (UKR) to 3rd. Bruno Guillen (FRA) rises three places to 4th and Robert Reisinger (AUT) also does well to move up four places to 5th. Gerolf Heinrichs (AUT) drops three places to 6th, Mario Alonzi (FRA) also moves down three places to 7th

# **FIREBIRD**

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and Richard Walbec falls two places to 8th. Andreas Olsson (SWE) makes it back into the top 10 in 9th place and Gordon Rigg (GBR) falls two to be 10th, his lowest ranking since June 2000.

In the nations rankings, France still lead, Germany stay 2nd, but Austria maintain their rise to be 3rd.

Full details of the HG rankings can be found on the FAI website: [www.fai.org/hang\_gliding/rankings/class1/].

## Paragliding

The top five remain the same, Alex Hofer (SUI) maintains his lead with Norman Lausch (GER) 2nd, Helmut Eicholzer (AUT) 3rd, Jean-Marc Caron (FRA) 4th, Achim Joos (GER) 5th. Jimmy Pacher (ITA) continues his rise, up four to 6th and the rest of the top 10 move down one place – Christian Tamegger (AUT) 7th, Tomas Brauner (CZE Rep) 8th, equal 9th are Marion Scotty (USA) and Tadano Shiochiro (JAP).

In the nations rankings Switzerland maintain their lead, France bounce up two to 2nd, while Japan and Austria drop one place to 3rd and 4th. More details are on the FAI website: [www.fai.org/paragliding/rankings/].

## World Record Claims

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

### Claim number 7885

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

*Type of record: Distance over a triangular course*

*Course/location: Pralognan la Vanoise–Grenoble–Parmelan (France)*

*Performance: 237km*

*Pilot: Pierre Bouilloux (France)*

*Paraglider: type to be advised*

*Date: 10/08/2003*

*Current record: 203.6km (19/06/00, Klaus Heimhofer, Austria)*

### Claim number 7890:

#### **Sub-class O-3 (Paragliders) – Multiplace Category**

*Type of record: Out-and-return distance*

*Course/location: Soriska Planina (Slovenia)*

*Performance: 133km*

*Pilot: Cretnik DAMJAN (Slovenia)*

*Co-Pilot: Natasa ZEDELJ (Croatia)*

*Paraglider: UP Sherpa*

*Date: 22/08/03*

*Current record: 129.6km (15/05/00 - Jürgen STOCK, Austria)*

The FAI has received the following Class R (Microlights) record claims:

### Claim number 7886

#### **Sub-class RAL2 (Microlights with moveable aerodynamic control, landplane, flown by two persons)**

*Type of record: Distance in*

*a straight line without engine power*

*Course/location: Szeged*

*Airport (HUN)*

*Performance: 84km*

*Pilot: Huba Bajusz (HUN)*

*Date: 12/08/2003*

*Current record: new*

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

## World Record Cancellations

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

### Claim number 7833

#### **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: Zapata, TX (USA)*

*Performance: 27.6km/h*

*Pilot: Davis Straub (USA)*

*Date: 28/6/2003*

*Current record: NEW*

Other claims pending ratification:

- 32.8 km/h (23/06/2003, James Lamb, USA)
- 49.81 km/h (02/08/2003, Davis Straub, USA)

Reason of cancellation:

The pilot withdrew this claim in favour of the new claim he submitted for the same task on 3 August (claim 7858).



## Coming Soon in October 2003

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Limited to 10 pilots only and all pilot levels are excepted. We can tow floaters to high performance wings with ease with our new tow craft.

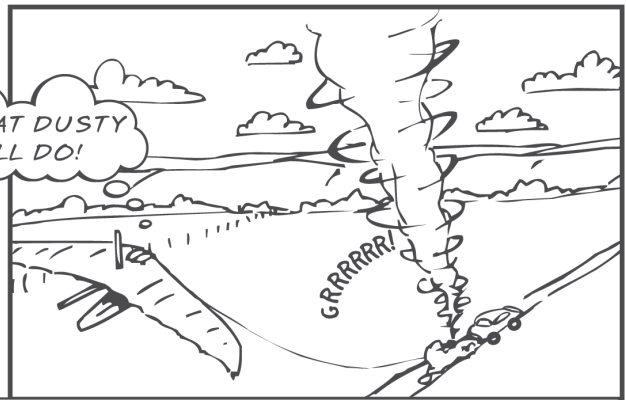
Planned dates late October (to be announced by mid August)

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

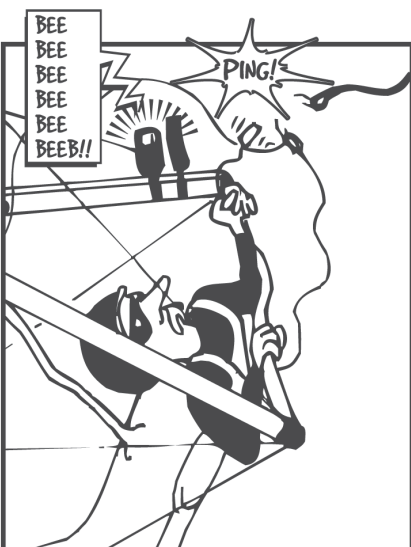
# The Awesome ADVENTURES OF DICK SPEED

Hang Gliding Legend in His Own Mind

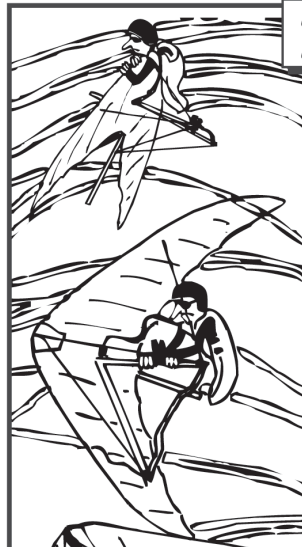
THIS WEEK'S  
ADVENTURE: **DICK & THE HOUSE THERMAL**



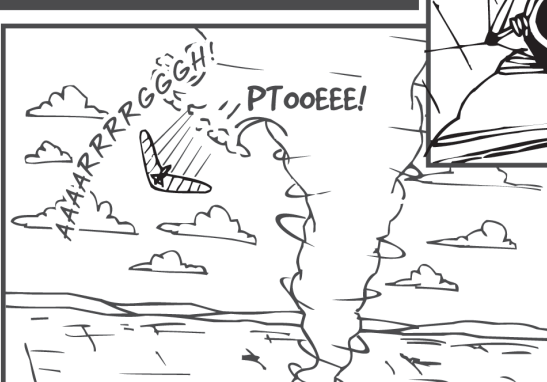
DICK'S FOURTH GROUND TOW FOR THE DAY AND HE'S KEEN TO GET AWAY...



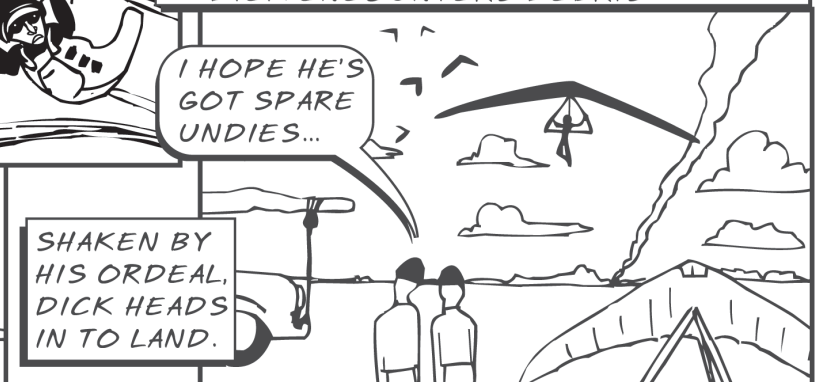
HE PINS OFF AND HANGS ON FOR THE RIDE OF HIS LIFE.



AS THE MONSTER GETS STRONGER, DICK ENCOUNTERS DEBRIS



FINALLY THE DUSTY HAS MERCY ON DICK AND SPITS HIM OUT.



SHAKEN BY HIS ORDEAL, DICK HEADS IN TO LAND.



HE GRATEFULLY ACCEPTS A DRINK FROM HIS MATE WHEN SUDDENLY...



HOPEFULLY IT'S STILL UNDER WARRANTY...

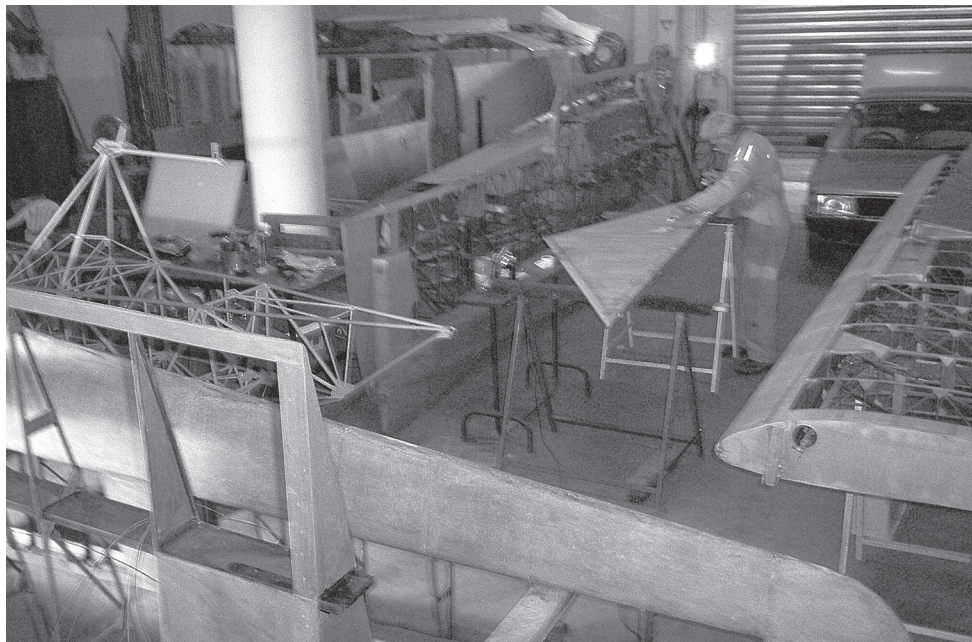
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All events depicted are fictitious. Don't try this at home.

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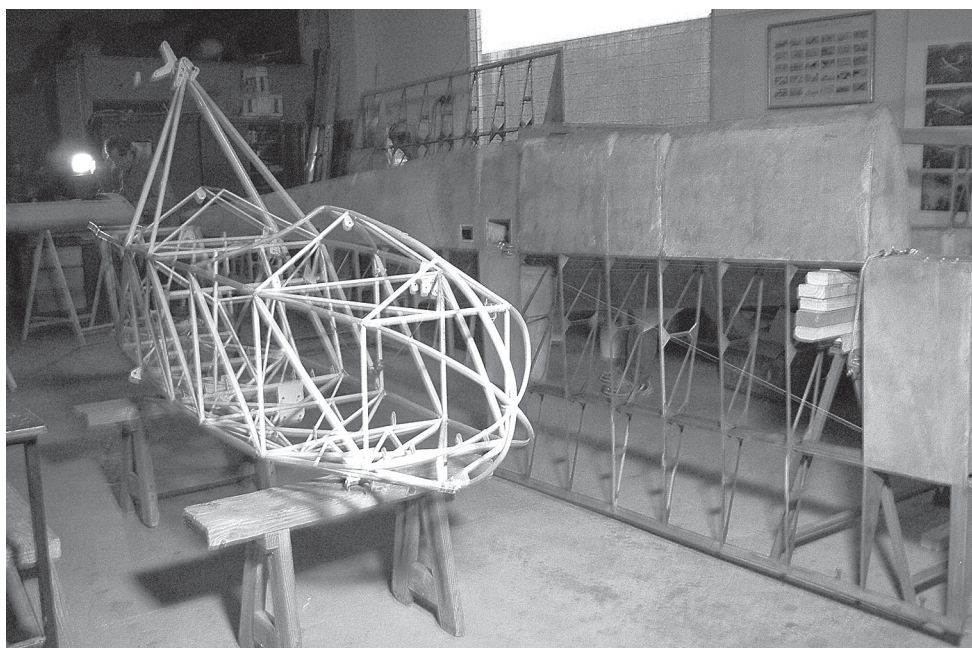


# AUSTRALIAN GLIDING MUSEUM UPDATE

Graeme Barton



General view inside the museum's workshop



The ES50 fuselage pod and Dunstable Kestrel wing

Photos: Graeme Barton

## REFURBISHMENT PROGRAM

Steady progress continues to be made on the museum's refurbishment program. In recent months, the work program has concentrated on four aircraft – the Slingsby T31, Schneider Club two-seater, the Dunstable Kestrel and the Olympia. The wings of the T31 have been recovered with poly-fibre fabric, the fuselage refurbished and control circuits are being reinstalled.

22 Soaring Australia

Extensive repairs have been carried out on the Schneider Club two-seater. The fuselage pod has been sandblasted and primed, ready for the refitting of the control circuits. Recovering of the whole aircraft is about to commence. Unfortunately, due to significant glue deterioration, this aircraft is being restored to static display condition rather than airworthy condition as had been hoped.

The wings of the Dunstable Kestrel have undergone substantial restoration and new fabric will be applied in the near future. The Olympia fuselage has been completely refurbished and the tailplane rebuilt. Work has commenced on refurbishment of the wings.

The major hold-up to completion of these projects is the non-availability of a suitable paint spray booth.

## TRAINING COURSES

During the past 12 months the museum has conducted three training courses – two on repairs to wooden aircraft and one on the fitting of fabric. The most recent wood repair course, which was not restricted to museum members, was conducted in conjunction with the Victorian Soaring Association. Instructors included Eugene Blunt, Doug Lyon, Alan Patching, Gary Sunderland and Bill Denheld, who gave instruction on the use and care of hand tools. Fourteen students attended the course. Reaction from the participants was very positive and the course was rated as being very successful. The fabricing course was conducted by Dave Darbyshire, and this was also a very successful course.

## INSTRUMENTS AND OTTFUR RELEASES WANTED

The museum has a need for instruments and Ottfur releases for fitment to historic gliders in its refurbishment program. Instruments particularly required include altimeters, air speed indicators, compasses, and varicos. Neither instruments nor releases have to be in working order – they may be suitable for fitment to our static display collection. If you can assist, please contact the museum.

## VISIT BY GLIDING PIONEERS

We were privileged to have a recent visit to our Ferntree Gully workshop of four pioneers of gliding in Australia – Jack Hearn, Charlie Lambeth, Geoff Richardson and Kevin Sedgman. The involvement in gliding of each of these visitors, who are all now aged in their 80s, dates back to the 1930s. All have made significant contributions to the sport over many years. It was indeed a very special and enjoyable occasion.

## CONTACT WITH THE MUSEUM

If you can assist the museum in any way, need further information, or wish to visit our Ferntree Gully workshop, please contact the President, Alan Patching, by phone on 03 9817 5362, or the Secretary, Graeme Barton at 2 Bicton Street, Mount Waverley, or by phone on 03 9802 1098.





## FAI NEWS

### The 2003 FAI Championships Season

Summer holidays (Northern Hemisphere) mean not only "sea, sand and sun", but also the high season for all air sports championships. In the last few months, several FAI World and Continental Championships were held in the sport of gliding.

#### 10th World Glider Aerobatics Championship, held from 2 to 15 August 2003 at Győr-Pér, Hungary.

##### WINNERS

- 1 Ferenc Toth (Hungary)
- 2 Jerzy Makula (Poland)
- 3 Georgiy Kaminskiy (Russia)

##### TEAMS

- 1 Poland
- 2 Russia
- 3 Hungary

#### 28th World Gliding Championships, held from 19 July to 10 August 2003 at Leszno, Poland.

After 12 successful competition days, the 28th World Gliding Championships closing ceremony was a moment of triumph for the four world champions.

##### WINNERS

- |                 |                               |
|-----------------|-------------------------------|
| Open Class:     | Holger Karow (Germany)        |
| Standard Class: | Andrew Davis (Great Britain)  |
| 15m Class:      | John Coutts (New Zealand)     |
| 18m Class:      | Wolfgang Janowitsch (Austria) |

Some statistics:

- 654,000 kilometres flown
- 9,700 hours flown
- 2,030 glider take-offs
- 128 competitors
- 66, the age of the oldest competitor, Karl Striedieck (USA)
- 22, the age of the youngest competitor, Johan Stormats (Sweden)
- 31 nations represented

#### 3rd FAI World Junior Gliding Championship, held at Nitra, Slovakia from 5 to 19 July 2003.

##### WINNERS

- |                 |                          |
|-----------------|--------------------------|
| Club Class:     | Michael Streit (Germany) |
| Standard Class: | Jez Hood (Great Britain) |

#### 4th FAI World World Class Gliding Championship, held at Nitra, Slovakia from 5 to 19 July 2003.

##### WINNER

Sebastian Kawa (Poland)

## GFA AIRWORTHINESS DIRECTIVES

### GFA AD 593 – Issue 1

Type affected: Duo Discus, Serial Nos 165 to 389; Duo Discus C, Serial Nos 170CS, 300CS and 350CS; Duo Discus T, Serial Nos 1 to 78.

Subject: Bonding failure in wing.

### GFA AD 594 – Issue 1

Type affected: SZD-50-3 Puchacz, all serial numbers.

Subject: Inspection and possible replacement of torque-tube in airbrake control system.

### GFA AD 596 – Issue 1

Type affected: All Glasflugel 304CZ, 304CZ-17, 304C, Serial Nos 1 to 60-17 inclusive.

Subject: Airbrake handle check.


### GFA AD 597 – Issue 1


Type Affected: G102 Club Astir 11, Serial Nos 5001 up to 5061 (with suffix 'C'); G102 Standard Astir 11, Serial Nos 5001 up to 5061 (with suffix 'S'); G104 Speed Astir 11, Serial No 4001 up to 4027; G104 Speed Astir 11b, Serial No 4028 up to 4107.

Subject: Modification of the canopy jettison system.




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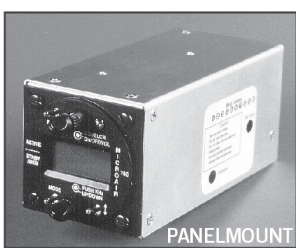


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# Lookout for Glider Pilots

Daryl Connell, Chairman, GFA Operations Panel

**The following will be familiar to most. It is the application that needs improving. This should be an invariable habit for all.**

## Recommended Procedures

- Be conscious of your lookout responsibility 100% of the time.
- Set up your cockpit to maximise your time outside the cockpit. Instrument layout, GPS operation, map handling and etc should be set up to allow maximum time outside.

**HINT: Put a sticker next to your main vario which says – 'LOOKOUT'**

1. Use a scan technique appropriate to what you are doing. Good situation awareness is essential.
 

Cruising scan	Straight glides
Full scan	Cruise scan plus appropriate priority to the flight situation eg: circuit
Targeted scan	Cruise scan plus targeted priority to the flight manoeuvre before initiating, eg: pull-up in thermal
2. Look in particular for turning gliders indicating a gaggle thermalling ahead.
3. Slow down before entering an identified area of lift especially if it already contains gliders.
4. When thermalling at turnpoints and in the circuit, experience will readily dictate where to look for potentially conflicting gliders so here, particularly, use a priority scan.
5. In particular, when pulling into a turn, remember that you have changed the situation significantly so you need to take primary responsibility for remaining clear of other gliders. Particularly, scan back along the tack direction when entering a thermal looking for expected and unexpected gliders on that same track.
6. Because gliders around us will sometimes be easy to see and other times will disappear as we look, it is necessary to make a conscious effort to maintain situation awareness - ie keep track of the gliders around you and what they are doing.
7. Remember that modern gliders in particular have high energy. Speeds are

higher than before. Height gain in pull-ups is significant, and rapid.

8. Hazards are greater on cross-country cruise/racing flights. Stay alert.
9. Increased stress at contest start points, getting low on track, approaching a turnpoint, navigation checks, etc force pilots back into the cockpit. Be particularly aware of this and force yourself to look out!

## Physiological Effects

Finally, be aware of, and allow for, the effects age, fatigue, low blood sugar, dehydration and mild anoxia.

If you have any of these be sure to concentrate more than ever on technique.

## Lookout Processes

### 1. Lookout processes

The table below shows the visual target size and time available to avoid a conflict at various target distances. The visual target size is defined as the apparent wingspan of a 15m glider subtended at one metre – ie: arm's length – at the chosen range.

**Table 1 Target size, Range of Detection and Time to Avoid  
15m glider at one metre – arm's length**

Actual distance to glider	Apparent target size – wing span	Time to collision at closing speed		
		50KT	100KT	200KT
100m	15cm	4 seconds	2 seconds	1 second
500m	3cm	20 seconds	10 seconds	5 seconds
1,000m	1.5cm	40 seconds	20 seconds	10 seconds
1,500m	1cm	60 seconds	30 seconds	15 seconds

- Image size of a glider (at arm's length as above) at initial detection is rarely much smaller than one centimetre so normal first detection range is circa 1,500m. This means that, even at 50kt, proceeding longer than 60 seconds without a visual scan is equivalent to flying blind!
- Clearly, the high closing speed and small target area of head-to-head conflicts make such conflicts more difficult to see than other conflicts.
- Analysis of glider collisions tells us that one glider would have had a clear view of the other.
- The picture we 'see' in our brain is not updated by any automatic process. It is all too easy to 'look' without 'seeing'. In

order to 'see' the small target provided by another aircraft we need to make a conscious effort to 'see' when we look 100% of the time.

- Focus on the horizon and notice some detail.
- Examine each section of the sky with the eye focused on infinity and stationary for a short period of time before moving to the next segment.  
*A moving eye will not see any detail.*

## 2. Priority of Lookout

- Consciously retain good situation awareness by being aware of the likely traffic patterns and any known aircraft in your vicinity. Target the scan to the areas of potential hazard. Think of the possible even if unlikely.
- Where the traffic pattern is random (lone cross-country or in the terminal area, ie local soaring) concentrate the scan on straight ahead and then to about 60degrees to each side. When flying fast, concentrate more on straight ahead; when flying slower expand the area of concentration. Regularly, but less frequently, do a full scan to the side and as far back as possible, especially where slowing, weaving or to achieve situation awareness when (say) heading off from the top of a thermal or approaching the airfield. However, the highest risk of collision is glider-to-glider, cross-


country flying.

- The terminal area (within, say, five miles) at a crowded site is a high traffic area with random traffic. This is particularly dangerous airspace and lookout needs to be excellent. High speeds in this area are not appropriate. Flying pre-start in a competition is a particularly hazardous situation of this type.
- Gliders on a reciprocal heading are very difficult to see. Avoid such circumstances and where this is not possible take special care. Examples are in obvious streets, and to from an obvious thermal close to a turnpoint.
- When gliding in a group or on a set task, much of the traffic will be on a similar

heading. Head-to-tail conflicts are easily avoided, however this traffic provides an ongoing hazard from gliders doing a pull-up, weaving turning or backtracking.

- Do not fly in another aircraft's blind spot: for example, do not follow another directly astern and higher. A glider doing a pull-up can be in a double blind situation. There is no obvious fix for this so prevention is the only defence.
- When weaving or entering make sure the lookout goes as far back as you can see. The responsibility for clearing the air remains with the turning glider for at least the first full turn. Subsequently, the responsibility may be shared with other aircraft. Look over your head to see traffic conflicting with your turn, particularly back along the mutual track. If necessary, roll level to allow the conflicting glider to pass in front before re-entering the turn. Following gliders, particular if higher than the leading glider, must be aware of the likelihood of a turn associated with a pull-up and be ready to take appropriate action.
- Be particularly careful when back-tracking (in lift) as this creates a head-to-head conflict.

- It follows that situations where the following glider is a few hundred feet above the leading glider are potentially dangerous.
- Other areas where there are obvious traffic patterns are: at turn points, when final gliding, when approaching the terminal area and in the circuit. Be aware of these and scan accordingly.

**Note: For any queries and further details see the GFA Manuals and/or your Instructor.** 

**This is the second article on lookout and is to be read in conjunction with Lookout Scan which was published last month. This also was produced as an outcome from the two workshops referred to previously and is issued with the approval of the Operations Panel. Both articles were issued as an Operations Directive mid-August.**

## 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 – .....

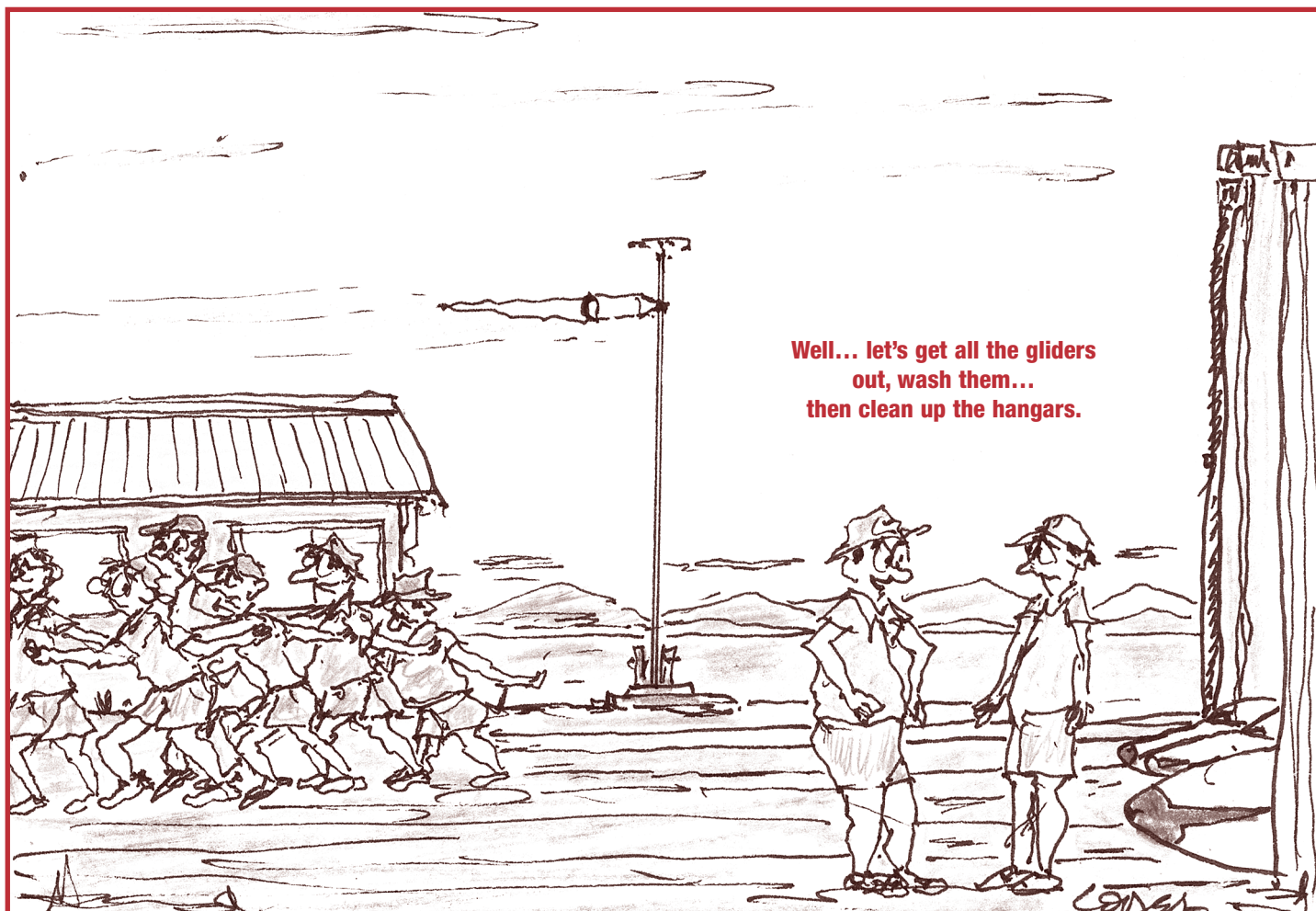
Address to which documents are to be sent is:

Name .....

Address .....

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

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







# Do You Know Your Thermalling Rules?

(Reproduced from the FAI Sporting Code, Section 7 [[www.fai.org/hang\\_gliding/documents/sc7.asp](http://www.fai.org/hang_gliding/documents/sc7.asp)])

SUMMER IS ALMOST HERE! DO YOU KNOW YOUR THERMALLING RULES? ARE THEY ABSOLUTELY SECOND NATURE? BRUSH UP NOW, AVOID WIPE OUTS LATER!

SURE, WE ALL KNOW SUCH THINGS AS TURNING IN THE SAME DIRECTION AS ALREADY ESTABLISHED PILOTS WHEN JOINING A THERMAL – THAT’S NOVICE LICENCE 101 STUFF – BUT WHAT IF THERE ARE TWO ESTABLISHED PILOTS AT DIFFERENT HEIGHTS TURNING IN DIFFERENT DIRECTIONS? WHAT TURN DIRECTION SHOULD YOU CHOOSE THEN? FIND OUT THE ANSWER TO THIS, AND MANY OTHER LIFE-SAVING FACTS, IN THE FOLLOWING ARTICLE.

## 27.2 ENTERING A THERMAL

### 27.2.1 First rule

The first rule of entering a thermal is to turn in the same direction as the pilots already in the thermal (either clockwise or counter clockwise). This rule holds strictly even if the thermal is entered well above or below the previous pilot(s). The reason for this last point is that often, lower gliders will climb more quickly and may eventually be at the same level as the higher gliders. Also, in crowded skies it is common for many pilots to join a thermal and pilots coming in between two pilots turning different directions will not know which way to turn. Often this factor results in several groups of pilots at different levels turning in different directions. When these groups merge, chaos and endangerment occurs. So it must be stressed: always enter the thermal in the same direction as a previous pilot no matter what the height separation. Often pilots have a turn direction preference, which induces them to turn opposite to the direction already established. Pilots with such strong preferences should not enter a competition until turning to the undesirable side is practiced to the point that the pilot is able to automatically turn in either direction.

Which way should a pilot turn when entering a thermal in which pilots are turning in opposite directions? This problem is common enough and difficult. If the pilot is closer to one group (above or below), it’s best to turn in the direction of that group. A pilot approaching a thermal with other pilots at similar height must circle in the same direction as the first pilots that reach the thermal. In general, if a pilot is midway between an upper and lower group it is best to circle in the same direction as the upper group, as these gliders cannot be seen well. If the lower group climbs more quickly, these gliders can be easily seen and the turn direction reversed if required. Do not wait until they are at your level to reverse, since it may result in a mass confusion as some pilots change direction and others don’t. Besides, the reason they are climbing up to you may be that their turn direction is more efficient due to a rotating thermal.

### 27.2.2 Second rule

The second rule for entering a thermal is to approach the thermal tangentially to the other glider’s circle on the side where he or she is flying away from you. This procedure allows a simple turn to be made to follow the previous pilot’s circling path even if both

pilots are at the same level. Approaching a thermal circle at any point other than the tangent (where the joining pilot’s flight path just touches the circle diameter) is extremely dangerous. Pilots doing so are guilty of inducing confrontations and possible mid-air collisions.

Never fly through the middle of a thermal circle.

It is ideal to arrive at a thermal circle when the pilot already circling is on the opposite side of the circle. The pilot who has established the circle must be watched to see where the tangent point is on the side of the circle being entered. By watching the pilot for two or more 360-degree turns as the thermal is approached, a suitable entry point can be determined and the entering pilot can safely join the circling pattern.

Sometimes the circle is reached when the circling pilot is on the entry side of the thermal. In this case, the approaching pilot should circle on the normal side, but further out from the centre to give the other pilot room to continue to circle with no variation in the established pattern. The entering pilot should then start circling in the same direction with a bigger radius, which will soon allow room behind the other pilot so that the ideal path can be joined by tightening up the turn. Naturally, the pilot already circling should maintain a regular circle, both so the other pilot can judge where to be, and to maintain the core position. Cooperating in this manner is what the top pilots do in order to fly more efficiently and assure safety.

### 27.3 Multiple Cores

Quite often multiple thermal cores exist in close proximity to one another. This feature presents a real problem in crowded skies, because these cores often merge as the thermal rises higher. In this instance, when a good core is encountered as a thermal climb is approached, which way is it best to turn? There are benefits and problems relating to turning in either direction. If the turn direction of the nearby circling pilot is adopted, it is possible to enter the established circle simply by making a wider turn as the other core comes closer. On the other hand, the turning gliders will be approaching head-on at the near part of the circle as the cores merge. If the approaching pilot chooses to circle in the opposite direction, there is not as much head-on confrontation, but the pilot must do a full turn reversal to join the other circle as the cores merge. If other pilots have joined the new circle, this turn reversal can create great confusion and potential conflicts. For the latter reason it is recommend-



ed to turn in the same direction as other pilots in a nearby core.

Often thermals can be broken with light multiple cores appearing for a few turns then disappearing. This situation may be a result of weak heating, wind or an inversion layer. When a group of pilots are trying to work such conditions, conflicts can result. Generally, the only safe policy is to use common courtesy and good airmanship. If the cores are short-lived, it doesn't make sense to rush around like crazy towards each pilot that tightens up in a better core. All this does is create conflict with other gliders and the erratic pilot will usually miss the core while knocking out the original pilot or lower ones coming up.

The best policy is to wait until the climbing pilot is clear and enter the core without conflict. That way the entering pilot can tighten up successfully and gain the best climb. Blundering through the group trying to grab everything that is marked will just anger the other pilots who then won't cooperate and will do everything they can to block you, the offending pilot's progress. Remember, overly aggressive pilots ultimately hurt themselves psychologically. CIVL – Section Seven 1st May 2003. In broken thermals, all pilots should orbit in the lifting area and allow a pilot that hits a surge of lift to tighten up and climb above. That way the crowding becomes less and everyone will have a better chance of getting up. Remember, in such conditions all pilots are your helpers, at least until you get close to goal. The weaker and more rare the lift, the more you need other gliders around to cover more area to find thermals. If you play the game of forcing others out of the lift you find yourself alone in an often fruitless hunt for lift.

#### 27.4 General Rules

When a pilot is thermalling in a crowd, the main rule is to maintain constant awareness. That means looking around continuously to avoid conflicts. You must look to the outside of your turn as well as inside, for often gliders outside of you get forced inward or circling path get offset. Do not get confused by the mass of gliders above or below you. Focus on the ones at your level and a bit above and below.

The second important rule is to maintain a regular, predictable turning circle. Try to keep the same radius turn without varying it so other pilots know where you are going to be as they come around each time. Some pilots get fearful as the crowd increases and they flatten out their turns. This results in

a reduced climb rate for everyone and even more crowding as more pilots end up at the same level. Maintain as tight a turn in the core as possible for maximum climb so pilots get spread out vertically, not horizontally.

Two pilots on the same level can work together very nicely at quite steep banks. To do this, maintain a constant bank and remember, as long as you can't see the other pilot he or she has either climbed above you or is on the exact opposite side of the circle and you will not hit. If you flatten out you may end up with a conflict. Three pilots can also work together in this manner if each pilot is very careful to keep a regular circle and the lift is smooth. Four pilots at the same level are too many for the efficient use of most cores.

Be aware of the fact that it always appears that the other pilot is going around your circle. This visual mirage makes you think that the other pilot is turning flatter than you. Don't make this perception error and flatten out or you'll cause conflicts. The only way to tell who is turning flatter is to see who catches up to whom. If you are catching up to the other pilots, you are turning more steeply, and vice versa. Many pilots use techniques of quickly altering their turns when surges of lift pass through. This practice is overly aggressive in very crowded situations and will eventually get reported with a subsequent penalty. No pilot has the right to endanger others for his or her gain. Pilots should study available publications regarding thermal techniques and thermal procedures.



**Fédération Aéronautique Internationale**  
Avenue Mon-Repos 24, CH-1005 Lausanne,  
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# ETHOS:

## Characteristic Spirit and Beliefs

Damien 'Tex' Gates

THE IDEA FOR THIS LITTLE ARTICLE HAS BEEN STOLEN DIRECTLY, IN CONTEXT AND IN NAME, FROM A REGULAR FEATURE OF THE BRITISH HANG GLIDING AND PARAGLIDING ASSOCIATION'S MAGAZINE, 'SKYWINGS'. IT MANIFESTED ITSELF AS I READ MY OWN WORDS FROM RECENT GENERAL MANAGER REPORTS, WHEN IT OCCURRED TO ME THAT WE FOCUS REGULARLY ON SAFETY AND EDUCATION BUT LITTLE TO NO TIME IS SPENT IN BUILDING AND NURTURING THE TRUE FOUNDATION OF OUR SPORTS, THE 'CULTURE' AND THE ASSOCIATED 'ETHOS' WE CARRY AS PART OF THAT.

One of the first things I did personally when taking up the role as General Manager was to conduct my own little

S.W.O.T analysis: Strengths, Weaknesses, Opportunities and Threats. One thing that popped up across all the criteria was 'attitudes'. One of our strengths is attitude (positive); one of our weaknesses is attitude (negative); one of our opportunities is to strengthen positive attitudes and address negative ones; and, you guessed it, I believe one of our **main** threats is – attitudes. Most of our problems can be traced back to our attitude. I will not tell you what yours should be, I will however express mine.

I come from a large family and have been associated with team sports and work environments all my life. My respect for my fellow free- and motor-flying comrades is generally absolute; they enjoy the same spirit of freedom as I. In terms of personal respect, this is something that, through our human nature, is earned.

When I took up this sport it was nothing to me to organise myself a glider and equipment through my most generous instructor, who holds at his heart the sharing of the wonderful experience of flight. I would saddle my trusty mechanical steed and make the drive through rain, hail and wind to try ever harder for a moment of flight. I was happy to launch and land safely, no more no less. In fact I particularly liked landing (not any more) as this is when the realisation of what I had just experienced would hit me. All this for little to no cost,

as many of you have experienced in our past. But alas, no more: user pays.

Fortunately for me my nature and personality is extroverted and I pursued vigorously the assistance of those more experienced to develop my experience and skills. This is not so easy for those of a more demure nature; some need a little prodding, though no doubt the tenacity must lie within them somewhere to continue successfully. Slowly, as I gained this experience and skill, I also began to forsake those less experienced than myself (even though I swore not to), because as we know our sports can be time critical.

Slowly the realisation struck me: compared with other pursuits and experiences in my life, this field of recreation was a different animal. We learn to rely solely on ourselves, because in the end that is where the responsibility lies, and much of our activities involve being alone, which is part of the attraction. Add to this a little ego and free spirit, some passion for flight, a dash of competitive spirit, a slice of arrogance and a pinch of ignorance – and wallah! – a fresh baked Sport Aviation Pilot. All bar the last two ingredients are necessary, but realistically speaking those last two are also present in me and in most of us. It does not make for an easy mix when we begin to attempt to organise and administer our sports at all levels, though it sure does make it interesting.

If I am not part of the solution, I am part of the problem; if I am not the driver then I am just a passenger, but I always pay for petrol or give a few directions as required

– to not do so (or at least offer) means I am apathetic. So when we run out of petrol or get lost the driver is not the only one at fault. If I do nothing else, I pay my way or help in some way to get to our destination.

Back to the subject at hand: Ethos. We know we all want the same thing – continued enjoyment of our sports. Unfortunately what I or you want as individuals is not always possible when all things are considered. Middle ground is where the reality lies. So our characteristic spirit and beliefs must be aligned with the provision and fulfilment of that. We need unity when unity is required, we need competitiveness and individuality when that is required, we need constructive criticism always, we need healthy, relevant and civilised debate always, and we need everyone to regularly visit the house of mirrors and have a darn good look at ourselves. We **are** part of a Team, in spite of our differences. Our first priority should be in keeping the Team alive (that means being part of it); supporting and nurturing Restricted Pilots once they have completed instruction; supporting and playing an active role in your Club and State Association. So organise a fun event. Organise a tour. Organise a tow clinic. Drum up business for instructors...

Oh, and the second priority? Flying better, further, higher and faster than everyone else on the Team. It is all in the attitude.







Smile! – Touch and go's can be fun on a windy day

Photo: Mike Forwood



Full moon over the beach, Broome WA  
October 2003

Photo: Peter Lucas

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# Australian National Records

## David Jansen

OPEN				
Free Distance	H. Medlicott	4/1/99	Nimbus 3DM	1177.45km
Free Out & Return Distance	J. Buchanan	7/1/03	ASW22BLE	1033.90km
Free 3 Turnpoint Distance	H. Medlicott	4/1/99	Nimbus 3DM	1178.46km
Straight Distance to Goal	H. Medlicott	4/1/99	Nimbus 3DM	1112.79km

Out & Return Distance	J. Buchanan	7/1/03	ASW22BLE	1029.80km
Triangle Distance	R.B. Tuncks	7/2/82	Mosquito	1063.70km
Speed Out & Return 300km	D.G. Jansen	11/4/91	ASW 20B	209.90km/h
Speed Out & Return 500km	C. Stephens	8/8/96	SZD 55	153.95km/h

OPEN (NATIONAL)				
Speed Out & Return 300km	G.M. Hayes	7/2/82	Mini Nimbus	138.84km/h

15 METRE				
Free Distance	H. Medlicott	9/12/91	Discus A	1004.55km
Free Out & Return Distance	Min 1st claim		1015.16km	
Free 3 Turnpoint Distance	Min 1st claim		1063.70km	
Straight Distance to Goal	H. Medlicott	9/12/91	Discus A	1004.55km
Out & Return Distance	N.C. Roediger	13/1/85	LS3	1015.16km
Out and Return Distance	I.R. Wight	13/1/85	Mini Nimbus	1015.16km
Triangle Distance	R.B. Tuncks	7/2/82	Mosquito	1063.70km
Speed Out & Return 300km	D.G. Jansen	11/4/91	ASW 20B	209.90km/h
Speed Out & Return 500km	C. Stephens	8/8/96	SZD 55	153.95km/h
Speed Out & Return 750km	D.G. Jansen	17/12/90	LS 6B	138.95km/h
Speed Out & Return 1000km	No Claim			
Speed Out & Return 1500km	No Claim			
Speed Triangular 100km	C. Stephens	17/12/94	DG 300	157.02km/h
Speed Triangular 200km	D.G. Jansen	4/2/93	LS 6B	140.84km/h
Speed Triangular 300km	T. Cubley	10/12/80	Cirrus 75	143.32km/h
Speed Triangular 500km	M.P. Mander	12/12/87	ASW 20B	143.73km/h
Speed Triangular 750km	D.G. Jansen	31/12/98	LS 6B	133.66km/h
Speed Triangular 1000km	T. Claffey	7/1/99	Discus B	117.73km/h
Speed Triangular 1250km	No Claim			

15 METRE (NATIONAL)				
Speed Out & Return 300km	G.M. Hayes	7/2/82	Mini Nimbus	138.84km/h
Speed Out & Return 500km	D.A. Pybus	7/12/91	Discus A	140.50km/h

STANDARD				
Free Distance	H. Medlicott	9/12/91	Discus A	1004.55km
Free Out & Return Distance	Min 1st claim		1000.86km	
Free 3 Turnpoint Distance	Min 1st claim		1019.95km	
Straight Distance to Goal	H. Medlicott	9/12/91	Discus A	1004.55km
Out & Return Distance	G.J. Vakkur	8/4/77	Astir CS	1000.86km
Triangle Distance	D.A. Pybus	27/11/87	Discus B	1019.95km
Speed Out & Return 300km	M. Gore-Brown	16/01/00	Discus 2B	134.36km/h
Speed Out & Return 500km	C. Stephens	8/8/96	SZD 55	153.95km/h
Speed Out & Return 750km	M. Gore-Brown	28/12/02	Discus 2B	130.10km/h
Speed Out & Return 1000km	No Claim			
Speed Out & Return 1500km	No Claim			
Speed Triangular 100km	C. Stephens	17/12/94	DG 300	157.02km/h
Speed Triangular 200km	D.A. Pybus	12/12/87	Discus B	135.48km/h
Speed Triangular 300km	T. Cubley	10/12/80	Cirrus 75	143.32km/h
Speed Triangular 500km	M. Gore-Brown	23/01/01	Discus 2B	135.57km/h
Speed Triangular 750km	T. Claffey	4/1/99	Discus B	131.11km/h
Speed Triangular 1000km	T. Claffey	7/1/99	Discus B	117.73km/h
Speed Triangular 1250km	No Claim			

STANDARD (NATIONAL)				
Speed Out & Return 500km	D.A. Pybus	7/12/91	Discus B	140.50km/h

WORLD CLASS				
Free Distance	No Claim			
Free Out & Return Distance	K.A. Claffey	13/07/00	PW-5	507.97km
Free 3 Turnpoint Distance	K. Willis	11/12/98	PW-5	513.25km
Straight Distance to Goal	No Claim			
Out & Return Distance	K.A. Claffey	13/07/00	PW-5	503.22km
Triangle Distance	K. Willis	11/12/98	PW-5	513.25km
Speed Out & Return 300km	K. Willis	08/03/01	PW-5	75.59km/h
Speed Out & Return 500km	K.A. Claffey	13/07/00	PW-5	68.82km/h
Speed Out & Return 750km	No Claim			
Speed Out & Return 1000km	No Claim			
Speed Triangular 100km	No Claim			
Speed Triangular 200km	No Claim			
Speed Triangular 300km	K. Willis	07/03/01	PW-5	86.02km/h
Speed Triangular 500km	K. Willis	11/12/98	PW-5	76.42km/h
Speed Triangular 750km	No Claim			
Speed Triangular 1000km	No Claim			

FEMALE OPEN				
Speed Out & Return 1500km	No Claim			
Speed Triangular 100km	S.D. Martin	2/2/79	LS 3	139.45km/h
Speed Triangular 200km	J. Renner	15/01/00	Discus A	130.42km/h
Speed Triangular 300km	J. Renner	6/1/99	Discus A	141.03km/h
Speed Triangular 500km	S.D. Martin	29/1/79	Ventus A	133.14km/h
Speed Triangular 750km	K.A. Claffey	26/1/02	Discus B	100.40km/h
Speed Triangular 1000km	No Claim			
Speed Triangular 1250km	No Claim			
Absolute Altitude	V.A. Wilkinson	29/6/80	Libelle 201B	8175m
Gain of Height	V.A. Wilkinson	29/6/80	Libelle 201B	5890m

FEMALE 15 METRE				
Free Distance	K.E. Karel	21/1/80	LS 3	949.70km
Free Out & Return Distance	L. Trotter	17/1/99	ASW 20	792.6km
Free 3 Turnpoint Distance	Min 1st claim		814.01km	
Straight Distance to Goal	J. Hider-Smith	26/1/92	Discus A	806.21km
Out and Return Distance	S.D. Martin	6/2/70	Libelle	656.04km
Triangle Distance	K.E. Karel	9/1/80	LS 3	814.01km
Speed Out & Return 300km	J. Renner	19/02/00	Discus A	126.16km/h
Speed Out & Return 500km	K.E. Karel	9/2/79	LS 3	122.78km/h
Speed Out & Return 750km	No Claim			
Speed Out & Return 1000km	No Claim			
Speed Out & Return 1500km	No Claim			
Speed Triangular 100km	S.D. Martin	2/2/79	LS 3	139.45km/h
Speed Triangular 200km	J. Renner	15/01/00	Discus A	130.42km/h
Speed Triangular 300km	J. Renner	6/1/99	Discus A	141.03km/h
Speed Triangular 500km	S.D. Martin	29/1/79	Ventus A	133.14km/h
Speed Triangular 750km	K.A. Claffey	26/1/02	Discus B	100.40km/h
Speed Triangular 1000km	No Claim			
Speed Triangular 1250km	No Claim			

FEMALE STANDARD				
Free Distance	J. Hider-Smith	26/1/92	Discus A	806.21km
Free Out & Return Distance	Min 1st claim		656.04km	
Free 3 Turnpoint Distance	K.A. Claffey	26/1/02	Discus B	756.04km
Straight Distance to Goal	J. Hider-Smith	26/1/92	Discus A	806.21km
Out and Return Distance	S.D. Martin	6/2/70	Libelle	656.04km
Triangle Distance	K.A. Claffey	26/1/02	Discus B	756.04km
Speed Out & Return 300km	J. Renner	19/02/00	Discus A	126.16km/h
Speed Out & Return 500km	No Claim			
Speed Out & Return 1000km	No Claim			
Speed Out & Return 1500km	No Claim			
Speed Triangular 100km	J. Renner	09/01/00	Discus A	124.87km/h
Speed Triangular 200km	J. Renner	15/01/00	Discus A	130.42km/h
Speed Triangular 300km	J. Renner	6/1/99	Discus A	141.03km/h
Speed Triangular 500km	J. Renner	5/1/99	Discus A	120.00km/h
Speed Triangular 750km	K.A. Claffey	26/1/02	Discus B	100.40km/h
Speed Triangular 1000km	No Claim			
Speed Triangular 1250km	No Claim			
Free Distance	No Claim			

FEMALE WORLD CLASS (WORLD)				
Free Out & Return Distance	K.A. Claffey	13/07/00	PW-5	507.97km
Free 3 Turnpoint Distance	K.A. Claffey	13/07/00	PW-5	517.38km
Out and Return Distance	K.A. Claffey	13/07/00	PW-5	503.22km
Speed Out & Return 500km	K.A. Claffey	13/07/00	PW-5	68.82km/h

FEMALE WORLD CLASS				
Straight Distance to Goal	No Claim			
Triangle Distance	No Claim			
Speed Out & Return 300km	No Claim			
Speed Out & Return 750km	No Claim			
Speed Out & Return 1000km	No Claim			
Speed Triangular 100km	No Claim			
Speed Triangular 200km	No Claim			
Speed Triangular 300km	No Claim			
Speed Triangular 500km	No Claim			
Speed Triangular 750km	No Claim			
Speed Triangular 1000km	No Claim			



# UNUSUAL LIFT

Henry Leschen

On Saturday, 2 August, my brother Richard and I arrived at Ararat airfield around 9:40am to find a moderate north-westerly wind blowing onto the face of Mt Lang Ghiran. Geoff Vincent had already prepared his Pik20B (GAX) for flight. We agreed to try and slope soar the north-west face of the mountain and then move northwards to soar Ben Nevis, providing the wind was strong enough to reach 5,000ft. Geoff suggested I should have first launch in my Pik 20B (GWJ).


At 10:30 Richard towed me aloft but I found the wind too weak to maintain height on either mountain's slopes. By 11:20 Geoff had returned to the airfield having found only weak and narrow lift above Ben Nevis.

At 3:15pm Richard towed me to 6,000ft above a band of cumulus. Releasing over the road works of Armstrong the Pik slowed to 42kt. Ahead lay a broad line of cloud between Ararat and me. Perhaps its leading

edge would provide me with sufficient lift to prolong my flight. Speeding across the cloud's curved surface I flew at 70kt. Halfway across, the sink lessened then steadied at zero. I was 100 yards from its leading edge when strong lift was felt.

Under the left wing lay the cloud-dappled town of Ararat, 4,000ft below. We headed south-west at 65kt, speeding along the cloud's sunlit face for two miles before turning right to back track. Over the next 30 minutes one could fly to and fro along the cloud streets at minimum sink, slowly regaining altitude.

At 4:15pm the clouds started to collapse and the clear gaps began to fill in. It was time to descend while one could still see Ararat town and airfield. Choosing runway 33 I approached at 55kt and landed at 4:35.

Though neither a high nor a long flight, it was most enjoyable as it required patience and flying at low speed and minimum sink to stay airborne. 



## Gliding Club of Victoria

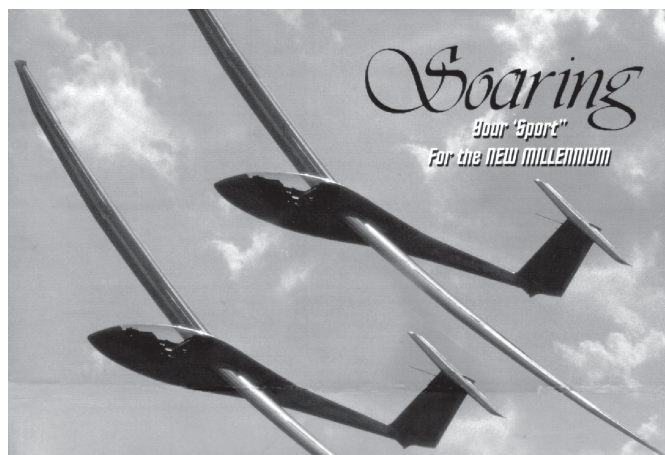
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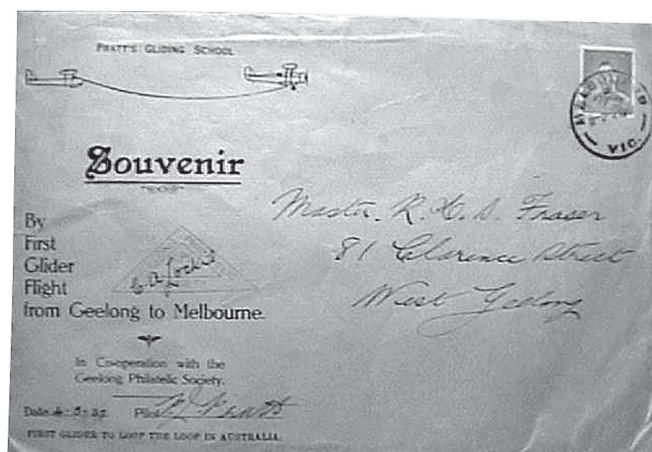


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# Letters to the Editors

.....

## Not so Fun

I started hang gliding around three years ago and with novice license in hand I was keen to buy and fly. I was strongly advised to go for a floater-type hang glider and proceeded to buy a 190 which was about right for my size. In the ensuing months I had many flights, mostly coastal, with some inland cross-country. Looking back now, it's interesting that for most of those flights my adrenal gland was working overtime. I suppose I am not one to pass on adventure or shy from pushing the envelope a little and over time I started to expand the parameters of conditions I felt were suitable to fly in. On several occasions I found myself in stronger winds and going backwards. If you speak to floater pilots you will realise that this is not an uncommon phenomena.

About a year into the sport and with 50 hours under my belt I was one day caught in a situation where, whilst up at a coastal site, the wind strengthened and with the bar well in, things were getting uncomfortable enough to want to call it a day.

Coming in to land at this spot, depending on the wind direction, requires crossing a deep, steep, gully situated immediately before the top landing site. On this day with the wind getting up to 20kt the gully was creating a venturi effect and little or no lift. As such, with minimal lift from the glider anyway, when I came into approach over the gully at normal approach height, it was lead balloon time.

I landed on the edge of the hill, 10m in front of what would have been a certain blow off point and it was only with the help of another pilot that I managed to get the glider and me up on top of the hill physically (if not emotionally) unscathed. The experience was a catalyst for giving the sport away.

A year later, with my dreams still full of flying, I decided to give it another go and opted to buy an intermediate glider.

From the moment I took off with this glider (a Sting) the whole sensation and security I felt was totally different. I didn't go backwards; pulling the bar in when conditions were getting stronger made me go forward, not down; ground handling was easier (it's a 154); and landings felt as easy as they did in the Fun. From every perspective I am enjoying the sport more and feel safer in the air.

There are a few things the new flyer may learn from my mistakes, but the main one is that the floater-type glider has a very limited wind strength window. Pushing that window takes what is meant to be the safest glider on the market to what is, in my opinion, being dangerous. I also noted that



Denis Davis flying at Moffat Beach on the Sunshine Coast, Queensland  
Photo: Kent Davis (11 years old)

in recent Soaring Australia issues there have been at least two articles that have included reference to pilots being blown back in beginner gliders landing in trees or short of bomb-out fields.

So if you are a novice, when the type of experiences I had start to happen to you, either tone down your wind envelope or wind up your bankcard and seriously consider going to the next level (post hast).

Mark Day

## Bernard Eckey's Flying Manual

Bernard's series of articles has made a major contribution to low hour pilots' understanding of how to improve their cross-country skills. Put very simply, it is wonderfully easy to read and it can be used at any skill level.

That Bernard has done this in his second language is truly remarkable.

May I suggest GFA help put the articles together and publish them as a handbook through GFA Sales.

Michael Shirley

## Flight Theory

Martyn Yeomans' letter, published in the August issue of Australian Soaring, indicates some serious confusion about the way in which wings generate lift. I suspect he has been delving into some very misleading 'self published' American books which have, in recent years, been produced by mis-educated authors. Maybe he has also been browsing the internet. Don't believe everything you see there!

There is no conflict whatever between Bernoullian and Newtonian accounts of how aeroplanes and gliders fly. To understand how lift is generated requires both to be

properly understood. The one does not work without the other, both are essential.

One way of putting it is to say, with Newton, that to generate the required Newtonian aerodynamic reaction, the wing has to act on and deflect a necessary mass of air. This is achieved by creating a pressure difference between the two surfaces of the wing. The difference arises from the Bernoulli effect.

It's quite mistaken to say that Bernoulli's principle plays no part in generating lift. This is most assuredly not "generally accepted". It is plainly wrong. Any professional aerodynamicist or accepted text book will demonstrate the necessary connection between Bernoulli and Newton.

The pressure differences arising on the wing in flight have been measured thousands of times. These difference do account fully for the lift force that the wing generates, they show how it is that the required mass of air is acted on and deflected in the way required to produce the lift reaction.

In contrast to Martyn's comment, the air flowing over the wing is not 'pumped' into the airstream flowing off the wing by the Coanda effect (which is mainly to do with jet-lift flaps). The air meets the wing at the stagnation point where the pressure is at its maximum and velocity relative to the wing is virtually zero. The flow then accelerates on both surfaces until a minimum pressure point is reached, after which the flow decelerates to rejoin the mainstream. If the average velocity of the flow on the two sides is different, pressure differences will arise as Bernoulli shows. It does not matter which side of the wing is uppermost or even if the wing is aligned vertically or at some angle. The same sort of thing is necessary for a symmetrical fin or tailplane to produce the desirable corrective or trimming force.

The Newtonian reaction is produced. There is no partial vacuum on one surface. There are differences in pressure.

Concerning inverted flight, it is quite nonsensical to suggest that Bernoulli disallows this. In defence of the manual criticised by Martyn, let it be remembered that if the aircraft is inverted, the upper surface of the wing is the one facing upwards. Bernoulli works perfectly well either way up.

Martin Simons

## Collision Avoidance

H Medicott (*Soaring Australia*, August 2003)

Harry's two articles on collision avoidance are timely and informative. May I add a little more.



Nine of Gympie's Wednesday Warriors wandered off to Wondai for a weekend early this season taking with them two gliders from the club along with five privately-owned gliders. The photo is of Gordon Tomlinson's Lac being readied for the return trip to Gympie. A King Air of the Flying Doctor Service can be seen in the background

There are a few situations in which prior consideration of avoidance might lessen the risk. Most of the time we spend cruising, or climbing, and the aircraft you can never see, nor can its pilot see you, is the one slightly behind and above you. Your radio is a vital aid: use it!

**Cruising:** If you follow the clues to good air it will have you turning a little each way, before pulling up and turning, that will increase the chance of the higher aircraft seeing your wings. When pulling up you should have your hat off and look up. A radio call is a necessity – "Sierra India turning right." Constantly following the good air will assist others to see you and improve your cross-country speed. It takes only a few seconds, but it will get other eyes out of the cockpit in an instant.

**Climbing:** When climbing, spend a lot of time looking up above you for the glider which has just joined your thermal and has not seen you yet. Contrary turning is a good sign they do not know you're there. A radio call is a necessity. If they are above, take your hat off and look up as frequently as out. A low hour pilot needs to be watched carefully! Thermalling with another aircraft is busy, stressful and distracting. Make allowances for their limited concentration and skill.

**Returning to the circuit after an absence:** Two radio calls are a necessity. One at a distance, say 10km – "All Stations Gliderville, Sierra India inbound from the north-east, 10km, 3,000ft." Perhaps add your intentions – "...for the circuit, or overflying, etc." The second call at five kilometres – similar to the first, but now address "Traffic Gliderville" and you must now add your intentions at this close range. If flying fast – say more than 80kt, add your speed to the message so other pilots have an idea of how quickly you might move into their area of sky. Listen for replies, establish other traffic positions and plan how to maintain separation.

October 2003



During a recent trip to the National Aviation Association (THK) Museum in Ankara, Turkey, Victorian David Taylor saw this interesting and very cost effective method for launching gliders! The Turkish website for those interested is [www.thk.org.tr]

If you are landing at a GA field, perhaps using 126.7, use the name of the airfield at both ends of your messages. This is a useful habit to adopt when at your gliders-only airfield so that you remember too do this when using a busy frequency at another field.

At busy clubs, using another frequency after leaving the area around the airfield will assist instructors trying to teach students, despite the radio messages! Announce you are leaving the airfield frequency and announce again when you return.

Happy collision-free flying!

Michael Shirle

### Love to hear from you

Whilst over in Queenstown, New Zealand on a conference, I got in contact with ex-Australian hang glider pilot Geoff Dosseter. Considering his paralysis he is well and optimistic. He is married with a two year old child. They live on the landing field in a house adapted for his needs. He would



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love to hear from Australian hang glider pilots. Contact details: Antigravity Hang Gliding Ltd, PO Box 636, Queenstown, NZ. Phone/Fax: 03 441 8898/441 8177. Email: <fly@antigravity.co.nz>, web [www.antigravity.co.nz].

Safe flying, Birgit Svens

## GFA Badges & Certificates

### FAI List – September 2003

#### A CERTIFICATE

Wilkins, Damien N	10875	Lake Keepit
Spence, Robert James	10877	Byron Bay
Ramsey, Meredith	10878	Lake Keepit
Turner, Cameron S D	10881	SA Air TC

#### B CERTIFICATE

Eustace, Colin Peter	10868	Kingaroy
De Luca, Nicholas	10870	Adelaide SC

#### A AND B CERTIFICATES

Broug, Matthew N	10879	Central Coast
Pisciuneri, Steven	10883	NSW Air TC

#### C CERTIFICATE

Page, Wayne Duncan	10805	Central Coast
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#### B AND C CERTIFICATES

Christie, Mark Lewis K	10542	Boonah
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#### A B AND C CERTIFICATES

Flack, Joseph Robert	10876	Caboolture
Da Costa, Samuel	10880	Sunraysia
White, Damian	10882	Caboolture

#### SILVER C

Williams, Bryn Vaughan	4496	Barossa Valley
Moller, John Kerry	4497	Caboolture

#### 750 KILOMETRE DISTANCE

Woodward, Donald G	111	Beverley
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Claims for all badges and certificates to:

FAI Certificates Officer Beryl Hartley

PO Box 275, Narromine NSW 2821

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

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

Decentralised Competition entries to:

Chris Stephens

PO Box W48 Wanniasa ACT 2903

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







# ALIENS HAVE LANDED?

Dave Tonks

AN INTERNATIONAL VISITOR TO CANUNGRA WAS SITTING IN THE PUB HAVING A QUIET DRINK WHEN HE OVERHEARD THE FOLLOWING CONVERSATION.

*How'd it go today?*

*Bloody awful, actually – I arrived in town about 10 looking for punters and only found Eucalyptus Man outside the Toy Shop and a bunch of stiffies strapped on cars at the corner. Had a chat to Obe Wan; he'd heard a bunch of stiffy drivers (including Shirl the Girl) had all gone to Beechy. Euca Man took off in that direction. I told him I'd catch up and that if it was on to just go for it, and if he needed to go down I'd drive down to pick him up, no drama. By the time I got some tucker and headed off, Obe Wan had heard from Euca on 19 and relayed to me that Beechy was deserted and over the back (but had a fair bit of north in it), so Euca Man was heading for the Fox. Anyway, I got to the turn-off before Euca and headed straight for the Fox, and it was looking okay down through the valley – Hinchy's bomb-out was showing a fair bit*

*of north, Krustys' Mansion was not quite as good with a bit of west in it, but at the green-roofed house it was straight north, so it looked like the Fox was either on or at least a chance. Trouble is, that beautiful little valley has a reputation for channelling anything that comes along straight up the middle, so you really don't know what you're going to end up with until you get up top and have a gecko at the streamers – especially that back bugger. Euca Man lobbed at the turn-off, we had a quick chinwag and he headed up the hill while I took off straight for the bomb-out so I'd be waiting for him if he didn't pick one up. When he got up top he gave us a yell on 19 and said it was across the face from the left and the back streamer was showing strong west, to which I replied wow, rotor city, what a bugger. With the streamers indicating Tambo might be on by now I said I was heading off in that direction,*

*but Euca doesn't do Tambo so he chucked it in for the day. No koala awards for me, thanks, were his final words. So, I zipped up the goat track, got to Tambo to find a bunch of desperados sitting on launch and the streamers absolutely opposite to what they needed to get off the hill and go XC – crikey, they'd been chasing it all day too and they were so desperate they would have taken a sleddie if they had the chance. Oh well, Huey wins this time, but there's always tomorrow, eh?*

The poor unsuspecting tourist sitting in the Canungra Pub knew what he was hearing was English, but had absolutely no idea what was being said and who the speakers were (or what planet they had come from). My dictionary describes alien as from another world – I guess when you consider how free-flyers spend their non-working days, you could easily brand us with that title.



# RESPECT

James Freeman

I USED TO SEE AN OLDER, GREY-HAIRED GUY AT HUNTINGTON ONCE IN A WHILE WHO RODE A “LOG”. I NOTICED THAT EVERY TIME HE APPROACHED THE WATER HE WOULD BOW TO THE OCEAN BEFORE ENTERING. ONE DAY I ASKED HIM WHY HE DID IT. ALTHOUGH I CAN'T REMEMBER EXACTLY HOW HE PUT HIS ANSWER (IT WAS ALMOST POETIC) I ALWAYS THOUGHT THAT IT APPLIED SO MUCH TO HANG GLIDING THAT I ADOPTED THE PRACTICE MYSELF BEFORE LAUNCHING.

**P**araphrased, it was something like, “*I have a Soul that yearns to be one with the Ocean. Unfortunately it is enshrined in a body that is not, by its nature, equipped to live and survive there. When I enter the Ocean, I do so as an interloper, not as one of its own inhabitants.*”

*My survival in the Ocean is none of its concern and it will not alter its nature to accommodate mine, not even a little. If I should die there, it will not pause in mourning or even shed a tear. It will simply go on about its business of being the Ocean.*

*My survival out there is therefore entirely MY responsibility. When I bow to the Ocean I am acknowledging its power over me and my own frail mortality. I am reminded that if I am not careful, I could die today, doing what I love most!”*

Just insert “Air” for “Ocean”.  
Works for me!





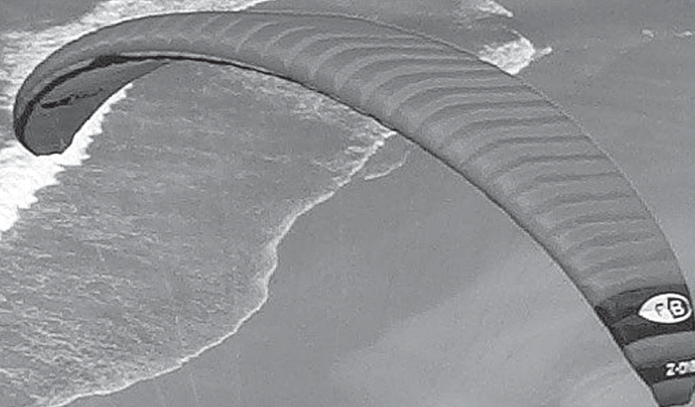


# Taff's "Laws" of Paragliding Weather

Taff

**I** reckon' every paragliding school should be teaching the following laws to their students!

1. Whatever wind direction is given by the weather man will be wrong on the morning you are due to go flying.
2. By the time you find a hill pointing in the right direction for the wind, the wind will have changed direction.
3. If the wind is in the right direction for the hill you choose, it will be too light.
4. If it's not too light, it'll be too strong.
5. If the wind is the right strength and direction, it'll start raining as soon as you unpack.
6. Whoever you normally go flying with will ring you from another hill, and tell you that conditions there are perfect.
7. Go to that hill, just to spoil his day, because as as soon as you get there laws 3 to 5 will come into effect.
8. If the conditions are perfect, and forecast to remain stable for the whole day, you will be at work.
9. Do not put your wing into your car in order to get in an evening's flying, as laws 3-5 will take effect on leaving work.
10. Take up golf.



Scratching at Warriewood  
Photo: Tony Nelson



# HGFA General Manager's Report . . . . .

## Congratulations!

I have seen a significant reduction in the number of complaints from the “bothering” of locals, where flying is being conducted legally, albeit close to built up areas or near properties. Well done. I trust this is a reflection of sensible and responsible attitudes when choosing sites and the conduct of flying. There has also been a dramatic decrease in the amount of “push me - shove you” intra-sport complaints that had been escalating quickly since I took office. Maybe this is due to them simply being resolved by better understanding, negotiation and acceptable compromise rather than being pursued further, or maybe our general behaviour towards each other has just become more amicable and accepting of differences. I hope and believe it is a bit of both. One thing for certain is that within aviation there will always be differing opinions. But as long as they are presented respectfully then I wouldn't hesitate to listen to even the most outrageous; a little bit of truth may be found in the strangest of places, it is a matter of finding the truth and using it well.

## Rolling Stones

The moss that may have gathered during winter is due to be shed as hibernation abates and the weather draws us ever nearer to the stratosphere. How have you coped over the winter? Did you get much flying done? It is time to shake off the cobwebs, refresh your memory and motor skills, sharpen your situational awareness, loosen up tight and disused muscles and prepare yourself for the more extreme flying conditions soon to be on offer. My best advice is to work up to it. No need to wait until it is a booming 1000-up day, gusty and turbulent to boot, to set to the wing. If you lack currency or have even the slightest feeling of a lack of confidence, a check flight is required (or at the very least, for those with the experience and currency, early flights before conditions develop to the nastiest rodeo ride available). Clubs and instructors should be jabbed into getting some XC and Skills training going at a nominal cost. It may help you ride that bull for the full eight seconds next time, grinning from ear to ear. Check your club membership and contacts, especially for areas you will be travelling to. Get your 'chute repacked, clean the fuel filter, and I will see you in the air somewhere.

## Stanwell Park

New exemptions, Rules and Regulations are in place – check out the following website: [www.sydneyparagliding.com/flystanwell/].

## Blackheath

Regarding flying from Blackheath (NSW), all pilots are advised that although the Site Rating is undergoing re-assessment, specific conditions still apply to flying from this site. Restricted Pilots will be allowed to fly **only under direct supervision** and a conditions assessment by the Senior Safety Officer (SSO). The site is not suitable for Restricted Pilots under any other circumstances. Intermediate Pilots are **still** required to be under the supervision of a Safety Officer (SO). Of course the usual rules apply: never fly a site without first contacting the controlling SSO or Club contact; make yourself fully aware of, and familiar with, all considerations and conditions of use required in flying the site; know and be familiar with your landing options and defer to the experience provided by the local SSO, SO and pilots. Most importantly, have fun, fly high and far!

## Insurance

Yeesh hah! Our favourite topic. This animal is always breathing down our collective neck, and it just gets smellier. As you may or may not be aware, 85% of membership fees (plus specific endorsement fees) becomes absorbed in the cost of maintaining insurance. There is Tort (Civil) Law reform by way of Legislation (ie: Civil Liabilities Act 2002 NSW) and it includes various defences for the HGFA from claims, including the “voluntary assumption of risks” by pilots and participants, and also a specific inclusion addressing the strength of waivers. The HGFA already has a limitation on liability to the insurance (and only the insurance) held by the HGFA, that is, if no insurance is recoverable for any reason then there is no liability. Ah, but for it all to be as simple as that; the legal nemesis still remains and is acutely ambivalent on the ‘real’ effect any of these things will have. We are set for difficult negotiations leading up to our renewal next March as to costs and cover, the considerations of which are too complex to repeat here in full. The BHPA have lost Instructor to Student Insurance to the tune of having any claim amount recoverable capped at approximately A\$75k. I see us set for the same battle, BUT with a different result as our claims history for these types of accidents and incidents has minimised and is nil with our current insurer. One thing

I have been giving much thought to is the type of and extent of cover; but of course this is up to you, the HGFA. In consideration of the many points that have been raised, what you need to consider is what insurance is **essential**. Where is the main exposure? How do we minimise exposure and/or coverage acceptably? Consider what misfortune or injury may occur, either by accident or negligently, especially the latter, and the available recourse, compensation or lack thereof. Should only third parties be covered? Are any savings worth it? Start thinking on it, as it may be something we need to survey the membership on. Please feel free to discuss this and more on the HGFA Forum “Board Room” so we know how to proceed.

## Discussion Forums

Just thought I would mention again that they exist. They are terribly easy to log onto and a great way for immediate communications, discussing and expressing opinions, selling gear and debating hot topics. Check it out via the HGFA website [www.hgfa.asn.au].

## Competitions

Another full competition calendar for this year; I will be attending a few of the big ones and not so big ones to meet and greet you. Please say G'day and introduce yourself; I am ready and willing to discuss any and all matters, and intend on a semi formal two-way address where the comp organisers can fit me in to the schedule. Though I cannot promise the discussion will give you the answers you may need or want, there will be answers and info nonetheless.

I will leave you with this little titbit taken from the APF News: *“Never doubt that a small group of thoughtful committed citizens can change the world. Indeed, it is the only thing that ever has.” Margaret Mead*

## Accident Reports

### No 1

*Pilot: Intermediate PG*

*Experience: 150 hrs, minimal last 90 days*

*Glider: PG U/K*

*Pilot injury: Broken lower left leg*

*Glider damage: U/K*

*Location: Inland soaring site*

*Conditions: 8kt winds, light turbulence*

### Description:

The pilot was observed preparing to launch, inflating and successfully launching the glider. After making a left hand turn the pilot attempted an ‘emergency landing’ back on top of the hill, landing tailwind at speed onto

a rocky section. The pilot had not done up the chest strap of the harness and had attempted the landing in fear of the possibilities.

*Comment:*

This was the first flight in some time by this pilot and the first at this particular site. We can see a cumulative effect building here. The pilot had also not contacted or spoken with locals prior to the flight and had intended to land in a No Go Zone. All these things add up and raise the question as to the state of mind of the pilot in so far as having their mind on the job at hand. The pre-flight has not been conducted correctly (yet another one) and one might assume that having not flown in a while and choosing an unfamiliar site to return to flying activities was the precursor to this. When having not flown for a while choose a familiar site and conditions, go back to the basics. Of course if the hiatus has been for an extended period then a check flight will be necessary.

**No 2**

*Pilot: Student PG*

*Experience: One hour total.*

*Glider: DHV 1 PG*

*Pilot injury: Back injury*

*Glider damage: Nil*

*Location: Tow site*

*Conditions: Light winds, slightly crossed, light turbulence*

*Description (from Flight Instructor):*

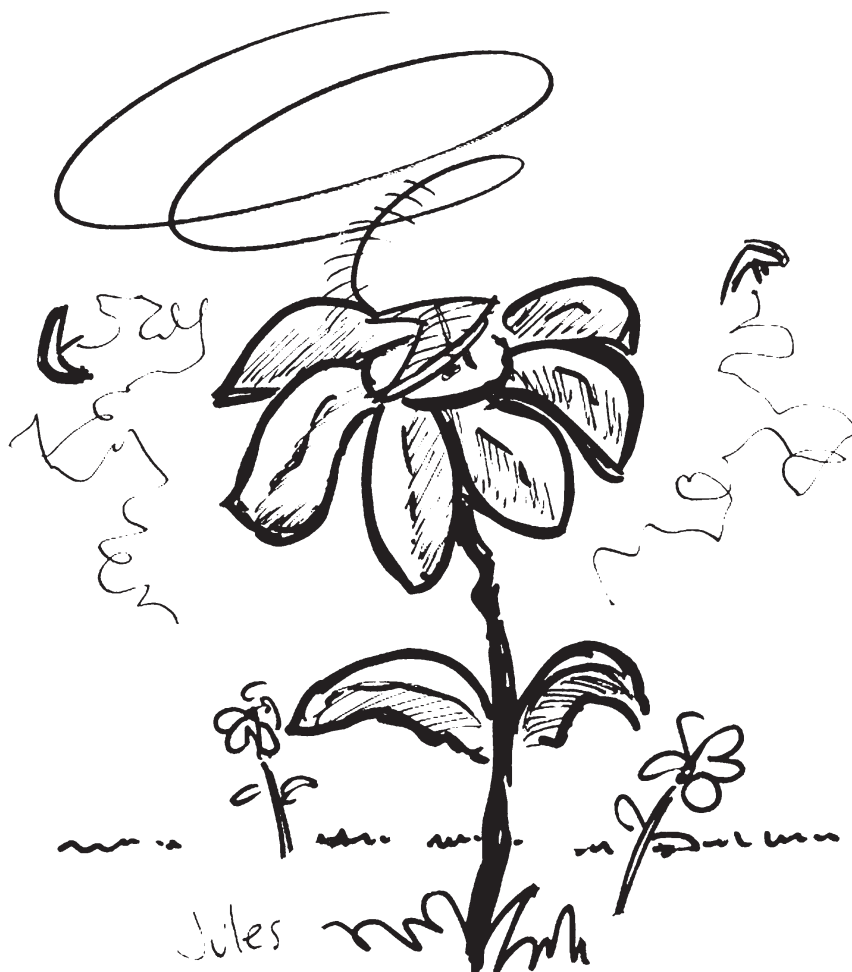
At the time of launch there was little wind at the launch. I received a wind report from the winch end and gave one from the tow end. It was south-east at both ends, with less wind at the launch end. We started on the left side of the strip. We set up for a forward launch and the glider initially came up straight (without pulling to one side). The glider rose normally and gently moved to the right. Pilot was instructed to use some left brake to correct this and did so. Pilot gained 15-20ft and at this point the glider pitched back. Instructed pilot to lift hands up as

I saw the pitch to be too high and at this point it looked like a stall. I ran toward towards the pilot and continued to instruct 'hands up' on the radio as I saw some brake on both sides being pulled as the pilot's arms looked straight out to the side and legs straight out in front. The glider stalled and the pilot fell to the ground seated in harness.

*Comments (CFI and Pilot Examiner):*

If a pilot is not correcting their glider's course direction or has insufficient airspeed

**Top Landing**



the tow operator should "Release or ease tow pressure immediately!" Tell the student to put their hands up for better airspeed. Instruct the student to use a combination of both weightshift and to apply only enough brake pressure to have the desired turn effect to keep the glider tracking straight. If the glider is flying and tracking straight then the pilot should have hands up for best airspeed to ensure that the glider is well over their head. If the student is well briefed and has been given a pre-flight plan and an appropriate theory class before practical tow operations commence and the importance of angle of attack is stressed, generally there is never a problem with students applying too much brake. The opposite can quite often apply, but this is much better than too much brake.

Sounds like there was a bit of wind gradient or wind shadow of some degree that the pilot towed up in to. One of the dangers in towing from a tar strip is the lack of indicators for dusties coming down the strip. When towing from a tar strip put at least three wind indicators 100m apart down the strip so that you can see any signs of dust devils approaching. It's important not to

give the pilot too much tension right from the ground as it results in too high a climb angle. Some gliders don't tow well. They seem to mush and may go parachutal even if the tow tension is okay. On some gliders it is very important to have the pilot within the certified weight range, while some others gliders can be flown quite comfortably slightly outside the weight range.



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# GFA Development Officer's Report . . . . .

**Terry Cubley**

## **The Reason for Development Activity**

We have had a focus on membership development for two years now. During that time I have visited many clubs and state associations, published a number of findings, and many, many ideas from members across the country. The reason for GFA spending the dollars on development has been to, firstly, stop the decline in membership and to eventually support a growth in overall membership. This is certainly an important target as our membership has been decreasing progressively for many years. If this were to continue then the sport would reach a point of no return within a few short years. The 'hard core' of members, those really committed to the sport, would continue for a number of years, but their enthusiasm for introducing others and involving them in the sport would slowly disappear and so the sport would die.

I am reminded of the Ed Kilbourne song about the last sailplane pilot. His concept then was that the sport would be killed off by airspace restrictions slowly strangling our opportunities to fly. As it happens, we have put a lot of money and the skills of many good people into fighting this battle, and although it can never be claimed to be finally won, we certainly continue to stay above water in this fight. It would be a real pity if we won this battle only to have the sport die off due to it no longer being of interest to modern society, through the inactivity of the current day clubs. Hence the really important decision by council to support club and member development.

## **What do the Numbers Show?**

So the initial question should be – "Has it worked? Has our membership stopped the decline? is it growing?". If you look at the table you will see that the answer is probably "yes and no". The table shows the membership numbers over the past three years. The figures are simply a snapshot in time, in each case they are taken from the GFA membership list in August each year. (Have a look at the results for your club and state now, before reading on, and also have a look at the overall figures for the GFA).

The big picture is that the GFA membership has increased slightly, about 2%, over the past two years – certainly not a huge change, and probably within the errors of counting the membership numbers.

It is reasonable however to claim that the overall membership has at least remained stable.

When you look at the different state results we see that Queensland and NSW have increased their membership by a significant amount: Queensland by approximately 12% and NSW by 5%.

In Queensland it is obvious that nearly all clubs have done their bit, with the larger clubs having had a major increase. This has been no accident; it is due to the hard work of the individual clubs as well as a concerted effort by the State Association.

Similarly in NSW, the large clubs have grown significantly whilst the other clubs have pretty well maintained numbers. These large clubs, in particular Lake Keepit and Southern Cross, have worked hard on their approach and membership services, a great effort.

Tasmania is a surprise packet, numbers have increased by about 30%, although from a fairly low base. Still, it is good to see this level of activity.

South Australia seems to have maintained its numbers. The clubs closer to Adelaide have increased whilst the more distant clubs have reduced slightly.

Victoria and Western Australia seem to have had a completely opposite result. Victoria's numbers are down by 5% and WA by 4%.

Obviously, if each state were to increase their membership by the 10% that Queensland has demonstrated is possible, then our membership issues would be well on their way to being solved.

## **Club Politics has a Major Effect**

A few of the bigger downward moves have occurred in clubs where there has been some political conflict within the club management. There is no surprise in these situations: people very quickly get fed up of constant bickering around the club and will vote with their feet, it just stops being fun. Why turn up to a place on your days off when you hear nothing but problems? There are ways to solve these sorts of problems and it would be worth taking this type of action very early in the piece – it takes much longer to undo the bad feelings within a club than it takes to solve the initial issues. Unfortunately it is usually a couple of strong-willed individuals who get caught up in this and it is difficult for them to see the damage that they are causing until too late.

If seven clubs that have lost members through mainly political issues within their clubs had been able to manage their problems better we would have an additional 70 members and an overall member increase of 5%.

Have a look at your own club's performance. Do you have a plan in place to continue your growth, or to oppose the decline?

## **Radio Promotion**

One promotional idea that was tried in Adelaide was a joint radio promotion sponsored by the GFA and the Adelaide Soaring Club.

The promotion commenced on 1 May, 2003 and ran for five consecutive weeks. The object of the experiment was to test the effectiveness of increasing public awareness of our sport and in turn to recruit new members. The program was based around stirring listeners' imagination sufficiently for them to ring the ASC and to book an Air Experience Flight; we would then have the opportunity to "sell" an all inclusive 12 flight flying training package, "Introduction to Gliding Course", to get them involved in the sport. The original radio promotion was to run over four weeks and was subsequently extended by one week at no additional cost. The format for the final fifth week was changed to a 2 for 1 deal where an aerobatic flight was offered and a friend "rode for free".

Unfortunately the results achieved were a little disappointing. The results were:

- Telephone enquiries: 29
- Air Experience Flights sold: 27
- Packages sold: 2
- Of the 27 Air Experience Flights flown, eight were as a result of the initial four-week promotion period. The 19 remaining were directly attributable to the final week's advertising.

The people who signed up for the Introduction to Gliding Course did so almost immediately on hearing the details of the course offer. They had made their decision before the Air Experience Flight; we didn't really have to sell it. There is at least one person who is showing interest in becoming involved at some time in the future.

The total cost of the radio promotion was \$8920, the GFA contributed two-thirds of the cost of the program and ASC one-third.

## Analysis

ASC approached the development and staging of this project very professionally. The conducted a lot of research up front which indicates that they selected the most appropriate radio station and took the right path in the way the promotion ran. Certainly they had the infrastructure in place to handle the expected demand. Simply it didn't work in the way anticipated.

One interesting point was that the advertisement promoted the idea of a training package valued at approximately \$700. As a result of this approach the club was not inundated with a huge number of passengers, and also explains why the folk who did turn up were keen to buy the package. Obviously, a targeted campaign like this can limit the exposure to a multitude of passenger flights – important for some smaller clubs. It also means that you can select the people that are interested in the sport through a targeted campaign.

The last week of the campaign aimed at people wanting a thrill ride (aerobatics etc) and this encouraged a greater response but no ongoing business. This again shows that there are a number of people who would want a 'ride' but no further involvement.

Steve Pegler, President of ASC advises that the exercise involved a lot of effort on the part of ASC members and has been a financial disaster for the club, but he noted that it was very encouraging to see the GFA taking responsibility for the promotion and development of our sport.

*"The ASC has had some significant spin-offs as a direct result of our participation in the promotion. We have increased the charge for Air Experience Flights, updated our "Members' Manual", reorganised our Flight Coordinator's role, and significantly upgraded our on-field signage and telephone system".*

This does show that any promotion activity always has potential to not give the results that we would like. There is a cost and maybe the return is not so good. The ongoing benefit of raising awareness in the local community cannot be measured.

We need now to consider if this form of promotion is of benefit to the sport or a local club, maybe in a different location? Maybe we need a different form of promotion? Any comments would be welcome.



CLUB	STATE	2001	2002	2003	CHANGE
Australian Air League, NSW Gliding Wing	N	18	11	4	-14
Australian Soaring Centre	N	1	1	1	0
Bathurst Soaring Club	N	103	108	107	4
Byron Power Gliding Club	N	40	45	51	11
Canberra Gliding Club	N	65	57	59	-6
Central Coast Soaring Club	N	71	73	58	-13
Cudgong Soaring Pty Ltd	N	14	12	12	-2
Forbes Soaring and Aero Club	N	17	12	10	-7
Goulburn Gliding Group	N	16	17	18	2
Grafton Gliding Club	N	12	11	6	-6
Greenethorpe Gliding Club	N	1	1	1	0
Harden Gliding Club	N	12	15	20	8
Hunter Valley Gliding Club	N	60	58	60	0
Kentucky Flying Club	N	5	6	4	-1
Lake Keepit Soaring Club	N	79	104	115	36
Leeton Gliding Club	N	14	14	12	-2
Leichhardt Soaring Club	N	1	1	1	0
NSW Police Gliding Club	N	3	4	5	2
NSWAIRC Gliding Club (229 sqn)	N	10	9	10	0
Orana Soaring Club	N	39	33	34	-5
RAAF Richmond Gliding Club	N	29	30	38	9
RAAF Williamtown Gliding Club	N	19	18	10	-9
Royal Australian Navy Gliding Association	N	21	21	18	-3
Scout Association of Australia, NSW Gliding Wing	N	5	5	5	0
Soar Narromine Pty Ltd	N	12	10	10	-2
Southern Cross Gliding Club	N	114	130	134	20
Summerland Gliding Club	N	3	17	15	12
Sydney Soaring	N	16	16	14	-2
Temora Gliding Club	N	25	20	21	-4
Wagga Wagga Gliding Club	N	15	12	18	3
Wee Waa Gliding Club (Warrumbungle GC)	N	7	8	8	1
Boonah Gliding Club	Q	51	53	63	12
Bundaberg Soaring Club	Q	23	31	24	1
Caboolture Gliding Club	Q	87	78	96	9
Central Queensland Gliding Club	Q	33	27	28	-5
Darling Downs Soaring Club	Q	100	109	115	15
Gympie Soaring Club	Q	58	80	84	26
Kingaroy Soaring Club	Q	79	76	79	0
Moura Gliding Club	Q	7	7	9	2
North Queensland Soaring Centre	Q	17	20	17	0
QAIRC Gliding Club (327 sqn)	Q	4	4	14	10
Southern Downs Aero and Soaring Club	Q	48	50	44	-4
Tarwan Soaring Club	Q	7	5	2	-5
Adelaide Hills Soaring Group	S	3	3	1	-2
Adelaide Soaring Club	S	110	127	125	15
Adelaide University Gliding Club	S	35	44	47	12
Air Cadet Gliding Club	S	12	14	14	2
Alice Springs Gliding Club	S	17	18	14	-3
Balaklava Gliding Club	S	48	47	51	3
Barossa Valley Gliding Club	S	18	20	24	6
Blanchetown Gliding Club	S	6	5	5	-1
Bordertown-Keith Gliding Club	S	20	24	23	3
Gawler Gliding Club	S	6	5	4	-2
Millicent Gliding Club	S	14	13	9	-5
Murray Bridge Gliding Club	S	14	12	13	-1
Northern Australian Gliding Club	S	11	11	7	-4
Port Augusta Gliding Club	S	9	9	10	1
Renmark Gliding Club	S	25	21	16	-9
Waikerie Gliding Club	S	42	44	43	1
Whyalla and District Gliding Club	S	11	12	8	-3
Gliding Club of Northern Tasmania	Tas	10	17	14	4
Soaring Club of Tasmania	Tas	14	15	17	3
Albury Corowa Gliding Club	V	27	27	17	-10
Beaufort Gliding Club	V	32	30	33	1
Bendigo Gliding Club	V	31	31	29	-2
Corangamite Soaring Club	V	6	6	6	0
Geelong Gliding Club	V	76	81	77	1
Gliding Club of Victoria	V	155	138	153	-2
Grampians Soaring Club	V	49	39	39	-10
Latrobe Valley Gliding Club	V	8	6	9	1
Mangalore Gliding Club	V	60	54	50	-10
Mount Beauty Gliding Club	V	7	14	16	9
Murray Valley Soaring Club	V	3	?	2	-1
RAAF East Sale Gliding Club	V	4	4	2	-2
South Gippsland Gliding Club	V	22	20	17	-5
Southern Riverina Gliding Club	V	108	87	95	-13
Sunraysia Gliding Club	V	23	22	26	3
Swan Hill Gliding Club	V	7	5	6	-1
Tumbarumba Gliding Club	V	11	12	12	1
Victorian Motorless Flight Group	V	99	93	98	-1
Wimmera Soaring Club	V	29	29	22	-7
Beverley Soaring Society	W	116	108	104	-12
Gliding Club of Western Australia	W	50	53	51	1
Morawa Flying Club	W	11	17	15	4
Mount Newman Gliding Club	W	1	1	1	0
Narrogin Gliding Club	W	88	78	78	-10
Stirlings Gliding Club	W	11	11	15	4
<b>TOTALS</b>		<b>2,802</b>	<b>2,835</b>	<b>2,868</b>	<b>66</b>



# Western Australia State Gliding Championships

Courtesy of Soardid, the newsletter of the Beverley Soaring Society (Inc)

THE WESTERN AUSTRALIA STATE GLIDING CHAMPIONSHIPS WILL TAKE PLACE AT CUNDERDIN AIRFIELD FROM 3 TO 10 JANUARY 2004, HOSTED BY THE GLIDING CLUB OF WESTERN AUSTRALIA.

**A**fter much debate over the past four years, the format for the event has been changed from a 12-day competition over two weeks to an eight-day competition over one week.

The rationale behind the shortened event is to make the championships more accessible to all members of the Western Australian gliding fraternity.

The emphasis of this year's event will be to both encourage and support those pilots who have never participated previously. If you are in this category, then here is your opportunity to spend a week furthering your cross-country experience. You will find that there is as much knowledge to be gained from taking the opportunity to chat with all the other pilots, as there is from your actual flying.

Remember that there is only one thing that pilots like to do more than fly, and that's talk about flying, and how they did it. So, take this opportunity to pick the brains of the state's best.

Competition Director Rod Carter will be making sure you are assisted in very way possible to make your involvement both enjoyable and rewarding.


Due to the new shortened format there will be no official practice days, however

launching and accommodation will be available at the Gliding Club of Western Australia during the week leading up to the event.

All classes will be catered for providing there are sufficient entries. These include Novice, non-ballasted, AAT or Post tasking; Two-seater, non-ballasted, AAT or Post tasking; Standard, water-ballasted, AAT or FAI tasking; Sports/Club, non-ballasted, AAT or Post tasking; Open/15Metre, water-ballasted, AAT or FAI tasking.

All turn point verification will be by GPS data logger. For flight verification pilots may use Colibri loggers; Garmin models GPS 89, GPS 90, GPS 95XL, GPS 195, GPS 175, GPS 12XL, GPS 11, GPS11+, GPS 111, GPS111 Pilot; or Borgelt Joeys (pilots need to supply a cable and software.

If you wish to use any other type, you must submit appropriate cable and software to John Orton at 30 Hewitt Way, Booragoon WA 6154 by 1 December 2003. John can be contacted by email on <J.Orton@murdoch.edu.au>.

Entry forms for the event can be downloaded from [www.glidingwa.com.au] and must be submitted by post, with fees, to Iain Russell, PO Box 1142, Wangara WA 6065 as early as possible. 



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# Flight for Sight

**Michael Coates**

ROYAL BLIND FOUNDATION HAS RECENTLY RECEIVED SUPPORT FROM THE SYLVIA AND CHARLES VIERTEL CHARITABLE FOUNDATION FOR A TWO-YEAR PROGRAM WHICH WILL TOUCH THE LIVES OF MANY QUEENSLANDERS IN REGIONAL LOCATIONS AFFECTED BY VISION LOSS.

**R**oyal Blind Foundation helps Queenslanders with vision impairment in a myriad of ways, offering support, training and programs for children suffering vision loss from birth, right through to elderly people who may be experiencing eyesight difficulties through age-related conditions.

General Manager, Gerrard Gosens, who is congenitally blind, is embarking on a unique flying adventure known as "Flight for Sight". For the man that takes running marathons and climbing Mt Everest in his stride, co-piloting a Sinus 912 around regional and

rural Queensland is just another journey for Gerrard, to raise awareness and much-needed funds for the Royal Blind Foundation.

With accomplished pilot Michael Coates of X-air Australia by his side Gerrard will be visiting 18 regional and rural Queensland cities and towns between 7 and 18 October 2003. "Flight for Sight" will launch a "Rural Outreach and Community Development Program" to set up support for Queenslanders who are blind or vision impaired.

Departing Brisbane International Airport on 7 October, Gerrard and Michael will be visiting the following cities/towns; Coolangatta, Warwick, Toowoomba, Roma,



Gerrard, Summit and Michael posing for the cameras

Photo: Courtesy Michael Coates

Emerald, Longreach, Winton, Mt Isa, Cairns, Ingham, Townsville, Mackay, Rockhampton, Gladstone, Bundaberg, Hervey Bay, Maroochydore before finally returning to Brisbane on 18 October.

Gerrard is looking forward to his co-piloting role and will take it in his stride as a celebrated achiever. His many achievements include representing Australia at the Paralympics in 1996 and 2000 in the 5,000 metres, 10,000 metres and the marathon, running from Cairns to Brisbane five times to raise urgently needed funds for the community, being awarded the Young Queenslanders of the year award in 1995 and more recently being awarded a Centenary of Federation Medal for service to sport.



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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)

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# Contact Addresses

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## 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.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 Williamstown 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, Tocomwal NSW 2714, 03 58742063.

### Summerland Gliding Club

PO Box 820, Lismore NSW 2480, Sec: David Wright, 02 6621 6495 (w), <wrights@norcom.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.

#### Grampians Soaring Club

PO Box 468, Ararat VIC 3377, 0417 514438.

#### Latrobe Valley Gliding Club

PO Box 625, Morwell VIC 3840.

#### Mangalore Gliding Club

PO Box 80, Avenel VIC 3664.

#### Mount Beauty Gliding Club

44 Roper St, Mount Beauty VIC 3699.

#### Murray Valley Soaring Club Ltd

PO Box 403, Corowa NSW 2646.

#### RAAF East Sale Gliding Club

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

#### Soaring Club of Tasmania

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

#### South Gippsland Gliding Club

PO Box 475, Leongatha VIC 3953.

#### Southern Riverina Gliding Club

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

#### Stawell Gliding Club

20 Jones St, Stawell VIC 3380, 03 53582713.

#### Sunraysia Gliding Club

PO Box 647, Mildura VIC 3500.

### Swan Hill Gliding Club

PO Box 160, Nyah VIC 3594.

### Tumbarumba Gliding Club

Mundaroo, Tumbarumba NSW 2653.

### Victorian Motorless Flight Group

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

### Wimmera Soaring Club

PO Box 158, Horsham VIC 3402.

### WA Gliding Association (WAGA)

#### Beverley Soaring Society

PO Box 136, Beverley WA 6304, 0407 385361.

#### Gliding Club of Western Australia

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

#### Morawa Flying Club

PO Box 276, Morawa WA 6623.

#### Narrogin Gliding Club

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

#### Stirlings Gliding Club

c/o Post Office, Lower King WA 6330.

#### WA Squadron Australian Air Force Cadets

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

## HGFA

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

### HGFA National Office

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

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#### Rohan Holtkamp (Secretary)

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### Microlight Public Relations

Paul Haines ph/fax: 02 42941031.

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Membership:	Normal	Family
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**States & Regions****ACTHGA**

PO Box 3496, Manuka ACT 2603; Pres: Steve Foggett 0417 313589, <sfoggett@hotmail.com.au>; Sec: Mark Elston 0428 480820, <mark.elston@defence.gov.au>; Trs: Tony Davidson 0500 883322, <td@silktel.com>; Committee members: Michael Porter, Sascha Moroney, Craig Donnell, Tim Grabovszky; SSO: Peter Bowyer 0412 486114. Meetings 3rd Mon/month 7:30pm Yamba Sports Club, Phillip.

**Hang Gliding Association of WA**

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

**NSW Hang Gliding Association**

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

**North Queensland HG Association**

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

**South East Queensland HG Association**

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

**South Australian HG Association**

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**Tasmanian Hang Gliding Association**

19 Christella Rd, Kingston TAS 7050, [www.thga.net]; Pres: Anthony Mountain (Sth HG pilot) 0407 299011, <president@thpa.net>; Sec/Trs: Mico Skoklevski (Sth HG pilot) 0418 398624, <secretary@thpa.net>; PG contact: Rob Steane (Sth PG pilot) 0418 146137, <paraglide.info@thpa.net>, Bill Brookes (Nth PG pilot) 0409 411791, <northern@thpa.net>.

**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@smartchat.com.au>; SSO: Rob Van Der Klooster 03 52223019 (h). Site weather-boxes: Three Sisters 0409 864700, Buck-land Ridge 0407 356295, Mt Buffalo 03 57501515, Ben More 0417 112062.

**Clubs****New South Wales****Blue Mountains HG Club Inc.**

Pres: Peter Burkitt 0418 435204, <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 CattleDog Tavern, Mamre Rd, St Clair.

**Byron Bay Hang Gliding Club Inc.**

PO Box 1903, Byron Bay NSW 2481, [http://bbhgc.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 Wootten 0427 210993, <lindsaywootten@bigpond.com>.

**Dusty Demons Hang Gliding Club**

PO Box 1003, Fishwick ACT 2609. Pres: Lee Patterson 0427 220764, <leeroy@dustydemons.com>; V-Pres: Tove Heaney 02 48494516, 0419 681212, <tove@

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

**Hunter Skysailors**

Pres: James Thompson 0418 686199, <james.b.t@hunterlink.net.au>; Sec/Trs: Neil Bright 0412 689067, <tojofo@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 Causer 0418 433665 <timcau@ozemail.com.au>.

**Kosciusko Alpine Paragliding Club**

[www.homestead.com/kapc]; Pres: James Ryrrie 02 62359120, <ryrmicalago@netspeed.com.au>; V-Pres: Nigel Hack 02 64576452, <freexoz@snowy.net.au>; Sec: Charles Palmer 02 62925664, <palmerc@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/MM contact: Lee Scott 02 65598655, 0429 844961.

**Newcastle Hang Gliding Club**

PO Box 64 Broadmeadow NSW 2292; Pres: Mick Walmsley 0425 273407; V-Pres: Glen Selmes 0418 471353; Sec: Matt Olive 02 49423131; Trs: Tascha McLellan 02 4927 8867, <conradtascha@hotmail.com>; SSOs: Al Giles 02 49430674, John O'Donohue 02 49549084, Tony Barton 0412 607815. Meetings: Last Wed/month 7:30pm 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.sydneyparagliding.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@bmlgal.com.au>; Sec: Dale Appleton 0408 382635; Trs: Greg Holt 0418 516058; SSO: Rob Van Der Klooster 03 52223019, 0408 335559; Publicity Officer: Harry Buckle 03 52214544, <monument@pipeline.com.au>. Meetings: 1st Fri/month, venue see: [vhpa.org.au/dyna].

**Melbourne Hang Gliding Club Inc.**

PO Box 8057, Camberwell North VIC 3124; [www.vhpa.org.au/melbourne/], <melbourne@vhpa.org.au>. Pres: Andrew Medew 0425 702957; Sec: Vanessa Sparke 03 9458 3780; SSO: Geoff Tozer 03 97583250, Kevin Grosser 0419 022225. Meetings: 3rd Wed/month at 6:30pm at the Palace Hotel, 893 Burke Rd,

**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**

Camberwell.

**North East Victoria HG Club Inc.**

[www.hgfa.asn.au]. Pres: Paul Harrison 0428 356239; Sec: Garrit Verway 0427 551074; Trs: Jill Borst 0438 328636; Web: Barb Scott 0408 844224; Meetings: Check [www.home.aone.net.au/gilbert/nevhc.htm].

**Sky High Paragliding Club**

[www.skyhighparagliding.org]; Pres: Colin Page <president@www.skyhighparagliding.org>; V-Pres: John Styles <jdstyles@hotmail.com>; Trs: Clinton Arnall 0415 229315, [membership@www.skyhighparagliding.org]; Sec: Georgia Buckingham <secretary@www.

skyhighparagliding.org>; Web: Tony Tidswell <webmaster@www.skyhighparagliding.org>; APN Editor: Julie Sheard 0425 717944 <editor@www.skyhighparagliding.org>; SSOs: Kevin Gingell-Kent, Alister Johnson, Adam Neinkemper. 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**

PO Box 92, Beaufort VIC 3373, [www.vhpa.org.au/vwhgc]. Pres: Glenn Bachelor 0419 324730, <GlennB@pocketmail.com.au>; V-Pres: Mark O'Keefe 0412 473724, <mokeefe@bigpond.net.au>; Sec: Andrew Edney 0438 571445, <andrew.edney@edag.com.au>; Trs: Phillip Campbell 0419 302850, <campbell.p@giant.net.au>; Web/Database: Damian Georgiou 0413 677090, <damiann@bachomp.net>; SSO: Rohan Holtkamp 0409 678734, <dynamic@netconnect.com.au>. Meetings: Last Sat/month, The Golden Age Hotel, Beaufort.

**Queensland****Cairns Hang Gliding Club**

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

**Canungra Hang Gliding Club Inc.**

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

**Central Queensland Skyriders Inc.**

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

**Conondale Cross-Country Flyers Inc.**

Pres: Peter Buch 07 54949615, <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 33541910; 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; <intheir@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; CF: Brendan Watts 0408 949004.

**Western Soarers Hang Gliding Club**

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





# Soaring Calendar

## AUSTRALIA

### 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 Inc is running an aerotow HG competition at the Dalby Aerodrome in the week after the Canungra Classic, so come on up to sunny Queensland for a fantastic fortnight of flying, firstly in the scenic panorama of mountain ranges surrounding Canungra, followed by soaring the endless cotton-ball dotted skies over the vast patchwork of crop farms that is the Darling Downs. The Dalby Big Air Carnivale promises to be an enjoyable event with the emphasis on safe towing and getting pilots airborne with many hours and miles under their belts. Register online to secure your place now! [www.triptera.com.au/pteraComp/index.php]. Entry fee \$120 (includes T-shirt and presentation dinner). Tow fees \$25 each.

### Canungra Paragliding Cup

11-18 October 2003

Canungra, QLD. The Canungra HG Club is pleased to invite PG pilots to participate in the 2003 Canungra Cup. Awarded AAA sanction from HGFA and Category 2 status from CIVL, makes this the first sanctioned AAA PG event of the Australian season. Entry fee includes 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: \$180 after 11 September. Workshops will be held each evening, with presentations from top national pilots, on all matter of competition flying skills. Fun evening entertainment will again be planned, with last year's favourite "Roast & Boast" back on the agenda. So bring those stories! For more information about the competition or Canungra, visit our website at: [http://home.iprimus.com.au/plenderleithm/canungracup/] or email <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 our website, but book early! Private homestay accommodation being sourced this year, email Karen for details.)

### The Vic Spring Comp

18-19 October 2003

Yea, VIC. This comp is to be held as a joint venture by the Melbourne and the Western Victorian HG clubs, with the second round being held in conjunction with the Skyhigh PGC event, "Not The Vic Open". This event is for both HG and PG pilots of all experience levels. It will be held in three stages as follows: Round 1: 18-19 October at Yea – open to HG and PG pilots, hosted by MHGC; Round 2: 1-4 November at Bright – HG event held in conjunction with Skyhigh's "Not the Vic Open" PG event; Round 3: 15-16 November at Beaufort – open to HG pilots, hosted by WWHGC. The event mission is to fly

together with common goals in a safe, fun and supportive environment. There will be organised social and pilot educational events. For an Info Pack or to register contact: Carla Pierce (WVHGC) 0407 788710; Ross (MHGC) 0410 600595; <steven@pchelpathome.com.au>, Darren Guant (Skyhigh) 0419 563212; Malcolm Marker (Skyhigh) 944441185.

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

### Narromine Cup Week

22-29 November 2003

Enquiries to Mrs Beryl Hartley, 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 5754 4572) or Don Pollock (ph 03 5754 1301).

### 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

Cudgong 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, <rodcar@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

(The 20th Anniversary – Take Two!)

Corryong, Vic/(NSW border)

This 20th Anniversary Celebration rises from the ashes, bigger and better than ever. Not even acts of god will stop us this time (uh... not that we're putting out a challenge or anything big guy...) so turn up, come what may, for registration and practice day 17th, comp start 18th with registration in the morning. Come to the best FUN comp of the year. Mt Elliot, Corryong is one of the most reliable and spectacular flying sights in the Eastern highlands, a hill launch set at the base of the Australian Alps on the border between Vic and NSW. Tasks are generally 50-100km with up to 4 turnpoints set to make pickups easy in the flying-friendly valley. 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 new comer to competitions, first placed team receiving the Corryong mugs, and numerous day prizes). You must have an Int rating (preferably with inland experience), UHF radio and parachute. Camera optional (databack not required), as this year scoring will be with GPS or camera, whichever you prefer (please let us know if you require a roll of film). This is still the cheapest comp on the HG calendar at only \$100 if you register before 30 Nov 2003 (\$120 thereafter), cheques made out to Blue Mountains Hang Gliding Club. Included in this fee is comp entry, the great 20th Anniversary T-shirt, a film for turnpoints (ask), colour topo map of the area and Presentation Dinner. Places are limited so don't miss out. Register now with: The Blue Mountains Hang Gliding Club, C/O Steve Bell, PO Box 110, Woonona NSW 2517. Ph: 0412 686 812 or <spbell@1earth.net>.

## OVERSEAS

### 13th Open PG Championship of New Caledonia

1-8 November 2003

New Caledonia. Uses Ouazengou (Northern district) and Dzumac (Southern district). Required are a reserve parachute, insurance, GPS, FFVL rules apply. Registration: By 30 September 2003. Fee: US\$165, NZ\$350 or 183 Euros, not refundable payable by 20 October 2003, incl: registration, maps, transfers, dinners, B&B, lunch each task day, shuttles to take off/landing, welcome party, results party. For more info please ph/fax: +687 240629, email <avln@netcourrier.com>. Tourism info at [www.sponline.com].

# Classifieds

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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

STANDARD CIRRUSS, GYZ, excellent cond, original faultless gelcoat, overcoated in quality 2-pack paint system. Basic instruments incl. good road trailer. \$22,000 ono. Wimmera Soaring Club.  
Ph: 03 53825735 (h) or <comcom@wimmera.com.au>.

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

ASW 15B 1/2 share. Full instruments plus: Will Schumann 20kt vario with av, Turn/bank 1 min, Schanz SK 80 compass, Aerograf barograph 39,000ft, FSG50 Dittel radio, Genave alpha 100 ground station, Puritan-Bennett auto mix/100% 40,000ft oxygen system with mic, oxygen decant system, parachute, single handling tow, pin bushes, gel coat done. Base SA & need a Club. 1/2 share \$12,000 ono. Being prepped for the coming season. Further details ph: 08 83420214, fax: 08 8342 0634.

STD LIBELLE 201B. Flies well, good appearance. Fitted with a GPS, Joey & Dittel radio. Enclosed trailer & tow-out gear. New dust covers (wings, canopy & tailplane). Ph: John 03 93282536, <johnhrobinson@bigpond.com>.

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 mths 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 contact Miles Gore-Brown 07 55789904 or <mgsbia@pacific.net.sg>.

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

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 reconditioned enclosed 4-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) or <comcom@wimmera.com.au>.

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 or <malferg@bordnet.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 cond, basic instruments, enclosed trailer, fresh Form 2. Located at Grafton. \$18,000 neg. Ph: Bob 02 66541638 or 0403 088551.

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PHOEBUS C. Good cond, basic instruments, radio, Slimpack chute, tow-out gear & enclosed trailer. 1,106 hrs TT. Requires Form 2, no known faults. \$11,000. Ph: Gary 03 51442362 (h) or 03 51444953 (w).

LS4A, HDK. Excellent cond, never damaged, 1,900 hrs, tail tank, Cambridge L-Nav, Terra 720 radio, PZL vario, Slimpack chute, tow-out gear, Thompson trailer, proven performer. \$55,000. Ph: Frank Turner 07 32318888 (w), 07 33783302 (h), 0419 70241699 or <fturner@thymac.com.au>.

MINI NIMBUS HS7, FQA. 2,400 hrs. Basic instruments, radio. Current Form 2, Slimpack chute, enclosed trailer. \$30,000. Ph: Les 08 87333421. or <lbebbington@bigpond.com>.

JANTAR STD 2, UKT. Full Borgelt panel, GPS, logger, oxygen, Winter mech vario, Slimpack chute, approved winglets. Incl. excellent trailer & all ground handling gear. Always privately owned, hangared & carefully maintained. \$30,000 ono. Ph/fax: 08 98814283.

LS1D CTG. 2,900 hrs. 3,000 hrs life extension completed, new Form 2. This glider was always privately owned, never pranged, delight to fly, excellent cond, competition tuned, c/w basic instruments, radio, closed fibreglass trailer, tow-out gear & parachute. \$23,500. Ph: Tobie Geiger 03 54286991 or <tobie@useoz.com>.

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>.

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

HORNET, GEZ. Top cond, no trailer. For details ph: Jim Barton 03 93094412.

### Two-Seater Sailplanes

FOR SALE. Located at Boonah Gliding Club. Slingsby T53b & K7 together or separately. Both are flying currently & are complete with trailers. The 53 is in good cond & has 12 mths Form 2. K7 is in good cond. All offers for sale or hire will be seriously considered. Ph: Secretary Rob Izatt 07 54632630 or 07 32558499 (w).

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. All reasonable offers considered. Ph: Peter Warburton 08 86452619 or <petwarbt@mbox.com.au>.

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.

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

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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>.

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## Wanted

SINGLE OR TWO-SEATER GLIDER – consider any cond, glass, wood or metal. Ph: 0413 963438.

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SAVE! SAVE! ICOM IC-A23 VHF/VOR Handheld Comm incl. GA headset adaptor. Special price: \$630. IC-A5 \$530. Affordable VHF handheld incl. GST. Airborne Avionics Ph: 02 68892733. Fax: 02 68892933. Email: <hartley@avionics.com.au>.

GPS!! GPS!! GPS!! GARMIN GPS II Plus \$528. GPS III Pilot \$975. GPS 12XL \$525. New GPS 196 \$1,685. Prices incl. GST. Airborne Avionics P/L. Ph: 02 68892733. Fax: 02 68892933. Email: <hartley@avionics.com.au>.

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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 world-wide 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.

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

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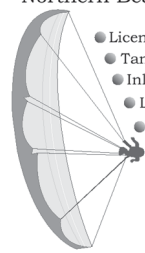
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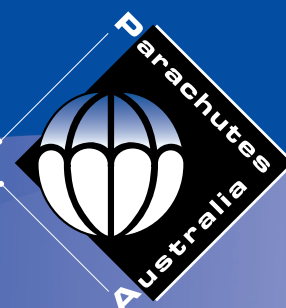
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