

Soaring **AUSTRALIA**



December 2003



A Difficult Day



Flying Eungella with Lee

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2nd	Atilla Bertok	- Litespeed S 4.5
3rd	Steve Moyes	- Litespeed S 4.5
5th	Phil Pritchard	- Litespeed S 4
6th	Conrad Loten	- Litespeed 4
7th	Bruce Wynne	- Litespeed 4
8th	Geoff Coobs	- Litespeed 4
9th	Jon Durand Snr	- Litespeed 5
10th	Dave Staver	- Litespeed S 3.5

Brazilian Nationals 2003

1st	Betinho Schmitz	- Litespeed S 4
2nd	Andre Wolf	- Litespeed S 4



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Looking south from the southern launch in Alice Springs Stuart Highway is seen below and the last of the ranges ahead.

Photo: Brett Lewis

Yellow Falcon, Red Dirt, Blue Skies

Mats Koponen

I AM A PARAGLIDER PILOT FROM SWEDEN, WHO HAS RECENTLY HAD THE PLEASURE OF SPENDING A YEAR TRAVELLING THROUGH AUSTRALIA. TOGETHER WITH MY GIRLFRIEND JOHANNA, WE EXPLORED THE CONTINENT IN A YELLOW FORD

FALCON, STOPPING WHEREVER THE URGE TOOK US FOR A FLIGHT, A SWIM OR A BEER. GREAT PLACES... GREAT MEMORIES...

I don't think Alice Springs has ever been famous for paragliding, perhaps having seen more sailplanes or maybe even hang gliders in her skies. I arrived through the magnificent Heavitree Gap together with my girlfriend and her best friend. I was having problems driving because I had to look up at the hills all the time – you know how it is. There was a launch, and there was another, and there, and there... The MacDonnell ranges stretched on forever it seemed, high, mighty and far into the distance. There had to be flying here.

After getting settled into a hostel I got in touch with Brett, who comprised one half of the Alice Springs paragliding club. A Saturday morning he picked me up and we headed off towards the Ranges south of town. We stopped below the TV-masts on top (yes, one of the potential launches I'd spotted driving into town). The wind was straight on and of good strength, the sun was rising and the day was improving with every minute. We called Paul, the second half of the club, and he was soon arriving in his pajamas, no time to waste. I was about to start unpacking when they told me we were in CTR, controlled airspace. It was like a collapse low over the trees, like tripping just when about to launch, like getting stuck in the kite eating tree with a new glider. Were they serious? Taking me up here and showing me a perfect launch on a perfect day and I'm not allowed to fly? I could kill for less.

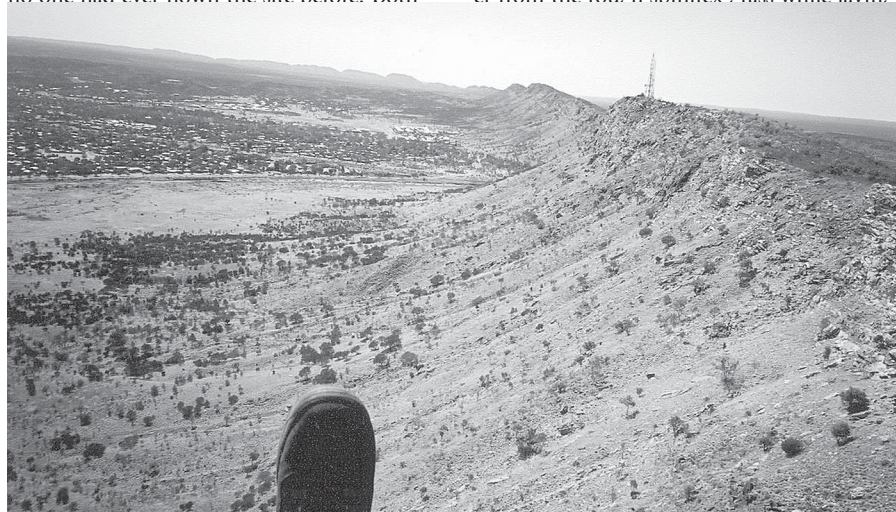
The initial shock had settled when they told me about the air-band radio, the agreements, and the local rules. We called the flight control tower at the airport to see if we could get clearance for the site. We got a roof of 5,000ft and all we needed now was a VHF airband radio for tower communication. Brett had one but Paul and I didn't.

Brett was advancing on my kill list.

We had to take turns with the radio, and it also turned out that out of all the members of the paragliding club of Alice Springs, no one had ever flown the site before. Both

Brett and Paul were fresh out of the schools and were more than happy to let me out first to have a look around.

I got the radio and tried to save the glider from the rough spinifex grass while laying



Flying the northern site of the MacDonnell Ranges in Alice Springs. The launch is just by the TV-masts and the Stuart Highway is coming through the Heavitree Gap into Alice Springs far below. This was a magic day

Photo: Mats Koponen



A hot day at Cable Beach in Broome, pulling speedbar to make a slow descent towards the beach

Photo: Mats Koponen

December 2003



One of the first flights I made at Cable Beach. The beach, the sky, the ocean – who could help falling in love with this place?

Photo: Johanna Lagnevall

it out on the gentle slope. I got clearance from the tower and soon had the canopy above me. A short moment of control to feel the air before committing to the launch. I was rising.

The ridge was making a steady compression and after exploring the area and the lift for a while, I started following a group of hawks to see if they could find me some more lift. It turned out that the hawks were following me as well, just out of curiosity, and we all ended up circling each other in a tight crowd. Finally the tower took me down and we watched a jet coming in for landing as I handed the radio to Paul at the landing spot.

Paul wanted to try another take off and launched into big lift. He was exploring the ridge a little too low and both Brett and I thought that he would land in the spinifex far to the west in the valley. He made it back to the landing and Brett finally got his radio and was ready for launch. A rock'n'roll take off and Brett also got his turn flying the Heavitree Gap in the MacDonnell Ranges.

We stayed in Alice Springs until the wet season build-up started in the north. A big storm was approaching and for a while we all thought that the Todd River would flow. We left for the northern flatlands and ended up in Darwin just before the National Parks were closing for the season. We headed on and travelled through the Kimberleys towards the coast. The wet season made its tricks and we had to wait at a couple of flooded creeks while the water went down. It was hot, humid and wonderful. What a place!

We hit the coast in Broome and we fell in love with the place at once. If only there was a place to fly. I had talked to John in Kununurra and he figured the dunes at Cable Beach would be a fun place to play around with a kite. I found the dunes low, beautiful, hot and very flyable.

The first morning in Broome I was at Cable Beach at eight o'clock just to be sure to catch the seabreeze. By nine o'clock, while waiting, I was swimming far out in the warm ocean, trying to cool down from the hot morning sun and I could feel a bit of a breeze on my neck. It was suddenly happening. The seabreeze was coming in.

I was hurrying back to my glider and I soon tried to catch the hot wind. It was a lot of work, but finally I found the right launch and it was easy, oh so easy, to catch the lift and connect to the dunes and the beach. I was brooming and beaching, laugh-

ing and screaming while doing fat wingovers low over the dunes of Cable Beach.

The beach was presenting a general 200m stretch of flyable dunes. Depending on the conditions of the day it might have been a 300m or at most a 400m stretch. A short and very low soaring site, but the beauty and pleasure of it was breathtaking. Flying low is always interesting and it keeps you on the edge all the time. An hour of low flying can be just as exhausting as an hour of thermalling. Work for the lift and play for the fun. I could not get enough.

A month later, and after endless hours on my beach, we followed the coast to the south. Leaving was not easy, but our work was over and we wanted to keep moving. There were more places to see around Australia and they were all calling us.

As I'm writing this our year in Australia is over and I am home in Sweden again. It is September and the autumn is growing stronger by the day. Rain and rough weather, long hours waiting at the tiny local sites. Work and 'normality' is starting to clutch with uncomfortable claws again. I miss my Cable Beach.



(Author's note: More of our Australian road trip is documented on the website [www.algonet.se/~j-lagnev/mats].)



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FLYING EUNGELLA WITH LEE

Robert Dawson

WHEN I MET LEE SCOTT OF HIGH ADVENTURE AND HIS GROUP OF 10 NOVICE PILOTS AT MACKAY AIRPORT ON SUNDAY AFTERNOON I WAS SOMEWHAT SHOCKED AT THE SUGGESTION OF GOING STRAIGHT TO THE BEACH TO FLY. IT'S NOT THAT I DIDN'T WANT TO FLY, IT'S JUST THAT I DIDN'T HAVE MANY HOURS UP, DIDN'T KNOW ANYONE AND HADN'T FLOWN FOR A MONTH PRECEDING. OH, I WAS READY AND WANTING TO FLY... JUST NOT RIGHT THEN. I WAS KINDA' PSYCHED UP FOR STARTING THE NEXT MORNING, BUT THAT WAS EIGHTEEN HOURS AWAY. NOW I WAS ON MY WAY TO FALL OUT OF THE SKY AND PROVE TO EVERYONE THERE THAT I COULDN'T LAUNCH, COULDN'T FLY, COULDN'T LAND AND WOULD BE A LIABILITY TO THE WHOLE GROUP FOR THE WHOLE WEEK - THE THINGS WE THINK!

It was pretty breezy up on the point at Blacks Beach and I set up with a huge amount of things growing, err, growling in my stomach – there weren't just butterflies in there, they were flying in formation! I was hugely relieved at Lee's offer to anchor me on take off and I managed a launch without any mishap, didn't fall out of the sky, stayed up until we started to lose light, and landed without any real drama. Mission accomplished. I didn't make a nana out of myself, even if Katrina packed up my glider so fast that I wondered how that was humanely possible and left me thinking that I needed to relearn how to fold the damn thing up. Hehe. But the week was off to a great start and I felt much more a part of the group after having shared this sunset flight with everyone.

Monday morning... nervous, enthusiastic, excited... had trouble containing myself. I found myself standing on the hang glider take off ramp in front of the Eungella Chalet, looking down a long way and wondering how I would be feeling taking off



from such a height. Never launched from that kind of height before. When we went on around to the caravan park and inspected the launch site there I was feeling really positive. It definitely felt like I could do this launch. Then the "bomb-out" LZ was identified and discussed. We could see it reasonably clearly from where we were standing and I remember thinking that it wouldn't be easy to land there: trees, powerlines, lantana, rocks and an upwind negative incline all seemed to make this LZ the last place anybody (that's definitely me) would want to land.

About two hours later I found myself on a final approach to this very paddock. Lee's there on the ground guiding me in. I arrive with insufficient height because I was indecisive earlier about pushing on to a clearer paddock (after realising I wouldn't make it to the other paddock I turned back to the "bomb-out", later renamed the Pit because it swallowed up a number of our group over the week). I was making the downwind leg worrying about the trees that were rapidly growing around me. My decision to make the crosswind leg was accompanied by a radio message from Lee that sounded like "Where you going?" Flying the crosswind leg on the sheltered side of a couple of large trees turned out not to be a good "look", and I landed bum first trying to weightshift into the upwind final leg amongst a rock boulder field. Ouch!



I had the sense to keep my legs up, so apart from a very sore left cheek, the only thing that was hurt was my pride. I learnt that it is important to make a decision about your LZ with plenty of height; retrieving your glider from a lantana bush can be hard; not to fly on the sheltered side of large wind obstructions when you are trying to land; and allow plenty of time to untangle the ball of string that your lines can get into after pulling your glider out of a lantana bush. Oh yes, I am a noob but learning quickly.

Magic air... incredible! Launching around 5pm and getting an instant elevator ride up 100ft. Sorting out speed bar while slowly being edged back over the ridge and

then penetrating forward. Gaining height every second while penetrating into the mass of air that is rising out of the warm valley and rushing to escape over the lip that we are launching from. As I slowly penetrated forward on full speed bar I continued to climb to 3,500ft, up around 1,400ft above launch height. I am moving down the centre of the valley heading east towards Mackay and the sea some 80km away. The air is smooth, the shear lift is massive – nothing but lift, speed bar reduced to about half and hands up. Multi-colours are changing and darkening every second in the valley, 2000ft plus below and the ride is sooooo smooth. This is being alive! The light is continuing to fade and I have to descend down through the lift on almost full speed bar or else land in the dark. It seemed like I could have stayed up forever, without effort and in complete peace.

I land and pack up, pretty much in the dark by now and walk my way out to the road and pickup by moonlight. An awesome flight.

Nobody told me. Okay, I read about it, but nowhere did I get the impression that thermalling was going to be like this. Scary, difficult... smooth turns and sudden, temporary loss of control. Nobody told me it was going to be this hard or this exciting. Sure, I have done 360's before, but that's not thermalling. Start the turn, hold it constant... I said **hold it constant!** Gees, I'm trying but it seems like the thermal constantly wants to tip me up or spit me out. Holding a smooth turn for any length of time while thermalling is a huge amount of concentration... I probably should say that attempting to hold a smooth turn is exhausting because I am just not able to hold a smooth turn... not at first anyway.

By later in the week I am getting better. I have learnt to stay in the thermal... some of the time. I am missing lots of opportunities but taking advantage of some. My most memorable thermalling flight occurred on the same day that others got attacked by the eagle. By this time Lee was pretty much leaving us to make our own choices. On this occasion I chose and rode a couple of thermals up to 3,600ft, 1,500ft above launch height. On the way I experienced and managed a wing tip collapse – with a lot of reliance on the safety features and design of my wing – an Ozone Vibe. I could have gone higher, but when I left the thermal I chose to leave, I wasn't spat out. I felt like I had pretty much independently done some cross-country flying. Oh, I didn't go far, but that didn't matter. I made the choices



Flying Blacks Beach, Mackay, Queensland

Photos: Courtesy Lee Scott

and handled it all on my own. Very rewarding. I can readily see how thermalling and the bee... beee... beee... beep... beee... beeping of the vario can be such an attraction... riding the sound, the whoop, the thrill and the satisfaction to be rewarded

by height and more opportunities to find another one. Hard to beat this.

Robert Dawson, Restricted paraglider pilot, now 12-and-a-half hours and hungry for more.



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A Difficult Day

John Grosser

THIS STORY STARTS WITH THE PLANNING OF OUR FAMILY SKIING TRIP TO QUEENSTOWN, NEW ZEALAND. ALTHOUGH WE HAD BEEN THERE NINE YEARS BEFORE, MY WIFE, SHELLEY AND OUR TWO DAUGHTERS, RENE AND ASHLEIGH, PLANNED TO SPEND A WEEK OF THE SEPTEMBER SCHOOL HOLIDAYS SKIING CORONET PEAK AND THE REMARKABLES.



I had not realised, until I had a quick look at the map, that Omarama Alpine Soaring Centre is only two hours driving time from Queenstown, so I planned to make the trip to check out all I'd heard about the place, if we needed a rest day from skiing. After several days vigorous skiing, traversing the spectacular slopes of Coronet Peak my opportunity came with the mountain being closed due to high winds (not to mention tired muscles).

Even though the day was overcast with cloud I decided to set out for Omarama, and, thinking that I had wasted my time, was surprised to see a glider on aerotow. I later learned that the flight was a birthday present for an 80-year-old Australian. The glider, an ASH 25, soon landed and I met the pilot, Doug Hamilton, who is the CFI. I told him I would like to experience ridge soaring and after a short discussion we took off just after two o'clock with Doug in the back seat. We released at 3,500ft indicated (Omarama is 1,400ft above sea level) and headed towards the nearest slopes, which were close by. Even though the wind on take-off was only five knots, the wind above the slopes appeared much stronger and we soon encountered lift of around two to four knots. Under expert guidance from Doug I flew up the ridges and soon cleared the snow-capped peak at about 5,000ft. We then went on to another ridge with similar lift until we reached 7,000ft. We now had a wonderful view of many snow-capped mountains although we were now in heavy sink and proceeded to lose 2,000ft, with severe turbulence being experienced at 300ft above the terrain. Things happen quickly in these conditions. Doug suggested we head downwind to where we were earlier. We encountered better lift this time although

still turbulent. Still no sign of wave and Doug commented that it was rather a difficult day. We managed to climb to 10,000ft and Doug turned on the oxygen. At this stage I wondered if I might break my personal height record of 12,500ft. Doug suggested we fly upwind for a minute and the lift was smoother but short-lived. So we turned back towards the mountain, flying at 60kt and our ground speed increased from 12 to 110kt. Turning back into wind the ASH 25 gave a slight tremble and suddenly we were in six to eight knots of the smoothest lift and I noticed a small cloud starting to form. The lift increased to 14kt with Doug requesting an airways clearance so we could climb past 17,500ft. The most spectacular lenticular had formed and quite soon we were at 21,000ft. The view of the South Island was amazing and it was strange to be looking down at so many clouds. Because of the oxygen apparatus we were using we were not permitted to go higher, so we pulled out full airbrake but had to fly out into the sink to be able to descend. Up until now I had not noticed the cold but realised that if one were to spend long at that altitude it would be wise to wear special clothing. We landed at a quarter past five and the grin on my face was almost as wide as the wingspan of the ASH 25. Doug kindly awarded me a Omarama hat and pen as a memento and, as I said farewell, I assured him I would be back again soon. Can't wait!



Note. I was wearing a parachute with a static line. Had I have had to bail out anytime we were in wave in sub-zero temperature, with 14kt lift over snow and no oxygen, I reckon my chances of survival would have been zero.

Photos: John Grosser

In-flight Peeing

Dave Shorter

WHAT DO YOU DO ABOUT PEEING IN FLIGHT?

HOLD ON TO IT? DON'T DRINK TOO MUCH BEFOREHAND?

LAND EARLY WHEN YOU HAVE A BLADDER-FULL?

None of these are very good solutions. In fact it's downright dangerous not to drink beforehand, and maintaining body fluids during a flight is most important for preventing dehydration. Dehydration has been the documented cause of quite a few air accidents, due to the impaired decision-making process of a dehydrated brain. You must keep drinking.

The distraction from holding on doesn't bear thinking about, and certainly is not in the best interests of rational decision-making. And landing early, if you're 100km from home, is not an option.

So, unless you have your own glider with an in-built pee-tube or similar system, there are two essential items for any extended flight of more than an hour or two – a large water bottle filled with drinking water and an empty water bottle or receptacle for “processed” water.

Having struggled with the mechanics of different receptacles over the years I would like to suggest a system that I now use and find works very well. (My apologies to female pilots – I haven't had experience with that type of plumbing system – so these suggestions relate specifically to male anatomy).

Some of the options are:

1. *Plastic drink bottles – Coke bottles and the like. Very difficult to manoeuvre between your unzipped fly and the control column. And if you happen to pick up a random bottle lying around before the flight and discover aloft that it's holed (as did old Bill Simpson one day) you have problems.*
2. *Plastic Bags. In a single-seater you still have to pee uphill, but the bag can be squashed down into the gap between your fly and control column. When finished, twist up the neck of the bag and drop out the clearview window. (Not very environmentally sensitive). But what if you get a leaky bag? In my hurry to get rid of a leaky bag once, I shoved it out the window without properly twisting the neck, only to have the contents blow back in my face! I water-tested all bags beforehand after that. Some*

people vouch for the integrity of zip seal freezer bags – whether they keep them till they arrive home or dump them en-route I'm not sure.

3. *The bladder from an empty wine cask has a suitably-sized bung (the tap which can be taken out and replaced) and is certainly watertight. It's a bit fiddly putting the tap back into the hole in flight, and can be messy if you want to top up for a second (or third) try. And you need to drink a lot of cheap wine before the flight or wash them out for reuse.*
4. *An external catheter, called a penile sheath, connected to a collection bag strapped to your leg. Some of the guys in Queensland advocate this system. Components can be purchased from pharmacies. (Asking the 16-year-old female sales assistant in pharmacy for one of these can be an interesting experience).*
5. *The external catheter (a holey condom – with a short tube extension in the end) can also be useful on its own when peeing into a bag as it helps get the stream up and over your bunched trousers and downhill into the bag.*
6. *A fixed pee tube through the floor of your seat pan with a half tennis ball or similar catchment on top gets the urine out of the cockpit into the airstream below the aircraft. A penile sheath connected to this pee tube also works. However, if the stream flow when you're peeing exceeds the flow*

capacity of the tube you can experience interesting effects.

My Current Solution

What I've now settled on is a plastic bag into which I put a disposable nappy pad. Disposable nappies contain a pad of cotton wool impregnated with finely ground “water crystals” – the white material used by nurserymen to soak up and store water in potting mixes. Water crystals have the fascinating property of being able to absorb 20 times their volume of water and so they mop up all droplets of urine that go into the nappy ... or your plastic bag. The action is so efficient that you end up with no free liquid in the bag. All is converted to a solid (slightly squashy) pad which you can use as a nice warm elbow rest for the remainder of the flight, and dispose of in the garbage bin back home.

The quality of the plastic bag seal is no longer critical – whether it leaks or not is no real problem. I use A4 document folder protectors as they are made of a heavier grade of plastic than supermarket bags that come home with the veges. And I just buy a packet of generic brand toddlers' disposable nappies from any supermarket and cut out the centre pad.

You could possibly also use loose crystals purchased from your plant nursery, but having the crystals finely distributed through the cotton pad constrains the liquid into a solid mass and makes it a much more manageable package.

I usually ensure that I have at least two or three fresh bags in the cockpit as part of the Daily Inspection. If it's a long flight and you're cold up high (and your prostate is getting on in years) you never know how many times you may need to pee. And after you relieve that distracting pressure you can return to a relaxed comfortable contemplation of the flight and enjoy yourself.



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Leszno 2003

Tracey Tabart

A WORLD COMPS IN ITALY, RIETI TO BE EXACT. I KNEW IT WELL FROM 1984/85 AND HAD EVEN DONE SOME LIMITED FLYING THERE.

But this was to be but the first change of plans. The Italians couldn't get their act together to run the pre-worlds so the IGC canned it. The organisation for the 1985 worlds was much the same, but things must have been more easygoing then. The IGC then gave the second bidder on the list the comps – Leszno, Poland – so it was off to Poland instead.

We had problems finding a glider to fly: rentals were upwards of \$8,000 and cars were a problem with insurance. Things were looking very shaky, when out of the blue DG offered us an 808S (Ingo had put in a good word for me)! This is their new competition version with six ballast tanks and an all up weight of 600kg. It was brand new with a new Cobra trailer and all the attachments: a very generous offer from DG indeed.

I rang my friend Jo Luciani who said he would be in Europe at that time and could crew for me with Kerri, also that we could use his car. All important parts in the equation!

Day one went well. I found Ralph Fischer (the German and European champ) on the way home. The day was of Aussie conditions and the task was small. We were placed third, but this was not going to be as easy as it seemed.

As the comps progressed the weather improved and the tasks got longer. We spent more time in the immature part of the day and the dying last thermals. I learnt a whole new meaning to the word "squeaky final glide", and the last thermal of the day sometimes registered only positive on the averager – not even half a knot. My high wing loading didn't help me here. What did help was



The Australian team, left to right: Crew Joe Luciani, pilot Tracey Tabart (Team Manager), Keith Willis, pilot Shinzo Takizawa, crew Laurens from France, and (front) crew Christiane Takizawa

the banding together. I was impressed and surprised that even at this level of competition, mates all jump in to get the job done. There we were, 80km to get back to Poland and 100km home from the border, 1,500ft and 5pm (we all should have been in the bar!) when Riccardo Briigliadori came onto the Poms' channel, which I was monitoring, and it wasn't long before we were all taking turns to lead out, making broad formations and calling lift strength. Wolfgang was helping too (but not leading out so much for he had the most to lose).

Riccy (Riccardo) was flying a Lak 17. The Lak family have been around for some time without too much fuss made of them, but the 18M version seems to go very well. They looked as if they had been tricked up ex-factory but all the same they ran like trains! Riccy was having problems with the climb, not surprising considering a wing area of 9.8 and an aspect ratio of 33, however his dad's suggestion was pretty straight forward – "put less aqua in it."

The other glider to turn heads was the Eta: 31 metres of very bendy wing. They were instantly distinguishable in the air.

During the last part of the competition the weather was getting better than Aussie standards. We spent long periods together as a class (18M) and I had the impression that the aircraft were very similar in performance. I spent a lot of time flying with the Poms and their Ventus CXs, also with Wolfgang and Ronald Termaat, doing long legs of 200km and finding that one tiny mistake could drop you off a pack that you've been with all day. These guys don't make mistakes. The flying skills were outstanding and there was much talk of very safety-conscious pilots. As far as I know we didn't even have a near miss.

This piloting standard I hope continues. The organisation did its best; meteorology was fantastic and the towing was of a military standard.

My thanks to my crew, Kerri, Joe and Bree Luciani, Sus and Detlef Schoeder, to the Australian Team Manager Keith Willis for all his help, and to everyone else who chipped in.



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THE ENTREPRENEUR

Emilis Prelgauskas

GLIDER PILOT NUMBERS SINCE THE MID 1980S HAVE MASSIVELY DECLINED. DURING THIS PERIOD OTHER AVIATION SPORTS HAVE BECOME ESTABLISHED WITH THEIR OWN PILOT COMMUNITIES AND SYNERGIES, TO THE POINT WHERE THE USE OF SOME ESTABLISHED SITES HAVE EITHER TRANSFERRED FROM GLIDING TO OTHER AVIATION ACTIVITIES, OR GLIDING HAS HANDED OFF FACILITIES AS THEY BECOME BEYOND THE RESIDENT CLUB'S CAPACITY TO KEEP IN CONDITION.

One contributing reason could be the sport's tradition of concentration within gliding of pilot and entry services to be centred only within established clubs, be they volunteer or commercial. Other aviation sports, in contrast, have scope for enthusiastic individuals to take this role – as individuals or through to the commercial school format. If success is enhanced by diversity, perhaps the senior-established aviation sport, us, can take on board some of the other methods proven up by other aviation sports, them.

General Aviation, many decades ago, established the path by the young pilot with shiny new licence, operating in a remote place, taking day trippers as a means to building hours toward climbing the commercial aviation ladder.

Similar paths seem to be possible in sport aviation, but in gliding appear not to be utilised. Full-time positions appear to emphasise the multi-skilled pilot (tug plus instructor rated) or the old workhorse (with senior coaching talent and credentials).

Yet there seems to be a place for the enthusiastic relative beginner (AEI or L1) who can find the summer buzz doing the intensive two-seat cycle that long-standing instructors find punishing.

Potentially made easier by underpinning by mentor, and the resources of, on, or from an under-utilised site.

Some aviation sports have found success by being urban based with an office where contact and booking occurs, complete with a web camera link to check the removed operating site conditions before setting off for the day's activities. In my neck of the woods both parachute and balloon operators do this, but not the seven gliding operators.

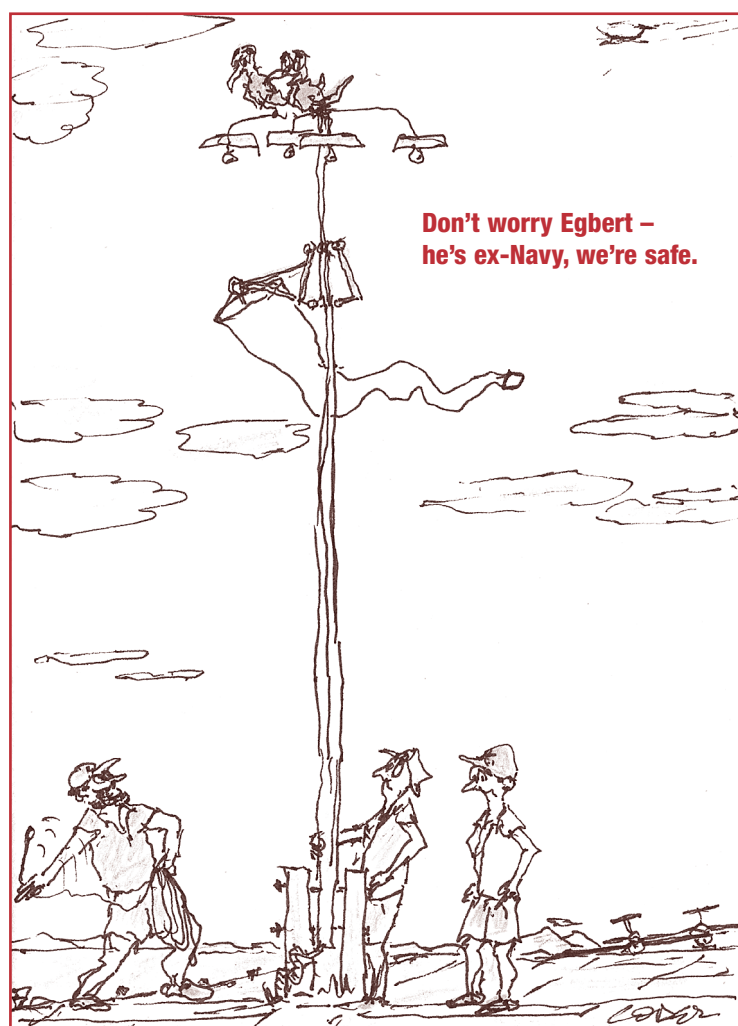
Gliding has been taking on the motorised option at some sites, which reduces the support numbers needed on-site. It permits hire-and-fly style operations, and brings the sport closer and more directly comparable to its AUF and GA competitors. Some sites report improved social relations between pilots as numbers increase. What it doesn't seem to do, is create linkages between convenience flying and the un-powered sort.

Learning to fly by booking doesn't give an induction to the sweat of staying airborne in weak conditions, or the terror of yet to get onto final glide, which to some of us is the essence of what gliding is about.

In a societal atmosphere where the flying by timetable is so far removed from the challenge, imponderables, uncontrollables of un-powered soaring flight, the consequence can be progressively expected in coming years by the decline in cross-country and contest flying levels, where these obstacles are most pronounced. Other aviation sports appear to have bridged this by involving family and friend network crews, much as gliding did in its formative time.

And we don't seem within Oz to have generated the motorglider-based contest format that has appeared in other countries. Perhaps because in reasonable hands, in summer weather, the modern un-powered ship gets around tasks with almost monotonous regularity, or can glide to an airport for the aero-retrieve.

Are all these features representative of a spreading waistline in the sport? Or do we have some individuals who would like to shake things up a bit by taking on one of the possibilities canvassed above.



Cartoon: Codez

Forever Remain

Taff

“WOULD YOU PAY YOUR LIFE’S PLEASURES
TO SEE ME? DOES IT HURT THAT I WANT
YOU TO REMAIN?”*

The wind, gusting and swirling up dead leaves, blew far too strongly now. I was sitting on the crest of the hill, looking down over the valley. It was not as good a view as I’d had an hour or so back when I’d ridden to the top of a weak thermal, but still a lovely sight. Below my feet the valley floor stretched on for an age, carpeted and quilted with fields and paddocks. Sparse trees littered the orderly mapping and the valley stretched away towards the low hills that ringed the horizon.

I was smoking what I swore would be my last roll-up before leaving, when I saw him. (Black, crow black paraglider high above and always in the sun, more crow than glider at this distance, but still a glider.)

I watched him play the air, my mind split between envy, fear, awe, and self-contempt. No one should be up in this wind, but he threw his kite around in the air as if it were dead still. Dead still. With a lovely final flourish he pulled a spiral dive to within a few tens of feet of the hilltop, then swept in and stopped on the back landing a few yards from me. A dozen or more magpies startled by his arrival sprung up, their normal sweet calls distorted in a rush of discord.

He tossed off his harness and let his kit fall to the ground. I was half way to my feet to chase after his glider but it crumpled and rolled into a heap, only an occasional rustle to show the wind affected it in any way. He strolled over. (Tall, thin, all in black, posers threads, razor thin, his black helmet giving him an insects shape, black shining visor reflecting, reflecting.)

“All right there mate?” His voice was a sweet bass baritone, unusual coming from such a scrawny chest.

“Fine,” I said, though suddenly I felt less than fine, far less than fine. “Some bit of flying you did there. New type of glider?”

“New variation on an old design, Leo would be proud of it.” I felt, rather than saw, him smirk. His visor stayed down.

“How’s your day been so far?” he asked.

“Not bad. I’ve not flown in a dog’s age, got the chance to get away today. It picked up too strong about lunchtime, so I’m sitting it out.”

“Could get nasty if you weren’t sharp enough.”

I couldn’t work out if he was boasting or taking the piss. “Yeah, I’m too rusty to push it.” I gave in to him on that.

“Bad shit happens when you ain’t on top of your form.”

Half statement, half question. Warning me, or just telling me?

“Too true mate,” was all I could offer in return.

I lay back on the grass for a moment and closed my eyes. (Half my wing collapsing, overcompensate, dive, overcompensate for that too, brake far too hard, a full stall and wrap, tendons screaming for the reserve handle that flaps just out of reach.)

I sat up with gut wrenching speed.

I looked closer into his visor and saw nothing but grass and rocks reflected back.

“Sorry, afraid so mate,” was his almost sardonic comment.

A long anorexic arm pointed over to the left of the hill where a small radio mast and brick built shelter spoilt the top. The rags of an Edel Atlas decorated the mast like Buddhist prayer flags. A new red smear spewed down one wall of brick onto the dirt floor of the compound. Amongst the bedrock they couldn’t remove when building the station, a rag doll in a green flying suit lay. A white helmet sheared from fore to aft with a trendy, and very angry looking, red and grey stripe.

“Bet that spoiled your day,” he said, unable to keep the chuckle out of his voice.

I must have blacked out, whatever that means now, but when I came back he was still sitting there.

I had to ask. No strike that, I didn’t have to ask, but I couldn’t stop myself asking, “What would I see if I asked you to raise your visor?” (A thousand year old mummy, a newly interned corpse, nothing, my dead fathers face, my own face smashed against the rocks, a grinning skull, two stars burning down to the point where they collapse in on each other, nothing. Nothing.)

“I don’t think you want to do that.”

“So what happens now?” The fear I had felt, (I had felt it hadn’t I?), was gone.

“W-e-e-e-ll” He spun the word out, as if he was unsure how to tell me some bad news, as if it could get worse. Stuff me, it could get a lot worse here couldn’t it?

“You see you’re in an unusual position here.” I looked over to where “I” lay; I had to concede that point to him.

“You see where you, um – landed isn’t quite the right term for what you did back there – where you stopped, shall we say.” I risked another look, and saw the magpies had lost their fear of humans. If I had eaten lunch, this would have been the time I’d have chucked it.

“Well the rocks over there, and that brickwork too, are quite porous for their type, and there’s a lot of blood and other stuff getting into them. You can’t see it from here, but there’s a running crack in the rock under your head, and there’s a fair bit of... stuff... getting into it as well. The crack is quite deep, it’s not much affected by wind and weather, so there’s going to be a strong tie to this place for a long time for you I’m afraid.”

His longest speech so far, I could be hearing a lot worse though.

“Oh and those magpies are going to be eating for a fair bit yet, and they’ll spread it around a bit.” I was hearing far worse.

“Something to do with DNA?” I added, just to feel I was part of the discussion.

“Don’t know. I never could get the hang of all that stuff. You know, science and what have you...”

“So what’s to do now then?” I asked, more for something to say than any other reason, and I wasn’t sure I wanted to hear the answer anyway.

“Not a lot really. I go away, and you don’t.” There was still a hint of humour, or sarcasm, in his tone, I wasn’t sure which, and I certainly wasn’t going to pull him up on it. Things were bad enough as they were, without getting on his wrong side.

“Sorry,” he said. Was he reading my thoughts, or just the expression on my face, do I have a face now?

“Bit of both really, and no you don’t.” He said, out of the blue.

“Beg your pardon?” I asked, as politely as I could.

“I was half reading your mind, but the expression on what I see as your ‘face’ was enough to tell me what you were thinking. And no, you don’t have a face, not here or over there.” He pointed but I didn’t need to look where. Funny fella’.

“Do you turn up for everybody?” I wanted to keep him talking; I had visions of not talking to another... person... for a long time to come.

“Yep, everybody. Each and every one.”

"Must keep you busy"

"There's a lot of me's to keep busy. Gets me out and about, I get to meet some nice people too."

I let it go at that point, I was having existential traumas aplenty without going down that road.

So he waved, and walked back to the glider. He didn't even bother with the pretence of putting it on; it just rose up and fitted itself to him. He stood for a while and looked back at me, I would have sworn he was smiling, but thankfully the visor stayed down.

He flew off. Nothing flashy, just a steady ascent, like he was riding the mother of all the greatest thermals that have been and will ever be. Then he became the crow glider again, just before winking into the sun and out of existence.

So here I am. It's been some time now; I don't bother counting the days, what's the point? It's been better since they took... me... him... it... away. There was a lot of fuss for a while. An old mate out, *"just to have a look at the hill, just on the off chance of a flight"*, who threw his guts up, but managed to use his mobile. Soon there were police, an ambulance, the local mountain rescue squad, and a helicopter that wasn't used. They followed up a week or so later with an inquest, inspectors all over the hill. I don't want to know the verdict; in fact I'm pretty sure I could sum up the findings neatly.

"He was out of practice, out on too strong a day, and screwed up badly."

Some sad scenes too, with a bit of a memorial service on top of the site. I'm not religious, so why they bothered with the pastor and his platitudes I don't know. Still, it's a job for him I suppose. It would have been nice to whisper in his ear that he was barking up the wrong tree with his religion. In fact I did try, and he did say "dog" rather than "god" in one of his lines. My girlfriend laid a wreath here, and cried a lot. Thanks Babes, it was hard to watch, but I felt comforted somewhat, and warmed by it.

So now I spend all day looking down at the view, I could have chosen a worse spot. I should have chosen not to be here at all. But it's good here; the days are interesting, even if the nights are long and boring. You didn't think I slept did you? I've been watching the weather and the changes in the season; it's wonderful, though my forecasting hasn't improved. I've mastered hitching a ride with the rooks and magpies, but they never get too far, I seem to pull them back towards the hill once we get a few hundred feet up. And in any case, spending time inside the head of a creature that finds sheep eyes a delicacy is a bit close to home for me thanks.

I did try hitching a ride with one of my mates when he came here to fly. It made him dead twitchy though, and he pulled a few bad moves. Much as I'd like him to be as I am, and stay with me here for company, I don't think he'd thank me for helping make it happen.

I've had a few lines of an old poem going through my head of late.

*"From too much love of living,
From hope and fear set free,
We thank with brief thanksgiving
Whatever gods may be
That no life lives forever;
That dead men rise up never;
That even the weariest river
Winds somewhere safe to sea."***

So I sit, and watch the valley, watch the weather, and look out to the hills that ring my horizon. It could be worse. It could be a lot worse.



*Carl McCoy

**A.C. Swinburne

First published online in "Writers Corner" at [www.cybersoapbox.com/].

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THROWIN' IT

Angelo Crapanzano (Metamorfosi)

TRUE, AVIATION HAS MADE THE WORLD MUCH SMALLER,
BUT IT IS STILL HARD TO MISS IT IF YOU FALL!

Of course, you won't miss it, so the key is to control that impact as much as possible. There's more to throwing a 'chute than, well, than just throwin' it. And technique also differs slightly depending on whether you're tumbling out of the sky in a hang glider or a paraglider.

Emergency Parachute Deployment Sequence for Hang Glider Pilots

Once you have decided to deploy your parachute you must follow this sequence of operations as calmly, yet as quickly, as possible:

- 1 *look at the deployment handle*
- 2 *pass your thumb through the handle and close your fist around it*
- 3 *open the container by pushing the handle aggressively to extract the pod*
- 4 *aggressively throw the parachute towards clear air*
- 5 *get your feet out of your harness*
- 6 *stabilise your wing by controlling eventual oscillations*
- 7 *firmly hang onto the wing and prepare for touch down*

Explanations are necessary:

Looking at the deployment handle is vital so that you will be certain to get hold of it on your first attempt. A second try will cost precious time.

Hooking the thumb through the handle is the only way that guarantees you will get hold of it, especially when flying with gloves. Practice the first two steps of the deployment procedure frequently during regular flight so that it becomes second nature. Be careful not to cause an accidental deployment.

Pushing the deployment handle allows the container to be opened progressively and completely, and to extract the pod using the least possible effort.

Aggressively throw the pod to bring the bridles and lines to extension as quickly as possible. If your hang glider is tracking more or less straight, it is desirable to throw backwards. In case of an asymmetric structural failure you will probably be spinning: throw the pod in the direction of your spin and outwards: the centrifugal force will help get

the parachute away from you and your wing. If you are falling inverted, the situation is more difficult, but rules still apply: if the wing is tracking more or less straight, throw backwards, and if spinning, throw forward and outwards. A special case is if you are in a continuous tumble, i.e. a situation when your wing, more or less intact, turns continuously forward around a horizontal axis; in this case one must throw as aggressively as possible, laterally outwards, and down along the axis of rotation. Remember that your decision to pull and throw your parachute will also very much depend on your height above ground. If you are very high above ground you have time to try to regain control of your wing, or to wait for several seconds – pod in hand – for the most favourable moment to deploy. If you are close to the ground, every millisecond is precious: act immediately. Remember that a very fast rotation can be extremely violent and ultimately lead to your unconsciousness.

Get your feet out of your harness so you're ready to absorb the landing impact.

Stabilise the wing if you have enough time. If, after deployment of your parachute, you are thrown to the rear of your wing, you will likely encounter a violent spin, which you must stop by getting your weight closer to the nose of the hang glider. Hang on tight to your wing; climb up if possible, getting your feet onto the control bar, or onto the keel if your wing is inverted. Prepare yourself for landing by staying focused and relaxed and absolutely do not attempt to shield yourself from the impact with your hands. Your sink rate will be more or less equivalent to the jump height you have calculated for your parachute. If your wing is not too badly broken up, you can try reducing your sink rate by pushing the control bar forward with your feet trying to bring the nose up as high as possible. Be wary of harnesses with dorsal plates that reduce the ability of your spine to flex to absorb impact. Remember that you will not be able to control your tracking direction while falling and that you will not have a choice where you will touch down.

Emergency Parachute Deployment Sequence for Paraglider Pilots

Once you have decided to deploy your parachute you must follow this sequence of operations as calmly, yet as quickly, as possible:

- 1 *look at the deployment handle*
- 2 *pass your thumb through the handle and close your fist around it*
- 3 *open the container by pushing the handle aggressively to extract the pod*
- 4 *aggressively throw the parachute towards clear air*
- 5 *pull in the C risers of your paraglider to disable it*
- 6 *prepare yourself for the landing impact and performance of a PLF*

Explanations are necessary:

Looking at the deployment handle is vital so that you will be certain to get hold of it on your first attempt. A second try will cost precious time.

Hooking the thumb through the handle is the only way that guarantees you will get hold of it, especially when flying with gloves. Practice the first two steps in the deployment procedure frequently during regular flight so that it becomes second nature. Be careful not to cause an accidental deployment.

Pushing the deployment handle allows the container to be opened progressively and completely, and to extract the pod using the least possible effort.

An aggressive throw brings the parachute to full line extension in minimum time. The parachute must be thrown into clear air to reduce the chance of entanglement with the paraglider. If the paraglider still has forward speed in a more or less uniform direction, it is desirable to throw the parachute down and back. In the probable case that your paraglider is spinning with an asymmetric closure, throw the pod in the direction you are spinning and outwards from the centre of rotation: centrifugal force will assist in getting the parachute away from you and your wing. If you are wrapped in your glider, all effort must be made to find open air before throwing. Remember that your decision to pull and throw your rescue parachute will also very much depend on your height above ground. If you are very high above ground you have time to try to regain control of your paraglider, or let it sort itself out with your pod in hand, waiting for the most favourable moment to deploy. If you are close to the ground, every millisecond is precious: act immediately. Remember that a very fast rotation can ultimately lead to your unconsciousness.

Pulling in the C risers, if you have enough height, will disable forward move-



ment of your paraglider, otherwise it may have the opportunity to interfere with your parachute reducing its stability and increasing your sink rate. If you hold the Cs in one hand (always above the quick-links to be sure to do it symmetrically), you can use the other hand to turn yourself to best face in the direction which would best facilitate PLF at landing. If your lines are twisted – impossible to pull in the C – you can pull in as much brake line as possible to collapse your wing; be careful to pull in both brakes symmetrically to avoid inducing your glider to spin which is highly dangerous once your parachute has been deployed.

Prepare for landing by maintaining your composure and focus. Stay as flexible and agile as possible, and absolutely do not place your hands out in front to help cushion your impact – focus your attention on the proper PLF sequence. Come what may, always remember that your sink rate corresponds to the equivalent jump height you have calculated. Force yourself to practice PLFs and remember that you cannot steer yourself once your parachute has been deployed and you no longer have any choice where you will touch down.



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RIDGE LIFT AND SLOPE SOARING

Part 1

Bernard Eckey



2.1 INTRODUCTION

Although there can be little doubt that thermals are by far the most common source of lift, glider pilots are frequently blessed with meteorological conditions that provide alternative forms of updrafts. Readers would agree that “Ridge Lift” readily comes to mind and as it is quite common in areas of suitable topography another series of articles is devoted to this subject.

Quite a few spectacular flights have been performed by pilots making full use of mountain ridges, which in some parts of the world can be hundreds if not thousands of kilometres long. But even a much shorter and seemingly unspectacular mountain range can provide usable lift as long as we combine some experience and skill with a basic theoretical understanding of the subject. For this reason we will first touch on the theory and the best conditions for ridge lift before we consider the most appropriate flying tactics.

2.2 THEORETICAL FUNDAMENTALS

Let's ask the most fundamental questions first. What is ridge soaring and what are the theoretical principles behind it? What allows glider pilots to remain airborne in front of a mountain ridge for as long as the wind keeps blowing in the right direction?

At first glance the answer is rather simple. Ridge soaring (sometimes referred to as slope soaring) is the art of keeping a glider in a patch of air that rises at least as fast as the sink rate of the glider. If the updraft is stronger the aircraft climbs, but the glider will inevitably come down if the surround-

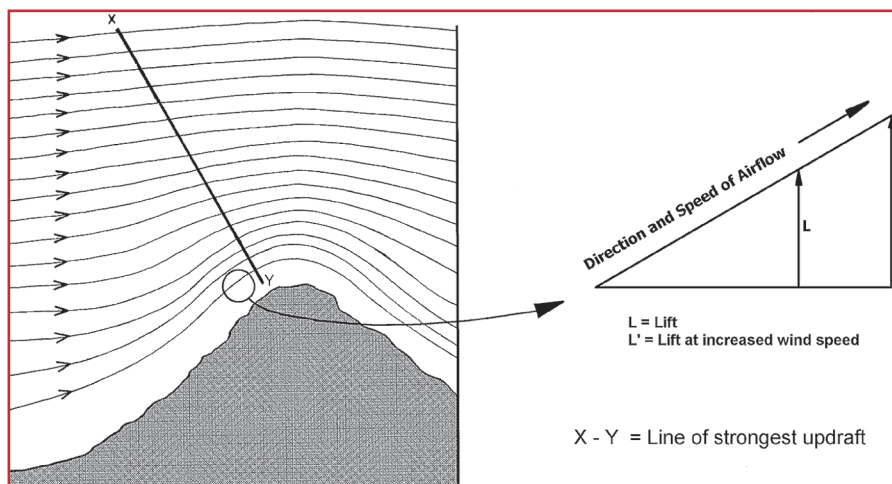


Figure 1: Airflow over a mountain ridge

ing air ascends at a slower rate.

Rather than performing tight circles we simply keep flying parallel to the hill and usually gain altitude in the process. Of course we must eventually turn back, but there is nothing that stops us from completing this 180° turn in an area of particularly strong updrafts. If indeed a certain part of the hill works exceptionally well we can even fly some figure of eight patterns to take advantage of extraordinary strong pockets of lift.

Ridge lift generally covers a relatively large area and for this reason, figure of eight patterns (or S-turns) flown parallel to the ridge are unlikely to drop us into sink.

Although we seldom see spectacularly strong updrafts the lift is usually on a much larger scale compared to the average thermal and hence it presents us with less of a challenge. We will effortlessly gain height by flying straight and level without worrying about bank angles, thermal sources, thermal triggers and the like. However, as usual, we have to be in the right place at the right time.

When meteorologists talk about ridge lift they often referred to it as orographic movement of air. Although this sounds a bit more scientific it simply means that when a horizontal airflow (we normal mortals referred to it as wind) strikes an obstacle it has no choice but to either divert around or flow over it. If the obstacle is a conical mountain, the air can divert to the right and/or the left of it without being deflected in a vertical direction.

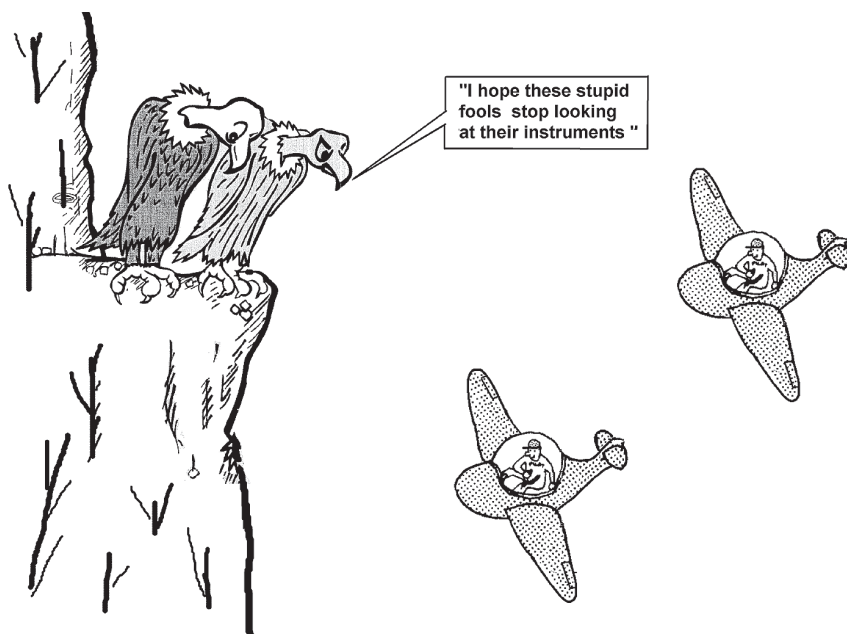
It goes without saying, no vertical airflow – no workable lift – no joy for glider pilots.

However, if the mountain is long enough and the wind strikes it at the right angle the air has no choice but to rise and flow over the top. When that happens we have hit the jackpot – all we need to do is to fly the glider into this area of rising air for soaring with comparatively little effort. The strongest updrafts are always found where the steepest deflection of air occurs. Contrary to popular belief this is not right above the top of the ridge but along the X-Y line extending approximately 30 degrees out from the crest of the ridge as shown in Figure 1. More on that later.

When we look at the airflow over the ridge more closely and divide it into horizontal and vertical components, three fundamentals spring to mind almost immediately.

- We can only expect to gain altitude if the vertical component (Lift L) is stronger than the sink rate of our glider.*
- The rate of lift increases in direct proportion to the wind speed.*
- At lower levels the air is deflected approximately in line with the gradient of the underlying ridge*

In this context it is important to note that the wind speed not only dictates the strength of the lift but also has a major bearing on the maximum possible altitude. Provided we are not troubled by a low inversion we can usually climb a little higher when the wind is stronger.



2.3 CONDITIONS AFFECTING RIDGE SOARING

So far so good. We already know that the strength of the wind and the gradient of the ridge have a major bearing on the degree of upward deflection of the air. Strong wind and a steep ridge will deflect more air upwards resulting in better lift. But there are numerous other complicating factors, which do not make ridge soaring a straight forward gliding activity. So far we have only looked at a perfectly shaped ridge with the wind blowing onto it perpendicularly.

However, in the real world we have uneven mountains with changing gradients and varying peak heights and on top of that we are usually confronted with a wind blowing from a less than ideal direction. As might be expected, changes in the topography also have a bearing on the local airflow which not only influences the characteristics of the ridge lift, but also its precise location as well as its strength and/or its vertical extent.

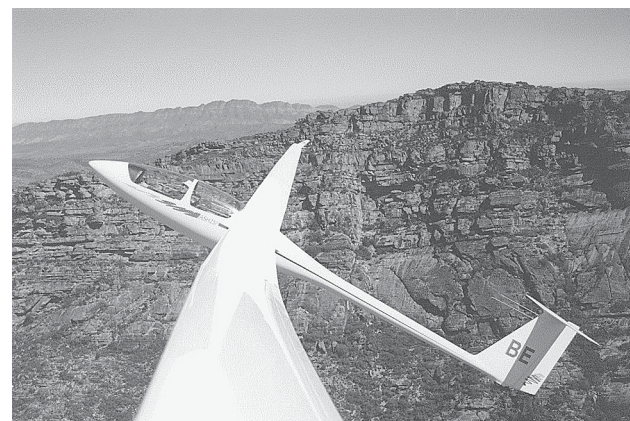
Although there are only very few sure things in gliding we can be absolutely certain that:

- Moving air always travels along the path of the least resistance and*
- Air moves fastest where it can flow relatively unimpeded.*

Implementing this knowledge takes us a huge step closer to predicting the presence of updrafts and indeed the likely position of them. Reputable meteorologists such as CE Wallington closely examined ridge lift more than 40 years ago and theoretically determined the location for the strongest updrafts in relation to the mountain ridge. The findings are based on a semi-circular shaped ridge but as such mountains are almost never found (perhaps with the excep-

tion of Ayers Rock) a careful attempt was made to transfer the results into a more realistic cross section of a ridge as per Figure 2 below.

Please note that Figure 2 shows a lift/sink distribution partly adopted from the Wallington findings and partly based on two decades of practical ridge soaring experience. For this reason it has absolutely no scientific relevance and should only be regarded as an attempt to show a typical lift/sink distribution around an average mountain ridge by taking the typical sink rate of a glider into account. Note that the position of the lift



Photos: Bernard Eckey

upwind of the ridge mirrors the sink downwind of it. The sink is most severe just behind the ridge crest.

Figure 2 also highlights that lift and sink are strongest very close to the ridge but diminish steadily with increasing altitude and/or horizontal distance. This explains why we always experience a steady reduction in the climb rate with increasing altitude and why we eventually reach a point where the rate of lift approaches zero. This does not mean that the air around us has stopped rising but it means that we have reached a level where the air is ascending at a speed equal to the sink rate of our glider. Climbing any higher requires a miracle.



To be continued

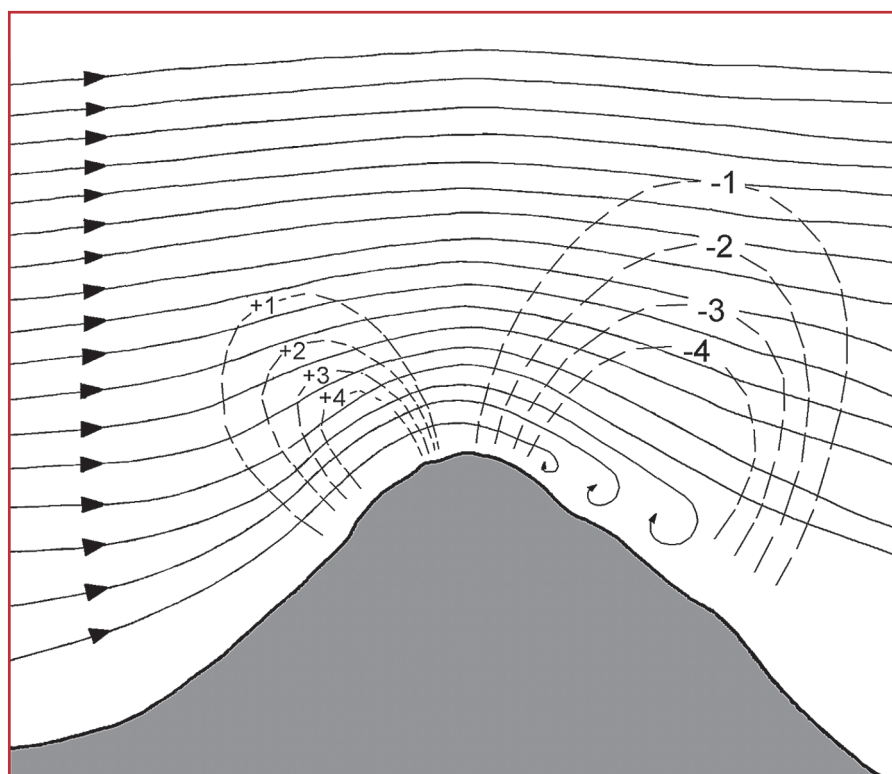


Figure 2: Lift/sink distribution



Babes in the Club

Veronica Graf

OH, THE GLORIOUS HIGHS
AND THE FRUSTRATING LOWS...
THE ENERGY OF A NEW DAY
AND THE WEARINESS AT THE
END OF IT... THAT EXCITING
SENSE OF ACHIEVEMENT AND
THAT DEPRESSING SENSE THAT
YOU'LL NEVER GET IT RIGHT.

Photos: Ian Davies

Veronica with her daughter, Sarah

Who would have thought that the experiences of being a glider pilot and of being a mother would have such similarities. I know this because I was able enough to become a glider pilot and fortunate enough to become a mother. I am now one member of a minority within a minority – a female glider pilot with young children. For years I have had an interest in female participation in gliding and have always been curious about the reasons why more females don't become glider pilots, particularly for the long term. The following is my experience of the impact that motherhood has had on my ability to participate in gliding activities.

I was single when I joined the Geelong Gliding Club. Virtually all new female glider pilots are either single or have a close relationship with an aviator. I have yet to meet a female student glider pilot whose partner is a non-aviator and who has young children. This is common with males though. My pilot record showed steady progress over the years. I held a silver certificate, attended five camps per year, was a daily inspector, official observer, trial instructional and duty pilot. I joined a private glider syndicate and the club management committee for seven years, five of these as secretary. I guess you could say I enjoyed the gliding lifestyle. All

this radically changed when I gave birth to my beautiful son.

Choosing to become a mother was a well-considered decision and as a midwife by profession, I was keenly aware of the ways that a baby can change lives. I made no formal plan about how I would manage motherhood and gliding; I would just see how I felt at the time. I didn't have to wait too long...

The first time I flew when I was newly pregnant, I felt distracted. I questioned the importance of gliding in my life. I directly related most aspects of gliding to my pregnancy. Should I be pushing gliders around the airfield in the early summer sun? Should I be flying in the hypoxia of 4,000ft however slight that is? That feeling of complete responsibility when flying solo suddenly grew into the enormous responsibility I now had for my baby and towards his father. This was, of course, on top of the usual "watch what I expose myself to" anxieties of most pregnant women. I knew that I would stop flying as my pregnancy progressed yet I was somewhat disappointed when I stopped earlier rather than later. I maintained my secretarial position until I resigned at the next annual general meeting, which was a month after the birth and with my son in attendance. I subsequently limited my involvement to ground activities such as completing flight sheets, radio duties, launch

assistance and generally contributing at camps. Postnatally, I realised the amount of time I was prepared to devote to retaining my gliding skills was not enough to maintain an acceptable competence level. I could have resumed flying earlier than I did though and there-in lies the dilemma.

Women are confronted by many needs in the years following birth and with respect to gliding, I can closely compare it to the decision to return to work. How much am I prepared to compromise my ability to care for my child so that I can continue another activity that also has reward – whether that be personal or financial? Men also consider that balance but I believe pregnant women and those living that first postnatal year feel the pressure of that choice more acutely. I didn't return to flying until my second child was two years old. It is like riding a bike... just a lot more scary!

So what are the implications for the gliding community? First, some hard truths. Female membership will always be a minority. It will continue to be a battle against other activities to recruit and maintain that membership. Improvement of club facilities to become more women/child "friendly" would have only a small positive impact, mostly for the women who are already members! The reality is that gliding is vastly different to netball or jogging a stroller



Veronica's son, Ryan, harnessed into the Geelong Gliding Club's Puchacz

around a lake (thank heavens)! These recreational/sporting activities are far more attainable. They require an hour or two once or twice a week, usually in the local area. The baby goes with you or a reliable creche is often provided. You may notice that these are group activities or can easily be done with others. I cannot over-emphasise the importance of socialising for women. If they can stretch their energy and time at this stage to include an outside activity, they will overwhelmingly choose one that has a strong social opportunity. They will either want to talk with adults who will not even mention the word "baby" or be with other women who will often talk about their babies. Luckily, gliding has both social and solitary aspects. Just the sound of the wind over the glider is delightful after the astonishing amount of noise that a young brother and sister can make!

I resumed flying to simply experience that sensation which only piloting a glider can give, but I doubt I would have if my club was not friendly and flexible. My club is not a semi-commercial operation. It is a typical volunteer gliding club with all its achievements and challenges. I have been welcomed back with my family, and the friendships that I had established previously have barely changed. The one thing that has

definitely changed though has been my ability to participate in the usual gliding activities. I used to spend whole weekends at the club with the normal "dawn to dusk" gliding operations. To some extent this amount of contribution was expected, especially for the newer members. Forget it now. Fortunately for me, the other club members accept that I cannot be involved like I used to and, like lots of other members, still do after all these years. I am able to come for half a day and get a fly most times. I have regained my Level 1 passenger rating (previously family and friends) and am happy with that pace for now.

So, there is gliding after pregnancy. My humble advice for gliding administrators: the best chance you will have in retaining the few female pilots during these years is to provide friendship and flexible participation. Don't make demands on them beyond safe competent flying and don't target this demographic for recruitment. Whilst not wanting to discourage clubs from actively seeking new members, the reality is that precious resources will be wasted in this endeavour. For the other women out there: it is possible to go gliding and raise small children. Like most things in life, it's a matter of balance – and that's the tricky part.



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XMAS HGFA OFFICE CLOSURE

The HGFA Office shall be closed from noon Wednesday 24 December and shall reopen for business as usual on 5 January 2004.

HAPPY NEW YEAR!

New National Airspace System

On 27 November 2003 the Stage 3 will be implemented in Australia. This stage sees the largest changes during the whole implementation process with major airspace designation changes. Here is a summary of the system as it affects soaring pilots.

The system is based on the US Airspace Model with a few minor differences (some of which dramatically affect our operations).

The position of Class C or D airspace steps, which we are specifically excluded from, have not changed a great deal though some of the Class C areas have been changed and in their place we see Class E. Class G, our previous playground, are those other areas which underlie Class E or are otherwise undesignated. Documents with diagrams at: [www.dotars.gov.au/airspacereform/nas_archive.htm].

Soaring Pilots (VFR) may fly in Class E (and G) airspace up to 10,000ft, the exception being when in Class E airspace with in 40nm of a Class D tower you must carry and use a transponder (A.I.P Australia Gen 1.5-8 Para 6.2) which of course we do not, so we may not fly in these areas. [www.airservicesaustralia.com/pilotcentre/aip2/aip/gen/15122.pdf].

Where Class C has been replaced by Class E (outside the 40nm Req.) we will be sharing the skies with the aircraft that fly that area as VFR or IFR flying as they did when in Class C. So we shall see an increase in VFR and IFR flying in the same airspace where VFR have no mandatory radio or transponder requirements.

A point to note then, is that we will be flying in the same skies as aircraft that may be operating IFR in and around clouds.

See and be seen, separation from cloud requirements are 1,000ft vertical and 1,500m horizontal.

The new maps, Visual Terminal Charts (VTC) Scale 1:250,000 are just out and take effect on 27 November, they may be purchased online, though the latest are not listed: [www.airservicesaustralia.com/publications/catalogue/mapsandcharts/vtcs.htm].

We have lost some airspace around key flying areas like Bright with the 40nm requirement (out of Albury): though this area is being addressed as sailplane pilots also have been affected, though amending this may be difficult as at the moment Air Traffic Controllers are kicking up a fuss saying that the new system alone is unsafe to the paying public. In many other areas airspace has opened up. If any pilots have concerns please let me, Damien Gates, know what needs to be addressed.

Full (limited) details at [www.dotars.gov.au/airspacereform/]. **See full article on page 38.**

Hay Open and Pre-world Hang Gliding Championships

The Hay Open and Pre-World Hang Gliding Championships will be run 6 to 21 January 2004, in Hay, NSW.

The drought has broken, we have green grass (knee high) in the tow paddock! The Hay Shire and Dynamic Flight will be hosting these two Category 2 CIVIL sanctioned comps. Entry fee will be \$200 for each competition or \$380 for both. There will be manned goals with free goal drinks, as usual for Hay. Both the welcome BBQ and presentation night meals will be provided free again this year. Day prizes, like meals for two and petrol vouchers, will be awarded at morning briefings like in past Hay meets.

There will be one rest day between the two comps, with free water skiing this day. Tasks will be set to minimise retrieve distances except for one day each meet. This is a tow meet, if you want to aerotow please contact Moyes or Airborne. If you want to car tow, form a team or put your name on a list with us, there are heaps of long and smooth tow strips. HGFA membership, GPS, parachute and tow endorsement mandatory.

Registration is 6 January at the Waradgery Club, Hay from 10am to 7pm, just follow the signs in town. Welcome BBQ briefing starts at 7pm also at the Waradgery Club, which will be the HQ for both meets.

So come and fly the big skies at Hay and enjoy the country hospitality with the best in the world!

Entries via email to <dynamic@netconnect.com.au>, payment on registration day.

Powered Paragliding (Paramotor) Training & Regulations – Important Notice

The recent annual Picolight Fly-In, in Milbrulong NSW, provided the ideal opportunity for the largest number of paramotor pilots ever assembled in Australia to discuss some important issues facing the sport both now and in the future.

To facilitate the awareness and possible participation of all Australian paramotor pilots in the outcome of the discussions held during the fly-in, this article is being published as a notice.

Whilst it is acknowledged that not all paramotor pilots had the opportunity to participate in previous and current discussions, it is hoped that in the future all pilots will participate in some way.

The discussions at the fly-in centred mainly on the lack of a consistent training syllabus for Australian paramotor students and the possible grey areas of the current

HGFA powered paragliding endorsement regulations.

It was agreed by the group that a team of highly experienced paramotor pilots (including instructors, senior safety officers and experienced pilots) would be formed to prepare a training syllabus to replace the current, instructor driven, training plan. This syllabus would be eventually offered to the HGFA as a formal Australian Powered Paragliding training program. The aim is to form the basis of improvements to the current system and as such provide increased levels of safety as well as increased pilot skills.

It should be pointed out that these developments are only being carried to facilitate the motorised endorsement for paragliding pilots. No other form of foot-launched or trike based microlighting will be included. As the team progresses with the development of the syllabus paramotor pilots will be consulted via and be able to provide comment on the Picolight email forum.

The Picolight group, a non-official email paramotor discussion group, is being used as the basis for some ongoing developments within the paramotor sport and if you would like to join in please contact Jos Weemaes on email <jweemaes@albury.net.au> and you will be included in the daily email post.

We hope that all paramotor pilots will join us in developing the new Powered Endorsement Syllabus.

Andrew Shipley

(On behalf of the Picolight Group and the PPG Endorsement Syllabus Working Committee)

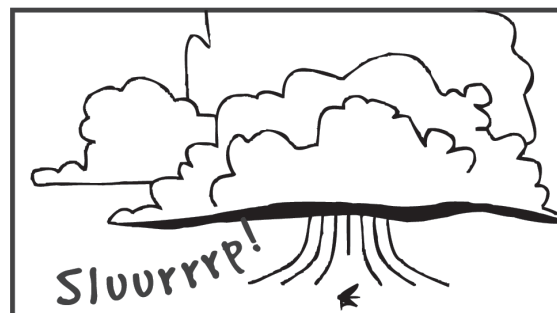
NEW PRODUCTS



Pillow

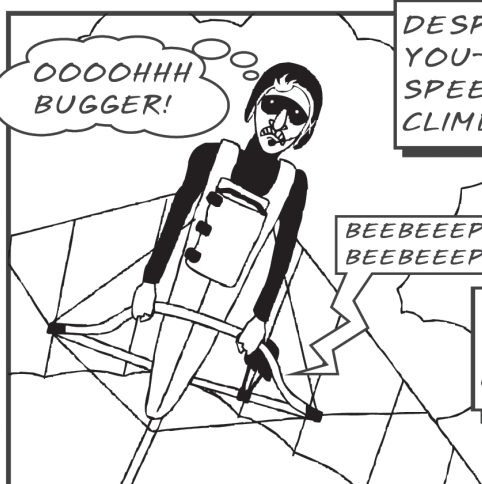
The Pillow is the latest generation of Aerodyne reserve parachutes. It was designed according to our new concept, incorporating a pulled down apex with a large opening and double canopy. Its modern and extremely smooth leading edge along with its very flat apex allows for excellent channelling of the airflow. Furthermore, its primary canopy develops

The Awesome
ADVENTURES OF DICK SPEED
Hang Gliding Legend in His Own Mind
THIS WEEK: **DICK'S CHRISTMAS ADVENTURE**



Sluurrrp!

WHILE OUT FLYING ON CHRISTMAS EVE, DICK GET'S INTO SERIOUS CLOUD SUCK



DESPITE DIVING AT YOU-KNOW-WHAT SPEED, DICK KEEPS CLIMBING FAST...

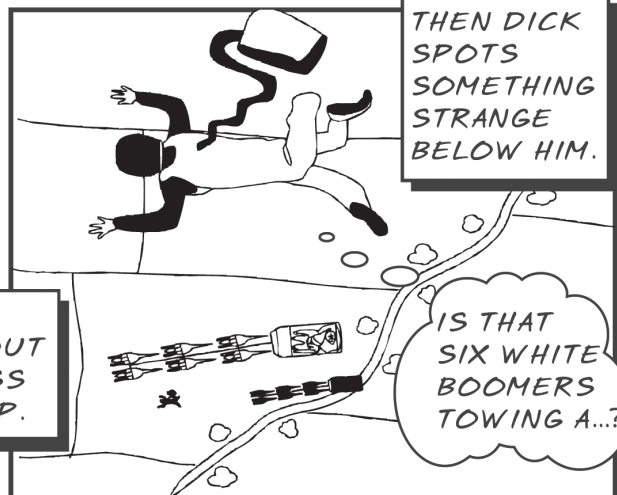
TO AVOID A TRIP TO 30,000FT, DICK RESORTS TO DESPERATE MEASURES.



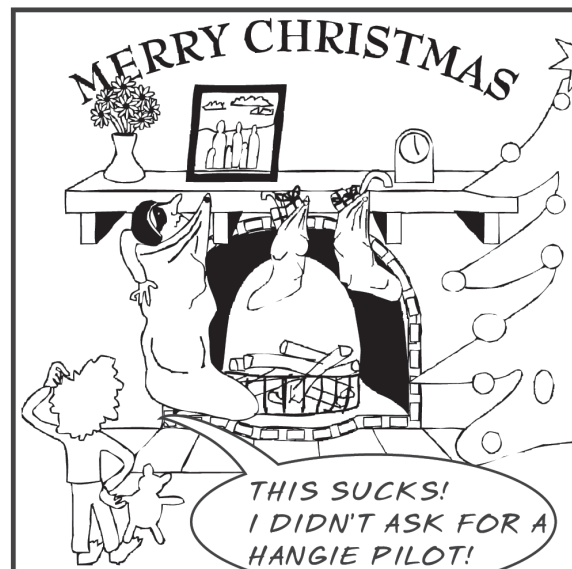
Chopper



SADLY, DICK'S CHUTE TURNS OUT TO BE A USELESS MILDEWED LUMP.



WHAT THE...?



EARLY THE NEXT MORNING...

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



almost the same depression as the second, thus ensuring remarkable stability. During the DHV tests, the PILLOW displayed exceptional performance. Indeed, the sink rate always remained below five metre per second, for all size categories (best available in the market). They are in stock at Windworks. Please contact us for more details: [www.windworks.com.au], <proser@tig.com.au>, 02 9913 9086.

Fly Forever 2004 – Out Now!

Our new Cross Country Calendar for 2004 is now ready for shipping. Featuring the work of illustrious photographers like Jerome Maupoint, Andy Busslinger and Oli Barthelmes, it's a high quality production that will leave your customers drooling all over your shop floor.

We are now taking orders. We recommend placing an order as soon as possible, because a) this is now the season for shifting calendars, and b) we'd like to pay our printers their hefty bill! RR price \$30 (including GST)

To place your order, give Valerie Ishii a ring on + 44 1273 470 474, or email her at <office@xcmag.com>.

FAI NEWS

96th FAI General Conference

The 96th FAI General Conference was held from 9 to 11 October 2003 in Krakow, Poland. A small FAI delegation led by the FAI President had the honour of being received by the President of the Republic of Poland, Mr Aleksander Kwasniewski, at the Presidential Palace in Warsaw. After a well-attended Opening Ceremony, at which Steve Fossett was awarded the FAI Gold Air Medal, delegates representing 42 nations and 10 international Air Sport Commissions, discussed – among many other subjects – World Air Games, a Code of Ethics, the 20 Soaring Australia

introduction of a new visual image, and the program for the celebrations of FAI Centenary in 2005.

World Rankings Update

Paragliding

Added were the British Champs Laragne, Polish Loop Cup, Open CIS Cup, Welsh International Open, Belgian Mountain, Dutch Open Tolmin. Results not received (not added) were X Copa Pirineus, Swiss PG Champs, Greek Open (Amfikela), Slovak Open, Pedrobarnardo Open, Portuguese Open, Norwegian League, Brazil Nationals. Deleted was the Manila Open.

The top 10 remain the same, with Alex Hofer (SUI) leading, Norman Lausch (GER) 2nd and Helmut Eicholzer (AUT) 3rd.

In the nations rankings Switzerland maintain their lead, but Austria jump to 2nd, overtaking France and Japan who both fall to 3rd and 4th. Germany remain 5th while UK gain 6th, Italy and the Czech Republic rise two places each to 7th and 8th. Poland shoots up to 9th and Norway climbs two places to complete the top 10.

More details on the FAI website [www.fai.org/paragliding/rankings/].

Paragliding Accuracy

The European NIS Cup was added. The Alpe Adria was deleted.

There are no changes to the top 10; Matjaz Feraric (SLO) retains his lead, Matjaz Sluga (SLO) 2nd and Andy Shaw (GBR) 3rd.

In the nations, the top three remain the same, Slovenia, GBR in 2nd and Serbia and Montenegro in 3rd, but the Former Yugoslav Republic of Macedonia move up three places to 4th.

Full details on the FAI website [www.fai.org/paragliding/rankings/precision/].

Hang Gliding (Class 1)

No competitions were added or deleted.

Results not received (not added): Brazilia,

and the Italian Val Comino Challenge.

Manfred Ruhmer (AUT) leads, Antoine Boisselier (FRA) 2nd and Oleg Bondarchuk (UKR) 3rd.

In the nations rankings, it is France, Germany then Austria.

Full details on the FAI website [www.fai.org/hang_gliding/rankings/class1/].

Class 5

No competitions were added or deleted.

Christian Ciech (ITA) leads Alessandro Ploner (ITA) 2nd, David Chaumet (FRA) 3rd.

USA still dominate with Switzerland 2nd and Germany 3rd.

Full details on the FAI website [www.fai.org/hang_gliding/rankings/class5/].

Class 2

There are no changes. Brian Porter (USA) leads, one point ahead of Manfred Ruhmer (AUT) with Robin Hamilton (UK) in 3rd.

USA is in the nations top spot, GBR is 2nd, Germany 3rd. Full details at: [www.fai.org/hang_gliding/rankings/class2/].

Paula Howitt, CIVL Co-ordinator

World Record Claims

FAI has received the following Class 0 (Hang Gliders) record claims:

Sub-class 0-3 (Paragliders) – Multiplace

Claim number: 7941

Type of record: Straight distance to goal

Course/location: Location to be confirmed

Performance: 275km

Pilot: André Fleury (Brazil)

Passenger: Claudia Otilia Guimaraes Ribeiro

Paraglider: Paraglider type not indicated

Date: 08/10/2003

Current record: 215km (30/11/00

– Richard Westgate, UK)

Claim number: 7942

Type of record: Straight distance

Course/location: Location to be confirmed

Performance: 284km

Pilot: André Fleury (Brazil)

Passenger: Claudia Otilia Guimaraes Ribeiro

Paraglider: Paraglider type not indicated

Date: 08/10/2003

Current record: 220.4km (30/11/00

– Richard Westgate, UK)

Claim number: 7943

Type of record: Straight distance

Course/location: Patu (Brazil) – Varzea da Cacimba (Brazil)

Performance: 299.5km

Pilot: André Luiz Grosso Fleury (Brazil)

Paraglider: Paraglider type not indicated

Date: 17/10/2003

Current record: 220.4km (30/11/00

– Richard Westgate, UK)

The details shown above are

provisional and records will be ratified (if appropriate).



THE JOY OF FUN

Claire FUNnell

IT IS NOW POSSIBLE FOR GIRLS TO HAVE FUN WITHOUT THE HELP OF A BOX OF TAMPONS, BY FLYING THE NEW FUN HANG GLIDER! YES, I KNOW THESE GLIDERS HAVE BEEN OUT FOR SOME TIME NOW, BUT IT SOMETIMES (OFTEN) TAKES ME A LONG TIME TO GET AROUND TO DOING THINGS LIKE WRITING THIS ARTICLE.


I often do not read much of the hang gliding magazine because of all the articles relating to competitions or amazing cross-country flights that blend into each other after a while; but who am I to complain when I don't send in articles myself! So here goes...

The Fun 160 seems to be one of the few gliders around that is suitable for vertically challenged pilots who weigh less than 60kg and require a small A-frame. If one also has difficulties with low confidence levels, and is unable to fly often due to other commitments... the Fun 160 is a very suitable glider

for girls who often seem to fit the above criteria. Not wishing to sound sexist, it would also be suitable for smaller guys as well.

This is beginning to sound like a sales advertisement, which was not my intention. I just want to say that since I have been flying the Fun 160, I have been having more fun with flying! Whilst I admire pilots with their experiences of flying in competitions and amazing cross-country flights, and have had a minor dabble in this sort of flying myself, along the way I scared myself a bit. It is so nice to have a glider that is comfortable to fly because is easy to take off and

land, and gentle in the air.

When one really thinks about it, as pilots we are quite privileged to be able to fly, and it means something different to each of us. To me, to be able to fly at all is quite challenging, and I always feel as though I have accomplished something quite amazing afterwards, and in the pub after a day's flying, nothing beats that sensation of freedom. Some people need to fly in competitions and cross-country to feel satisfied; I am happy being able to float around in the sky and look at the scenery. Whatever takes your fancy, flying is FUN! 

Weed-free Flying

Danny van der Walle

HAVE YOU EVER WONDERED WHAT SORT OF PLANT THAT IS JUST WHEN YOU ARE ABOUT TO TAKE OFF? I'M SURE IF YOU ARE LIKE EVERYONE ELSE YOUR MIND WILL BE FOCUSED ON THE DAY'S EVENTS RATHER THAN THE SURROUNDING COUNTRYSIDE.

I have been blessed by having worked in the horticultural industry for over twenty years and currently am working for Brisbane City Council in the Vegetation Control area. During this time I've become aware of many issues relating to vegetation including the spread of declared weed species. Recently

I was at one of the local South East Queensland hang gliding sites when my wife commented on the pretty yellow flowers in the farmer's field. Upon closer inspection I noticed that they were "Fireweed", a declared weed species in Queensland.

So how does this relate to hang gliding and paragliding?

Well, anywhere that humans interact with nature there is a "fringe" effect where the interaction provides the opportunity for weeds to become established. Most people will carry around seeds inadvertently in their




socks and clothing. As a hang glider pilot, I've often packed up and noticed when I unpack the next time that there may be grass or sand in the glider bag. This foreign matter could likely bear seed. Often these locations are remote from one another and the opportunity is there to spread weed seeds far from their original home.

Anyone who has been around long enough in the hang gliding scene will have seen some of the worse invaders take over

a launch area and make it near unusable. Weeds such as lantana, stinging nettle, blackberry and other numerous annoying stinging and prickly plants! These are just some of the weeds that affect us directly. Other grass and fodder weeds affect farms and cropping situations, where many fliers carry out cross-country landings.

As a professional in the industry it's difficult enough to remember all the current declared weeds and I wouldn't expect pilots to do that. The only way we can help to slow the weed invasion is to make sure that when we pack up that there are no seeds or vegetation in our gear, keep anything you find for your household rubbish and check your socks and clothing for weeds before launch and after landing.

I'm sure all of us enjoy our scenery and would like to retain our unique environments. Happy, healthy and clean flying. 

CLUB NEWS

Adelaide Hills Soaring Group – South Australia

The Barossa Valley Gliding Club celebrated its 50th anniversary at Stonefield on 11 and 12 October. Stonefield is on the Murray Mallee plains of South Australia, 90km north of Monarto, and from time to time we share gliders and airworthiness people and equipment. Geoff Hearn and Ian Patching of Vintage Gliders Australia brought the club's original training glider (Kookaburra VH-GRX, which is now based at Bacchus Marsh, Victoria) and it was the centre piece to the dinner on the Saturday night. The attendance of 85 included many past members from earlier generations, including three from the foundation period.

The Barossa Valley club's original first single-seat glider (Kingfisher VH-GRH) is in the hands of Adelaide Hills' members at Monarto, awaiting restoration. It is in a shed at Mount Barker summit, west of Monarto.

The Murray Bridge Gliding Club operates at the GA and AUF airfield at Pallamana, 15km north-east from Monarto, and is a fully motorglider club, with both club and private motorgliders. They have helped us with specific flying for individual Adelaide Hills members recently, including aerial photography.

The strip at Monarto for the Adelaide Hills Soaring Group has recently undergone work after 15 years use since it was last refurbished. This recent upgrade included widening the runway verges, bringing in 800 tonnes of new gravel for a wider centre section, and both landform cross slope and runway centre alignment levelling with a landplaner.

Darling Downs Soaring Club – Queensland

Saturday 18 October was a beautiful "Cu" day with a 10 to 15kt north-easterly. The cu's started early. Gerrit Kurstjens set off at 11am in Victor Whisky, met up with John Buchanan in Bravo Bravo, stayed away for nearly six hours and did in excess of 700km.

Richard Hoskings flew with Shane McCaffrey in the Duo, doing 435km at 105km/h to Kumbia, Kingaroy Miles, Miles, down to The Gums and back home via Tara. The Duo Discus is simply an amazingly beautiful aircraft to fly, whether hooking steeply into a thermal at <50kt or cruising at 90kt.

On Sunday 19 October, Ralph Henderson and Denis McCaffrey got off to an early start (10:30am) in the Duo, doing 518km at 94km/h to Yuleba (58km short of Roma), back to Pittsworth and home. That was Ralph's 16th 500km task.

The Caboolture Gliding club's annual "visiting cross-country expedition" to Darling Downs was very successful once again. Alan Latemore is to be thanked

for his efforts over the past two weeks in making it possible for all participants. Many aircraft conversions, Silver Cs, Gold C distances and a Diamond distance was achieved.

Caboolture Gliding Club – Queensland

Although the weather was not as kind as last year, the 2003 Caboolture "invasion" of DDSC was again a great success with an impressive list of achievements, which included the following:

- Kim Houghton – *Diamond Distance, Level 2 Instructor, converted to Nimbus 2C*
- Damian White – *Converted to Astir Jeans and Hornet, Silver Height, DI Rating*
- Pearce Mitchell – *Gold Distance, Diamond Goal*
- John Moller – *Gold Distance, Diamond Goal*
- Dave Munster – *Converted to Astir Jeans, outlanding check and DI Rating*
- John Ashford – *2 x 300km, 1 x 500km, converted to Nimbus 2C and Super Dimona*
- John Kendall – *Silver C*
- Richard Friday – *Diamond Distance*
- Phil Behnke and Ken Wishaw *230km and five hours 30 minutes engine-off in the Dimona*
- Peter Davison – *Open cross-country rating*
- Seph Flack – *Converted to Astir Jeans, Silver height and five hours*
- Neil Muspratt – *Silver Distance and height, initial cross-country rating, converted to Grob 103, Astir Jeans and Hornet*
- Rob Murphy – *Silver C and Converted to Astir Jeans*
- Peter Stephenson – *missed Gold Distance and Diamond Goal by a "whisker"*
- Robert Hart – *had a go at a 750km and achieved a very creditable 500km in difficult conditions.*

Once again our thanks must go Alan Latemore for his boundless enthusiasm and wise council in shepherding his "flock" towards the above achievements.

Thanks also to Bob Keen and the other tuggies who did a great job and were remarkably consistent in dropping us off in lift.

Why Not Add Your Club News Here?

Contributions to Anne Elliott – GFA sub-editor <annell@hwy.com.au>.

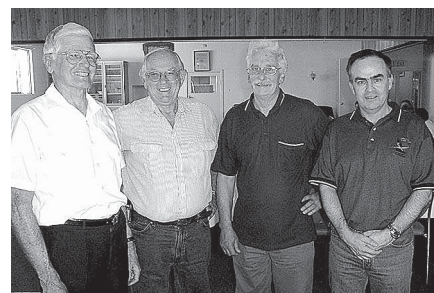
We would like to encourage people and clubs to contribute to Soaring Australia and encourage inter-club communication and knowledge-sharing, and establish an interesting "GFA Club News" section.

Some ideas you may like to consider for submitting to the magazine are:

- *First solos including photographs*
- *Local competitions and club events*
- *Photos*
- *Achievements*
- *Social events*

Most clubs have a newsletter and it would not be too difficult or time-consuming to take some information from these newsletters to add to the GFA Club News section.

Deadlines for contributions are 25th of each month – (say) 25 December for the February edition.



Seen at the recent GFA Safety Seminar at Boonah were (left to right) Alan Latemore (Level 3 Instructor and Darling Downs Soaring Club cross-country instructor/coach/mentor), John Clayton (RTO Ops Qld), Kevin Olerhead (CTO Ops) and Jeremy Thompson (CFI Darling Downs Soaring Club). Photo: Brian Wade

GFA AIRWORTHINESS DIRECTIVES

GFA AD 599 – Issue 2

Type affected: Discus b, serial numbers 551 up to and including 554, 568, 569, 571 up to and including 573, 575 and 577. Discus CS, serial numbers ICS up to and including 308CS.

Subject: In flight failure of wing structure. Issue 1 of the AD temporarily grounded the above aircraft while investigation of the cause was carried out. Issue 2 details the inspection and repairs (if needed) which must be carried out before the aircraft may be safely returned to service.

GFA Badges & Certificates

FAI List – November 2003

A CERTIFICATE

Hawes, Thomas John 10895 NSW Air TC

A AND B CERTIFICATE

Love, Catherine Jane 10893 Balaklava GC
Pickup, Brett Alan 10894 NSW Air TC

B AND C CERTIFICATE

McKenzie, Donald A 10740 NSW Air TC

C CERTIFICATE

Sandercock, Todd C 10690 SA Air TC
Eustace, Colin Peter 10868 Kingaroy GC
Gilby, Brian James 10812 Boonah GC
Straume, Andrew E R 10796 Darling Downs SC
Derry, Michael W 10824 GC of WA

A B AND C CERTIFICATE

Kendall, John Richard 10889 Caboolture GC
Monaghan, Ben John 10890 Canberra GC
Jinks, Stephen P 10891 Beauford GC

A B AND C CERTIFICATE

Coyle, Dennis C 10892 Central Coast GC

SILVER C

Keir, Michael John 4499 Gympie GC

DIAMOND DISTANCE

Houghton, Kim Gregory Caboolture GC

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>.

GFA AD 600 – Issue 2

Type affected: Discus bT, serial numbers 77, 106, 146, 151 up to and including 154, 156, 158, 161 and 162.

Subject: In flight failure of wing structure. Issue 1 of this AD temporarily grounded the above aircraft while investigation of the cause was carried out. Issue 2 details the inspections and repairs (if needed) which must be carried out before the aircraft may be safely returned to service.

GFA AD 602

Types affected: Discus, Ventus.

Models affected: Discus2a, Discus 2b, (TC 360), serial numbers 1 up to and including 185, 187 up to and including 189. Ventus 2a, Ventus 2b (TC 349), serial numbers 1, 2, 31, 32, 48, 54, 71, 117, 124 up to and including 151, 153. All serial numbers complying with Modification Bulletin No 349-42, or modified according to Technical Note 349-27 and equipped with a new tail unit. Subject: Jamming of elevator caused by loose mass balance weights.

GFA AD 630 – Issue 1

Type affected: Discus

Models affected: Discus bT, Discus 2T (TC 863), serial numbers 1 up to and including 33. Subject: Jamming of elevator caused by loose mass balance weights.



Schleicher ASK 21 trainer now fit for 18,000 hours



Good news for all owners and operators of ASK 21 training aircraft worldwide.

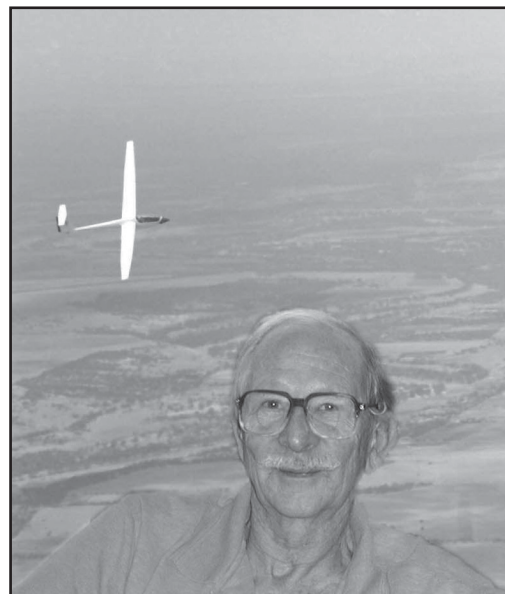
After evaluating the service history of the more than 750 trainers built so far the German LBA has approved a life extension. After reaching 12,000 hours (and after undergoing a satisfactory inspection) this popular two-seat trainer can now be operated for two additional periods of 3,000 hours each. Details can be found in TN29 soon available in English.

This means that the ASK21 becomes the first glider approved for a total service life of 18,000 hours and that the resale value of this glider is likely to increase further.

This life extension is conditional on a less than 12.5% utilisation for aerobatic flying. For this reason owners are advised to log aerobatic flying and retain such records.



New Gliding Trophies



Presented by Ann Woolf in memory of Maurie. A top glider pilot and a wonderful partner and friend who died of Motor Neurone Disease 11 August 2002 aged 67 yrs

Gliders crafted by Mark & Machiko Stanley

Australian FAI Club Class National Championships Junior's Trophy

Junior glider pilots (25 years and under) will have the opportunity to compete for new gliding trophies following the announcement that two trophies have been donated in memory of Maurie Bradney.

Trophy number one will be awarded to the winner of the Australian National Junior Gliding Championships.

The second trophy will go to the highest-scoring junior pilot within the top 15 place-getters in the Club Class National championships which, this season, will be held at Waikerie in January 2004.

If the highest scorer is in a two-seater glider, then both pilots in the aircraft must be juniors. As the trophy is for achievement, not for being an entry and flying below that standard, it will not be awarded if the first 15 placings does not include a junior.

The trophies will be called "The Maurie Bradney Trophy" and are a large block of mallee with a photo of Maurie and text.

On top of the mallee will be a detachable scale model of an ASW 20 on trophy number one and an ASH 25 on the second trophy. These models have been crafted by Mark and Machiko Stanley.



GOAL SETTING – Getting into Cross-country

Lisa Turner

THIS ARTICLE WAS ORIGINALLY WRITTEN AS INFORMATION FOR JUNIOR PILOTS AND PLACED ON THE JUNIOR SOARING CHAT-GROUP AS AN ENCOURAGEMENT TOOL FOR THE UPCOMING SEASON. AT THE REQUEST OF THE JUNIORS, IT HAS BEEN EXPANDED SLIGHTLY AND PUBLISHED IN SOARING AUSTRALIA AS IT IS RELEVANT TO ALL PILOTS AND WORTHWHILE SHARING WITH EVERYONE.

Now that the soaring season is upon us, here are some thoughts for everyone:

GET INVOLVED

If you don't know how to get involved in cross country or competitions and you want to find out more, find the sport coaches for your club and ask them. Sport coaches are pilots who are accredited to coach a particular aspect of soaring such as cross-country or competition flying and their role is to help all pilots develop their skills in these fields.

Alternatively, if you don't know of a sport coach or there is not a coach in your club, there are likely to be active cross-country pilots at your club who are willing to help you. Most pilots are more than willing to help, it is just that sometimes they don't want to be pushy and telling you what to do, so if you take the first step and ask them for some help, they will happily provide it.

SET SOME GOALS

Now is a great time to set yourself some goals for the summer season. If you don't know what you should be focusing on this summer again, find your sport coach or

cross-country pilot and ask them for some guidance. Sometimes, instructors are a little hesitant to help with cross-country but don't let that worry you, all that means is that it is time to change your flying mentor from the instructor to the sport coach.

SHORT TERM GOALS

Goals are important and help us to focus on what we want to achieve in gliding. If you are working towards a cross-country rating, your goal for the summer (let's say that Easter is the end of the summer season) might be to have completed all components of your Silver C. This goal can be broken down into smaller parts that you can use as steps and intermediate goals along the way to the overall goal of the Silver C. These intermediate goals might be

- 1 *Get your outlanding checks completed*
- 2 *Get a cross-country rating (this may involve one or more small cross-countries with a sport coach)*
- 3 *Complete the 50km flight*
- 4 *Complete the height gain*
- 5 *Complete the five-hour flight*
- 6 *Claim the Silver C*

There is a bit more detail to it than this, but you get the overall picture of how to set yourself an overall goal with intermediate goals along the way. This way, as you complete each intermediate goal, you can see that you have achieved something, cross it off against the list and move onto the next intermediate goal with the knowledge that you are working steadily towards your overall goal. When you have reached the overall goal you can look back and see all the effort and steps you made along the way and be proud of what you have achieved.

It's important to set goals, no matter what level our flying is (for example, all the pilots at a world competition will have a goal of what they want to achieve at that competition whether it be winning the competition, finishing in the top half of competitors or achieving a personal best score), otherwise without goals, we lose focus and can get bored or frustrated with the sport.

Some obvious goals for a range of junior pilots with a range of experience might be:

- *go solo; or*
- *get a passenger rating; or*
- *complete Silver C; or*
- *complete Gold C; or*
- *complete 500km flight; or*
- *complete a longer distance flight; or*
- *compete in a competition; or*
- *compete in the decentralised competition; or*
- *convert to a particular new aircraft*

Your goal will vary depending on what experience you have and the amount of time you intend to spend gliding over the summer. If anyone would like some help with setting their goal for the summer don't hesitate to contact me, or your sport coach, or a cross-country pilot who you would like to help you out.



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LONGER TERM GOALS

If you feel that you are really getting into the swing of things with your soaring you may wish to think about goals that extend past this soaring season. Where do you want your soaring, cross-country and competition flying in particular, to take you? Perhaps you would like to fly in a national competition one day? If this is the case you should set that as your long-term goal and work backwards in the steps that you need to achieve along the way to reach that goal.

For example:

Event

Date

1. *Have flown at least one competition during the 2003/4 season eg: NSW State Championships, Lake Keepit November 2003 – March 2004*
2. *Cross-country flying on weekends from home club, emphasis here is pushing yourself on longer tasks to work on your endurance ability November 2003 – March 2004*
3. *Set some distance and speed task goals, eg: 500k, 750k, 300k at 100km/h+*
4. *Queensland Sports Class Championships, Chinchilla 9-17 April 2004*
5. *Over winter work on building up your theoretical knowledge such as meteorology April – September 2004*
6. *Also, as cross-country flying is often difficult to achieve due to the weather, work on the technical aspects of your flying such as thermalling technique, sheer and mountain wave, gliding between thermals, climbing away from low altitudes, reading the clouds and the wind.*
7. *If weather permits, attempt small cross-country tasks around your club pushing yourself in the weaker weather, this will improve your skills for when the weather turns good again.*
8. *Once the summer season has begun get some practice in flying bigger cross-country tasks before the competition.*
9. *Queensland State Championships, Kingaroy 25 Sept – 2 Oct 2004*
10. *Goal – National Multi Class Championships, Dalby 4 – 15 October 2004*

You might like to set yourself some goals for further afield than this, such as a particular placing at the nationals for the 2005/6 season, to make the Australian team squad, or some distance flying. Remember that for each level of goal (short, intermediate and long term), the goal can be broken down

into smaller, achievable steps. If you keep working away at these small steps you will achieve your goals.

The process of setting goals remains the same no matter what level of goal you are working towards, all you have to do is remember to change the level of detail in your goal planning for the particular level of goal you are working towards.

So step back and think big to set your long term goal, then step in and narrow your focus to develop the intermediate steps towards the long term goal and step in again to develop the short term goals to achieve the intermediate steps.



The following items are available from the GFA Secretariat:

2004 Gliding Calendar

Cross Country Soaring

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GO AND GET IT

Now you are armed with the knowledge to go out there and put your well-planned goal-setting to work. Go out flying and start crossing those goals off your list. At the end of each stage of your goal take the time to evaluate how your progress is going and whether your goal or the steps along the way need to be modified for any particular reason. Most of all, discuss your goals and your progress with a coach, mentor or friend to help you along the way, sometimes a little constructive input and encouragement from someone else is all you need to help you on the way to success.



A VALLE PURCHASE (or, Panties From Heaven!)

Ole Olsen

THE LOCAL INDIGENOUS TYPES WERE SETTING UP THE MARKET ON THE STREET AS THEY DID EACH TUESDAY. JOE AND I SAT DOWN FOR THE FIRST LIQUADO OF THE NEW SEASON AND WATCHED THE PROCEEDINGS. DRESSED IN THEIR COLOURFUL GARB, THE INDIAN WOMEN WOULD STRING UP A MOTLEY COLLECTION OF TARPS FOR SHADE AND BLANKETS FOR FLOORING AND SPREAD THEIR WARES AT THEIR FEET AND SELL EACH OTHER EVERYTHING FROM MUSHROOMS TO CASSETTE TAPES. IT WAS ONLY THE WOMEN WHO SEEMED TO WORK, WHILE THE MEN FOLK LAZILY WATCHED FROM NEARBY.

Marta, the liquado lady, was surprised and pleased to see me. Perhaps she was thinking of all the pesos my loco crowd of flying gringos and I would spend on her delicious blended fruit and vegetable drinks.

"Como estas?" she asked. *How are you?* Already she was preparing my beverage from memory.

"Muy bien!" I replied. *Very good!* *"Y que gusto de estar aqui y ver de usted!"* I flirted. *Great to be here and see you!*

Marta blushed and giggled; her great girth jiggled when she laughed. She filled the blender with apples and banana and mamey and granola and nuts and wheat germ and bee pollen and chocolate syrup. She tossed a raw egg on top and hit the 'on' switch. My mouth watered as I waited for the results. This would be my first liquado since I'd departed Valle de Bravo last spring; I'd missed the drink and the daily ritual.

"Quando llegaste?" inquired Marta, now preparing the same concoction for Joe. *When did you arrive?*

"Ayer," I returned. *Yesterday.*

"Y por quanto vas a estar?" she questioned. *And how long will you stay?*

"Unas meses," I replied. *Some months.*

Sitting there amid the bustle and colourful activity on the streets of Valle de Bravo, looking forward to yet another flying season, I felt I could stay forever. Just disappear into Mexico and never be seen again.

"Que bueno!" said Marta. *Great!*

It was good to be wanted, I thought, though I suspected again that I was only wanted for the money my gringos and I would spread around town. But we both

sipped our drinks contentedly and watched the scene around us.

"How 'bout all them parapantes?" remarked Joe. He pronounced it 'pair-o-panties'. There had been seven or eight soaring La Torre yesterday when Joe and I had driven wearily into town covered in two-days' road dust from the trip.

"We do seem to be in the midst of a proliferation," I agreed, savouring my breakfast.

"Why do you suppose anybody would fly one 'a them things when they can fly a hang glider instead?" wondered Joe aloud. We each knew there was no 'good' answer to that question.

"Probably too lazy to learn," I said. We knew that wasn't true either. Some of the parapante pilots were also hang glider pilots. Alfredo and Miguel, most notably. Good, experienced glideheads, setting aside their blades to fly a floating bag, slow and low performance. Like flying a jellyfish. Each to their own, I guess.

"Could be the future of aviation Jose, who knows? Maybe the joke's on us and we just don't get it..."

We sat at the liquado stand and slurped up the last of our drinks. I was watching an old señora who had spread a blanket in the hot sun, and was selling women's underwear. No one stopped to admire her goods and it looked as though she was in for a long day.

"I just can't believe it..." continued Joe, still on the same subject. *"And at La Torre, too!"*

I remembered the first time I'd seen one in a magazine. 'Parapante' they were called, and it would be some time before I heard the proper French pronunciation "pah-rah-pahnt". With no Frenchies around to enlighten us, the word had just looked like

pair-a-panties. In the sky they looked like bloomers too, colourful, slow panties floating along and rippling in the slightest turbulence. The pilot hung at the bottom of a V-shaped mass of strings that supported the canopy, and sat in a most un-aerodynamic harness. I shuddered to think of how the bags would collapse in the booming air over El Peñon on a February afternoon at, say, two o'clock!

"I guess if you wanna' fly La Torre, you gotta' do something different to make it interesting," I said.

Launch at the Tower was visible over the rooftops from where we sat, above town, through a chaos of plastic shade tarps and powerlines. The Tower sat on a ridge covered in pine forest, in a slot through the trees that had been created years ago for launching hang gliders. It was here that hang gliding had originated in Valle, a lake effect ridge that offered smooth and usually boring lift. Nothing like the kick-butt rippin' thermals that happened out at El Peñon every afternoon. Booooooring!

"Nope, I reckon we'll go out to the Peñon and fly hang gliders. Good thing we got a stack of 'em." I was still watching the old undies lady, who seemed bored amidst the bustling street, when I had a sudden idea. Maybe I could make at least one old lady genuinely happy!

"Vamanos Jose!" I said to Joe. It was a part of Joe's continued indoctrination into Español. Let's go!

We bid hasta luego to Liquado Marta and hit the street. I strode over to the underwear woman and said, *"Desculpe."* Excuse me ma'am. The old woman looked up at us, standing before her offerings. She sat Indian



style in bare feet, wearing an incredibly dirty and colourful blouse and long flowing skirts. More colourful shawls wrapped her shoulders and there were pink and orange ribbons holding her hair in one long and ancient braid. It was impossible to guess how old she was, but as she looked up at the gringos before her with an incredibly weathered face, carved and etched in wrinkles, she resembled an ancient piece of driftwood. I noticed that she was blinded in at least one eye.

"*A como salen?*" I asked, pointing at the goods. *How much are they?*

The old woman thrust a hand toward me and made a V of fingers. "*Dos,*" she said.

"*Dos pesos cada uno?*" I asked. *Two pesos each?*

"*Sí,*" answered the old woman, who then scanned me from head to toe as though eyeing me up for size. Would I fit?

The panties lay before us, maybe 50 or 60 pairs in various colours, some with tiny flowers or the days of the week. Various frills and lace. Some were cotton and others silky. I made a quick calculation and then: "*Le doy setenta pesos por todos,*" I offered. *I'll give you 70 pesos for all of them.*

There was a moment's indecision there in the crowded streets as the old lady looked back at the gringos. Maybe she hadn't understood the gringo's Español? Did he say ALL?

"*Mandé?*" she asked. It was the Mexican equivalent of 'huh'?

I reiterated: "*Digo, le doy setenta por todos.*" I say, *I'll give you 70 for all of them.*

The old lady looked the gringos over again and quickly agreed. "*¡Sale!*" she gesticulated. Sold!

The deal was consummated. Grabbing the soiled old plastic bag that she had brought them in, the lady scooped up her stack of skivvies and stuffed them inside. Slowly but surely she stood to her feet, grabbing a corner of her blanket as she did. I handed her 70 pesos from my wallet, which she snagged with a toothless grin and secreted in her voluminous skirts. She shook the street grime from the blanket and wrapped it around her body like one more shield against life's uncertainties. Backing away from the gringos as though to put distance between them before they should come to their senses, nodding her head up and down, supplicating and repeating, "*Gracias señor, gracias señor!*" she spun quickly on a bare foot and disappeared into the crowd, her day suddenly turned for the better.

"*What was that all about?*" asked Jose with a grin. He looked at the bag of panties and smirked. "*Whatcha' gonna' do with all them? You need panties full of women, B'wana, not empties!*"

"*Just doing my part to spread the wealth,*" I said. "*Did you see the look on that old woman's face?*"

"*Sure,*" said Jose. "*But why didn't you buy something better? Some fruit or tools or something... useful?*"

"*Who says these here panties aren't useful?*" I asked. "*I can think of at least one good use.*"

With a last look, watching as the old lady turned a corner up the street, we hurried off to the truck and a day of flying.

"*Who says they aren't useful, Jose amigo! I got me an idea about that. We're heading to El Peñon!*"

We reached the Ford-From-Hell and jumped in. I drove while Jose stuck some tunes in the tape deck. Rumbling slowly through the cobbled and uneven streets of Valle, waving to passers-by and shop owners we knew, we drove down the steep hill to the lake. Past the marina, the panaderia, the floreria, and the ferreteria. We rattled through the neighbourhood I had come to realise only last season was known as 'El Manguito', The Little Mango, and soon left the village behind. James Taylor sang:

OOOHH Mexico!

Never really been so I just got ta' go

OHOOOWOOOH, Mexico!

I guess I gotta' go now...

El Peñon del Diablo (The Rock of the Devil) stands out from launch, an enormous eroding lava-dome in a ring of collapsed volcano. I steadied my glider, took three hard steps down the launch and was propelled smoothly into the clear blue sky. I turned left and counted to ten. My sleek and shiny wing responded enthusiastically in my hands as if eager too, to join the puffy, cottonball clouds overhead. Encountering the house thermal I banked and dug in.

I whooped for joy at this first flight of the season, and resisted the opportunity to ride the very first lift to the clouds, instead pulling down the nose and making a couple of giant, swooping turns at launch. Then I let the glider lead the way and banked into strong lift and circled out. Turn after turn, and soon I topped-out near cloudbase. Watching as Jose launched below, I waited for him at cloudbase, and together we turned tail to the wind, gliding for the next thermal at the Zacamecate. Circling out



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6th Stephan Morgenthaler	19th Seyong Jung
7th Scotty Marion	20th Stephan Wiss
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Dee Savage and Matt Morton "sunset ridge soaring" at Mt Borah, NSW
Photo: Godfrey Wenness

again, we were joined by a couple of buzzards who flew in close to inspect us. I had brief eye contact with the nearest, who wore an amorous expression on his ugly head and dropped his feet as though to look handsome. Maybe the buzzards, too, had missed the gringos?

Jose, myself and the buzzards topped out again at cloudbase, and I pointed the glider towards the distant blue lake in Valle de Bravo, heading for home. I glided towards La Torre, looking tiny on the ridge above town. My flight path took me out of the rowdy thermal air over El Peñon, and into the smooth marine air from the lake. I looked down and, sure enough, as I had guessed, there soaring back and forth over The Towers was the gaggle of pair-a-panties far below.

I grabbed my radio and inquired of my driver, back in the truck, if he was progressing down from launch. ChoCho, responded in the affirmative, and I told him to continue to Valle, and meet me in the landing field beside the lake. I glided out over the lake until I was in front of The Towers and still thousands of feet above the bloomers

swirling, tumbling... I pulled the handle another notch and released some more. Circling back to enjoy the scene, I appreciated again the spectacle. The panties circled and spun and tumbled through the skies below. They appeared to be in perfect position to intercept the bloomers boating below.

I released all my lovely ballast to complete the drop, and then pulled the nose down. Gaining airspeed, I pushed out and sent the wing soaring in a roll-over. Up and down I swung, making swoop after swoop above the tile rooftops of Valle de Bravo. Reaching pattern altitude, I levelled off and held my airspeed. The panties floated down around me, settling to earth. As I overflew the landing field I noticed a tiny figure running across the grass and remembered little Mariela, the child who lived in the shack in one corner of the landing area, who was wise to everything about hang gliders, and who would cheer their arrival each day.

I turned final and glided into ground effect. I bled off speed and came upright to flare. I floated towards the centre of the field

drifting sluggishly around the ridge below.

Working my way down with a series of joyous wingovers in the silky lake air, I positioned myself for the drop. Calculating the trajectory, and factoring in the drift for wind, I reached down to the ballast compartment in my UP/Raymond Comp harness where I had stowed the 70 pairs of ladies panties. I opened the compartment part way. Looking back into my slipstream, I was pleased to see that my plan was working: a flock of colourful panties were falling gracefully through the sky behind me, spinning,

and slowed, slowed, and then PUSHED! The glider stood on its tail and came to a complete stop at three feet. I held the flare and settled gently to the ground.

I carried the glider off the field and noticed the tiny figure running towards me, hair flowing behind and arms stretched gleefully overhead. Hearing her girlish screech, I saw it was indeed Mariela, looking slightly taller than last year, but no older. She appeared even more animated than usual and clenched some panties in her grubby fists. Mariela ran towards me and threw herself into a big embrace around my legs, harness and all.

She stood back then and looked/jumped towards the sky. She spotted more panties drifting down and dashed off to scoop them up. Her mongrel dog got in the act and dashed happily along beside her. They tumbled atop the grass and galloped off after even more panties – the dog now shook a pair in his mouth. I unclipped and stood out from my glider in time to see the last of them filter through the pair-a-panties and settle towards earth, some of them landing in the lake.

I watched Jose turn final and glide in to land. I admired how the wing cut a graceful and pleasing swath through the air, and then flared to a beautiful stop. Jose kept on running until he set the glider down beside me. His cheeks were flushed with the chill of altitude and he was out of breath with exhilaration. Before he could even speak Mariela dashed past clutching the panties. She and her dog leapt in delight. I realised then what it was she screamed: "*Calzones!*" she hollered. *Panties!* "*Calzones del cielo!*" *Panties from the heavens!* "*Calzones, calzones... CALZONES!*"

I laughed, delighted with her antics.

"*You made her day too!*" observed Jose, stepping out from his harness. "*Looks like her birthday or Christmas. What's she screaming anyways...?*"

The pair-a-panties still floated aloft on the gentle breezes of La Torre. I hoped they too had enjoyed the spectacle as much as Mariela and myself. "*Panties, Jose. She's hollering, 'PANTIES! From heaven!'*"

Jose stood and laughed there in the field next to the lake, below the ridge, under the awesome Mexican sky. He laughed easily at first, then harder, then finally with a belly-full he laughed at Mariela and I. At panties from heaven. At kick ass thermals waiting for tomorrow. At the joy of life in general. "*I guess you did find a use for them panties after all!*" realised Jose.

"*Time for a cervesa!*" I decided.



Letters to the Editors

Flight Theory

I welcome Martin Simons' letter on Flight Theory in which he sought to clarify some of the points I raised in my previous letter. In trying to keep that letter concise, I may have over-simplified the issue; or perhaps my interpretation of various writings on the subject of lift is not as expert as Martin's.

The key point I was trying to make was that many publications (including aviation 'text books') and authors, attribute lift **solely** to the application of Bernoulli's Principle, which is, I am convinced, incorrect. By way of example: Websters New World Encyclopedia says, **"The principle (ie: Bernoulli's) also explains the pressure differences on each surface of an airfoil which gives lift to the wing of an aircraft."**

Similarly, an article on the subject published by Cambridge University states simply, **"Therefore pressure is higher on the lower surface than on the upper surface, and this explains lift."** Accompanying this is of course, the diagram we've all seen many times: an airfoil section having a zero angle of attack with say, six streamlines approaching the leading edge. Three divert under the wing (the lines becoming heavier) and the other three pass over the wing with the lines becoming thinner to indicate reduced pressure. Usually a large arrow is positioned above the wing (pointing upwards) with the word "LIFT" written next to it. The six lines then continue in a neat horizontal plane aft of the trailing edge.

While Martin suggests I may have browsed the internet and been convinced by non-experts, it seems that the reverse is the case: that is, the myth that Bernoulli's Principle is solely (or largely) responsible for generating lift seems to have been accepted by many writers – whether "expert" or not. (It reminds me of the myth that William Webb Ellis invented the game of Rugby when he "picked up the ball and ran with it"! But I digress.)

One of my primary sources of information is the excerpt from a book titled: **"How Airplanes Fly – the Physical Description of Lift"**, which was published on the FAI website in 1999. It was written by David Anderson and Scott Eberhardt, whose website says about him: **"Professor Eberhardt earned his undergraduate degree at the Massachusetts Institute of Technology in 1980 in the field of Aeronautics and Astronautics, followed by a Master's Degree in**

the same field and institution in 1981. He then continued his studies at Stanford University, where he was awarded his Ph.D. in 1985 in Aeronautics and Astronautics." So you'll understand why I feel this expert's opinion may be worth accepting.

I'm not sure I follow Martin's reference to the Coanda Effect being mainly to do with high lift flaps. I mentioned the Coanda Effect as referring to the tendency of a fluid to follow a curved surface. Therefore, according to Eberhardt, airflow over a wing will tend to continue following the projected curvature of the wing (generally downward in normal flight attitudes), rather than – as many diagrams explaining lift have it – returning to a horizontal flow immediately aft of the trailing edge.

Martin makes the very valid observation that the application of Newtonian and Bernoullian theories/principles both contribute to explaining why and how a wing generates lift. However, it is in determining the relative influences of these two aspects of lift generation where differences of opinion may arise. By way of example, I pose the following questions:

1. According to the "Bernoulli theory of lift", pressure decreases when the airflow speeds up travelling over the curved upper surface. Therefore, how does a "flat plate" wing – such as a tailplane or fin on an ultralight, for example – generate a lifting force, when there is no curved surface?
2. Finally, in relation to inverted flight, Martin says that **"the upper surface of a wing is the one facing upwards"**; therefore Bernoulli cannot be discounted. However, according to the **"Bernoulli theory of lift"**, lift is generated as a consequence of the difference in pressure between the two wing surfaces, with the aircraft being lifted towards the lower pressure area. In the case of a "traditional" wing – curved on top and flat underneath, the lower pressure is above the curved surface. Dr Eberhardt poses the question: if the curved surface is facing the ground (ie: as in inverted flight) why

is it that the aircraft does not fly straight into the ground? The answer is, of course, that it is the downward thrust of air resulting from a given positive angle of attack which is substantially responsible for lift; in fact, to compensate for the wing being "wrong way up", you'll usually observe aerobatic aircraft adopting a somewhat higher angle of attack when inverted, compared with the AoA for normal straight and level flight.

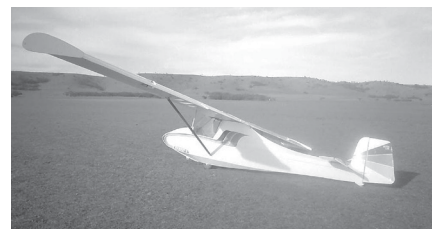
Martyn Yeomans

Bernard's Articles

I have just come back into gliding after a lapse of a few years and bless the fact I was able to resurrect Bernard Eckey's articles (except parts eight and nine), which I am now reading through in sequence. They are extremely informative, refreshing and put in a way that is easy to read, follow and retain.

What a great idea it was of Michael Shirley's (Letter to the Editor, October issue) to publish them as a handbook through GFA sales. They are very suited to be read as one and as a reference.

Tom Brown



Maurie's Photo

The photo of the glider in the August edition of Soaring Australia amongst Maurie Bradney's collection seems to be the cause of a bit of confusion.

John Marshall (September) believes it to be a Hutter H17, while Anthony Smith (October) thinks it may be the Spruce Goose.

I think I can say with some certainty that it is definitely a modified version of a Hutter H17. The size and shape of the fin and rudder, and in particular the very distinctive tail skid, identify it as an H17, but I think this may be just the angle of the photo.

The end plates on the wing are definitely not standard, but there was a time when this was an 'in vogue' modification. Having a landing wheel also makes it an H17a but who owned it and where the photo was taken, I can't help.

Ray Ash

Air to Air Photos

Craig Dilks

IT'S BEEN OVER 13 YEARS NOW SINCE I STARTED TO LEARN HOW TO FLY GLIDERS. I'VE ALSO BEEN LEARNING HOW TO TAKE PHOTOS OF THE SPORT THAT TAKES UP SO MUCH OF MY TIME.

To take good photos of gliders, or any type of aviation, I think that it is important to understand that you need to take lots of them. Having a camera in the car or in the gear you take to the airfield every weekend might be the only chance to take the shot of a lifetime. Of course, when you are out of film or don't have a charged battery in your digital camera that's when you see the shot that you always wanted to capture!

Now, I'm no expert, far from it, but here are a few of the tricks I use to take some of my photos.

GLIDING FEDERATION OF AUSTRALIA

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- ☐ The C of A requires renewal. A cheque for \$33* is enclosed for renewal and the existing C of A document is returned
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* Fees include GST

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

Aircraft Type

Registration marks VH –

Address to which documents are to be sent is:

Name

Address

State..... Postcode

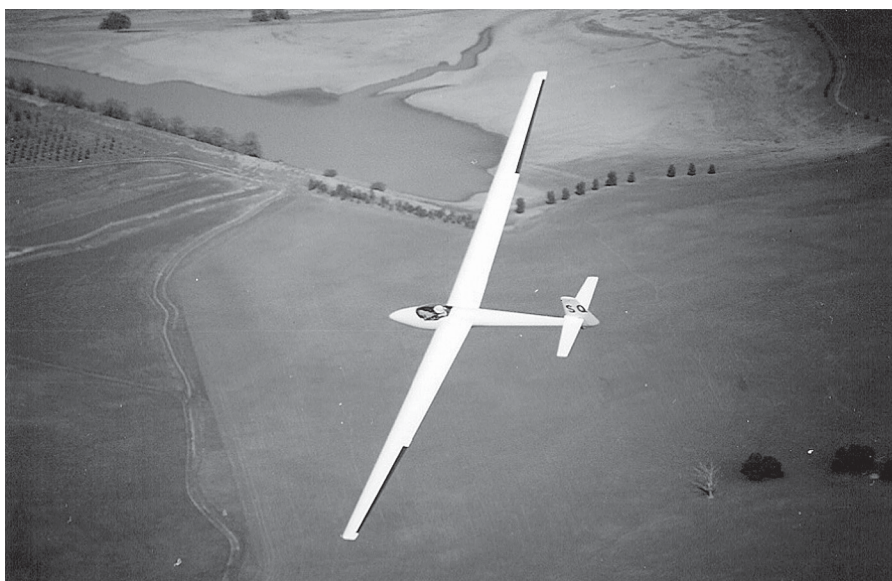
Forward to: GFA Airworthiness Secretariat,
130 Wirraway Road,
Essendon Airport VIC 3041



Paul Dilks in his Astir CS 77, VH-KYP, over Raywood

For starters, I use a Canon TX model camera (a dinosaur in camera terms). It needs to be manually focused and it's fairly heavy compared to a more modern camera. The only thing that's going its way is the lenses that you can fit. A telephoto lens is a must when taking most flying photos, to get

your aircraft closer without you needing to get too close. In bright sunlight I use a polarise filter which is like a pair of sunnies for your camera. It makes it easier to cut out reflection caused by the canopy. I find using a 400-speed film is the choice for movement and versatility.



Phil Organ flying an LS1F, VH-GAZ, over Raywood

We now have a camera and film: it's time to take some photos. When I take photos of gliders landing or taking off I find it's best to focus on the glider as soon as possible, then follow the glider with the camera – that will keep the subject clear. The background might be a little blurry, so just increase the shutter speed. You will not get background totally clear, but remember the glider is the main focus. It takes a few frames to get some good photos of take-offs and landings. With take-offs you might take a few from behind the launch, but if you want some photos from looking forward you will need to get well up the airfield and off to the upwind side. This will keep you out of the dust from aero tow and away from the possibility of a cable break if it is a winch launch. It also gives you a chance to take a photo of a landing.

I like to sit in the two-seat glider before I take-off and get used to having a large camera in the cockpit. The type of lens that you decide on might be whether or not it can be moved around without coming into contact with the canopy. Taking a cushion out can give you just a bit more room. Sometimes the clearview can get in the way so you need to know if you can shoot around it or out of it.

When it comes to air-to-air photos it takes a bit more planning to make it safe and predictable for all parties involved. I think you need very experienced pilots to take part in this exercise. Start by having a set plan for the plan, like flying north at a set speed of, say, 50kt. I have taken most of my photos from a K-7 and Bocian ID so 50kt is a suitable speed, plus the pilot of the glider which will be in the photo knows that you will not lose too much height.

If the glider you are flying with is of higher performance you will need it to fly past you within about 200 to 300ft, that's close enough. The glider which is in the photo will need to fly at about 55kt. Keep in good radio contact and find out what side the subject glider will make a pass on. If it is the left-hand side of you, ask it to turn away to the left. Once it has flown by on the left, ask the pilot to come around on the right – remember, talk to each other on your position. The use of airbrakes can sort out the performance difference of the two gliders.

Don't forget to tell the pilot of the other glider that you have finished the roll of film. One roll per flight should be enough to get at least some good photos. About six photos out of a roll should be better than the rest.



In over 1,500 photos I learnt that it takes a lot to get the one great shot that everyone thinks is what it's all about! Of course, I still have a lot more to learn about photography, as well as improving my flying. I hope my small bit of knowledge will help you take better photographs.

Sub-editor's note: Speaking of photographs, it would be great to receive some photos for the front cover of Soaring Australia. Remember, photos for the front cover must be in 'portrait' orientation and digital shots cannot be used. Hopefully, Craig will send in some!



Terry Belair launching in his DG-400, VH-HDE
Photos: Craig Dilks

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750KM FROM BACCHUS?

Terry Cubley

THE YEAR WAS 1975 – YES THEY HAD GLIDERS IN THOSE DAYS. THE VICTORIAN STATE CHAMPIONSHIPS WERE HELD AT BACCHUS MARSH FROM 21 JANUARY TO 1 FEBRUARY. I FLEW OUR SYNDICATE KESTREL 17M FOR THE FIRST FOUR DAYS, A GLIDER THAT WE HAD BOUGHT AT THE END OF THE WAIKERIE WORLD COMPS 12 MONTHS EARLIER.

As with any competition, and in particular one from Bacchus, the '75 State comps started with wet and windy weather – a no contest day on the Saturday.

The Sunday was a little better, still with 25kt winds and low cloudbase, but at least the rain had ended. The task was an out-and-return flight to Skipton, 90km west of Bacchus, past Ballarat and Snake Valley. Thermals were okay but the strong wind made it quite difficult getting to the turn, with cloudbase only 3,500 to 4,000ft. By the time we crossed the tree'd area south of Ballarat there were only two of us left, everyone else was either in a paddock or turned back to the Marsh.

Peter Crane in the Libelle hung in there for a while but eventually he picked a good paddock about 20km short of the turn.

This last 20km was tricky, the thermals were broken and the wind quickly penalised you for a wrong turn. I was able to use some streeting and topped up 500ft at a time to avoid getting low. I still remember the exhilaration of taking a photo at Skipton – at last a tailwind. The trip to Skipton took over three hours, but the return to Bacchus was done easily in just over 45 minutes. When I landed the strip was empty, I found the crowd in the bar waiting for the phone call.

The weather on Monday was another improvement, winds were reduced to less than 20kt and cloud base was close to 5,000ft. The standard 300km FAI triangle Lismore – Avoca was set. Lismore is about 100km south-west of Bacchus, past Meredith and Rokewood. The advantage of this direction in a SW wind is that there is a little more moisture around and so the cloud is a little more reliable, although a little lower than further north.

The day was actually fairly straightforward around the two turns. Good racing with reasonably consistent climbs and some good glides. I spent much of the day with

Frank Erdman in the Open Cirrus and a couple of Libelles, one flown by Russel Dunn (Haidyn's brother). After Avoca (north-west of Ballarat) the day started to slow down a little and a few gliders ended up in paddocks close to Ballarat. There was still some lift around and provided you stayed high and were reasonably careful, getting home was not too much of a problem. Frank beat me on final glide and won the day at 75km/h (not world-shattering speeds but good fun).

Tuesday certainly looked like an improvement, the wind had dropped to less than 10kt but had moved to the south-east. Typically with a high overhead and an easterly component the weather is a little stable and very blue – no clouds today. These days can actually be quite difficult at Bacchus, often there is very little lift east of the high country and so getting away can be difficult. An out-and-return to Great Western (near Ararat) was set, a distance of 305km. This day was no different from normal under these conditions, lift before start was only getting to 3,000ft (AGL). I started at 2,600ft and headed up the Werribee gorge towards Ballan. It was certainly very tricky, the ground rises almost 1,000ft just before Pykes reservoir and the lift was still only going to 3,000. At Ballan I was low (it's always a little weak here) and then suddenly the thermal kept going to 4,500ft – I was away. The lift continued to improve out past Ballarat and was quite good all the way to Great Western. Nothing startling, but good, consistent climbs in the blue and I was on final glide just past Ballarat – 77km/h for first place. JB was flying the Jantar (GOD) and also did well for the day, placing second. This was good practice for him because at the end of the comp he went to Horsham with the Kestrel and won that comp.

That was the end of my flying, I can't remember who flew the Kestrel for the rest of the week. I had had some really memorable flights, but of course the weather just continued to improve once I was on the ground.

The Wednesday was a better day, blue thermals to 8,000ft with light northerly winds. The Nimbus 2s took control of the comp with the better weather and heavier wing loadings. Tony Tabart came for the last four days and won every day, to be expected as he had been in the Australian team at the world comps the year before.

Wednesday's task was a 500km out-and-return to Dimboola (just past Horsham). A fairly straightforward sort of flight from what I can remember, Tony Tabart and Laurie McKinlay, both in Nimbus 2s, were equal first, with a speed of 92km/h. I cannot help but think that with modern techniques the speeds would have been higher, but at that time 92km/h seemed like a good speed.

The Thursday was even better, still with thermals to 8 to 9,000ft, still blue but a lot more predictable. A 500km triangle to Dunkeld – Sutherland resulted in a speed of 116km/h by Tony Tabart – this was a new Australian speed record. This same day produced some large flights in South Australia and at Tocumwal. Malcolm Jinks flew a 750km triangle speed record and Ingo Renner flew a 1,150km straight distance flight in the Caproni two-seater – a world distance record.

Friday was the peak of the cycle. After the high speeds the previous day, and the 750km flight by Malcolm Jinks, the tasksetters were keen to have some large distances. A free distance task was set so that the Open class gliders could set a large triangle. The three Nimbus 2s all set a 750km FAI triangle from Bacchus to Coleraine (west of Hamilton) then due north to the west of the Grampians to Lascelles and then



Ingo Renner set a world distance record in 1975

home to Bacchus.. It was certainly a good day, cloudbase was 12-14,000ft up north with light northerly winds.

Tony Tabart, Dave Ferguson and Laurie McKinlay started about 10:30am when the lift was already quite reasonable. Not reasonable enough for Laurie unfortunately, he landed on top of the ridge about 10km from Bacchus. A reasonably efficient aerotow retrieve was arranged once the rest of the

fleet was launched, and Laurie decided to try again, starting at about 1:00pm. The day was certainly as good as expected, many 500km flights were completed by the pilots. The crowd then waited for the Nimbus' to return. Tony Tabart was first home before 6pm, Dave Ferguson only five to 10 minutes behind. It was certainly a day for the record books. Tony's speed of 108km/h was a new Australian and world record, and it was certainly the biggest flight ever done from Bacchus.

Meanwhile, Laurie McKinlay was still flying but the day was slowly disappearing and he took his last climb somewhere near to St Arnaud, about 120km from home. As he slowly glid past Maryborough, about 80km from home at approximately 6,000 to 7,000ft it was looking a little bleak. There was certainly no more prospect of lift so it came down to the performance of the Nimbus to get him home. Some reduced sink stretched the glide, and as the sun disappeared behind the horizon, Laurie arrived at Bacchus after a nail-biting final glide over the high country. He arrived back

just before 9.00pm – everyone was in the bar and the first we knew was when Laurie walked into the clubhouse. One wondered what was possible that day, maybe not a 1,000km but certainly close to 900km.

The last day was a fizzer. The air mass changed overnight and a maximum thermal height of 2,500ft meant a no-contest day. No one seemed really upset by this, after such a great couple of days plus some interesting flying, Bacchus was certainly proven as a serious cross country site.

28 YEARS LATER?

Fair to say that no more 750km flights have been flown out of Bacchus since 'The Day' in 1975. Quite a number of 500km flights have been done, and the tendency has been for pilots to go elsewhere to try their bigger flights. It was certainly a great day in 1975, but we probably get a few of those days most seasons, they just have to occur when people are flying and people have to be focused on flying such a distance from Bacchus.



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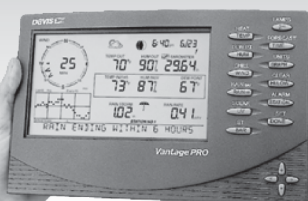
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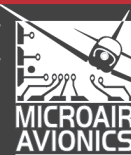
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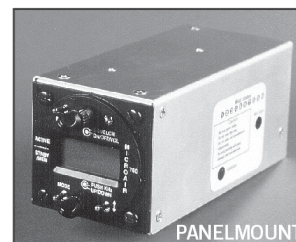
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THE SECRET SPORT

Gordon Marshall

THE SUCCESSFUL MARKETING OF HANG GLIDING SEEMS TO HAVE COME TO A STANDSTILL IN AUSTRALIA.

From the days when super hero Bill Moyes would entertain the crowds with his death defying aerial shows providing the masses with an answer to their dreams, promoting hang gliding to the public in Australia has slowly dwindled. Dwindling marketing means a reduction in awareness, misinformation, and of course a decline in numbers of participants. Everybody involved in the business end of things (HGFA, suppliers, schools, etc) start to feel the pinch, costs are cut, products are pitched at the existing yet diminishing clientele, staff are reduced and the task of getting the job done is somehow achieved with fewer staff working longer hours. Can you imagine telling the already overworked staff at the HGFA that we need more pilots to add to the workload that they already have?

But if we did have more pilots then the insurance costs would be reduced (per pilot), membership fees would be reduced, there would be more money in the kitty, but wait; the hills/sky would be more overcrowded, I hear you say.

It does create quite a dilemma doesn't it?

Let's face it, the majority of Australians find themselves launching from hills, and hills seem to already have enough pilots

crowding/hogging the airspace in front of them. Ask yourself, *"Can my flying site cope with a ten-fold increase in numbers?"*

There is a limit to the number of hang-gies and floppies that a dune can sustain before tempers get a little strained. So why would any of the participants in this incredible sport want any more pilots taking up space? Why would we want any more workload? Sure we all love the camaraderie that exists amongst like minded people, but hey, enough is enough. I've been told, *"NO MORE PILOTS, we have more than enough already"*.

It is my opinion that if 'we' try and market the sport as 'accessible and easy' then we will definitely not be getting the follow-on support from the existing pilots and really when you think about it, we all know that this sport is not all that easy to master nor is it all that accessible. You can't learn one week then be welcomed to a hill and lob off expecting to perform like a pro. That, in reality, takes years.

So how do we lower insurance premiums, reduce membership fees, access a wider range of competitively priced equipment, honestly and enthusiastically welcome

newbies into the sport, and still be able to fly in uncluttered air?

We can focus on the fun and simple pleasures of dune gooning, the lazy gentle delights of soaring a ridge, or the extreme conditions involved in cross-country flat-lands flying.

The first two seem to only add to the problem of overcrowding, whereas the latter can accommodate large numbers of pilots in a style of the sport that drives the manufacturers to excel in the refinement of the hang glider that we see today. Towing is the best way to get hundreds of pilots in the air, no overcrowding, and a great camaraderie.

Unlike the hills, the problem with flat-lands flying is that it's not really media-friendly. We find ourselves saying things like – it's boring to watch, the heat, the flies, once we get up you can't see us, etc. We seem to be apologising for our chosen obsession. (Now that must be confusing for a newcomer investigating the sport.) Several attempts have been made over the years to bring hang gliding to the media, delivering it in a well rehearsed package; some attempts have involved even changing the very style of the sport just to pander to our perceived media interest. One wonders, do we really need to pander to the media to get them excited or involved? Well, the media seems to get excited and finds ways to film and promote the Sydney to Hobart Yacht race; wet, cold, nauseous, and once you get offshore you can't even see the bloody boat.

Now, if we could only stop bullshitting and just tell it like it is, the people/public/media will see the truth of the sport and take it for what it is. Pilots get high, pilots break bones and even die, we fly long distances, get spat out of angry thermals and seduced by smooth lift, we drink beer and tell stories of "ya' shouldaseenme", we survive those close ones, we land short, make goal, achieve personal bests and above all we just love this incredibly exhilarating obsession. (Phew, got that off my chest.)

Who should be responsible for this marketing? HGFA? Manufacturers? Schools? Clubs? Media?



PH. Ignazio Bernardi



Photos: Courtesy Icaro 2000

I am not going to answer that question, you can.

We can all contribute in our own way, but we need to honestly identify the responsibilities of each sector and how they can positively work with each other.

I run a school and can give my perception of my 'job' and how it relates to the other sectors. It's up to the other sectors to look deep into their own responsibilities and act upon them.

Schools. My job is to facilitate teaching people how to fly. This must be done in a safe manner, with efficiency, and provide after sales service of further training and equipment accessories. We will provide this training in a professional manner and in accordance with the rules laid down by the HGFA. We will utilise the best teaching methods, researching, modifying and refining them to make the methods suitable for the relevant flying environment and the most efficient and safest training available. We will use the latest training equipment supplied by the manufacturers, promote and sell the manufacturers products. We will work with the local clubs and provide the clubs with new, suitably trained pilots. We will market our school and its facilities as best we can using whatever means available.

Any business requires its own special mix of marketing; however schools seem to find themselves spending the majority of their time convincing people how wonderful this sport is. We should be concentrating on the job that we have set out to do, marketing our schools individual strengths and the benefits that a student would have by learning with us. However we tend to find ourselves doing someone else's job for them, marketing the concept of the sport, making ourselves visible and taking every opportunity to 'get the message across'. Can you imagine a driving school explaining the joys of driving a car to perfect strangers and passers by? Do we find the Ministry of Transport marketing the thrill of being behind the wheel? No, it just doesn't happen, that job is left up to the vehicle manufacturers.

We need to work together, clubs need to work with and support their schools. Manufacturers need to work in with the schools and provide the marketing support that is much needed for the ongoing influx of new pilots that eventually will be flying the latest sky ship. The HGFA needs to reassess its position and work with the schools, clubs, pilots and manufacturers and reassess their ability to conform to its requirements. And the media needs to be told the truth with as much enthusiasm as we can muster.



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Soaring Calendar

AUSTRALIA

Gawler Week & SA State Championships

26-31 December 2003

A week of fun and competitive soaring for all pilots. New Year's Eve Party on 31st. For Gawler Week contact Andrew Wright on 08 83034648 or <andrew.wright@adelaide.edu.au>. For State Champs contact Steven Pegler on <stevenpegler@bigpond.com>.

Leeton Regatta

27 December 2003

– 10 January 2004

Open to pilots of all experience levels. Winch and aerotow launching. Contact: Kevin 02 69627210.

42nd Australian National Gliding Championships

28 December 2003 – 9 January 2004

Cudgegong Soaring Club will host the National Championships at Gulgong, NSW. Practise days 28, 29 December with competition days through to 9 January 2004. The Championship will be in the new format of a ballasted handicapped competition. For more details and information contact Christine Meertens 02 94522777, fax: 02 94530777, <meertens@ozemail.com.au>.

Australian Open

(This year also The National Australian Championship)

28 December 2003 – 4 January 2004

Deniliquin, VIC. This AAA, AA, A competition. Multi classed. Groundtow or aerotow. Contact Tove if you are looking for an aerotow team. Entry fee: \$190. Website: [australianopen.dustydemons.com]. Contact Tove for more info: <chggpgc@goulburn.net.au> or mobile 0419 681212.

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, <rodcartr@avon.net.au>.

Hay Open and Pre-World Hang Gliding Championships

6-13 & 14-21 January 2004

Hay, NSW. Hay Open A, Pre-Worlds AAA. The drought has broken, we have green grass (knee high) in the tow paddock! The Hay Shire and Dynamic Flight will be hosting these two Cat 2 CIVIL sanctioned comps. Entry fee \$200 per competition or \$380 for both. There will be manned goals with free goal drinks, as usual for Hay. Both the welcome BBQ and presentation night meals will be provided free again this year. Day prizes, like meals for two and petrol vouchers, will be awarded at morning briefings like in past Hay meets. There will be one rest day between the two comps, with free water skiing this day. Tasks will be set to minimise retrieve distances except for one day each meet. This is a tow meet, if you want to aerotow please contact Moyes or Airborne. If you want to car tow, form a team or put your name on a list with us, there are heaps of long and smooth tow strips. HGFA membership, GPS, parachute and tow

endorsement mandatory. Registration: 6 January at the Waradgery Club, Hay, 10am to 7pm, just follow the signs in town. Welcome BBQ briefing starts at 7pm, also at the Waradgery Club, which will be the HQ for both meets. So come and fly the big skies at Hay and enjoy the country hospitality with the best in the world! Entries via email to <dynamic@netconnect.com.au>, payment on registration day.

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 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...) so turn up, come what may, for registration/practice day 17th, comp start 18th with registration in the morning. 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. Tasks are generally 50-100km with up to four turnpoints set to make pick-ups easy in the flying-friendly valley. This year scoring will again be on a handicap basis according to your glider type and flying experience, so everyone has a chance of taking out the top prizes (first three positions, best placed veteran, most improved newcomer to competitions, first placed team receiving the Corryong mugs and numerous day prizes). You must have an Int rating (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). Still the cheapest comp on the HG calendar at \$100 if you register before 30 Nov 2003 (\$120 thereafter), cheques made out to Blue Mountains HG Club. Incl. is 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 686812 or <spbell@1earth.net>.

Bogong Cup

24-31 January 2004

Mt Beauty, Bright, VIC. AA comp. If numbers permit/enough interest Bogong will be run in two categories. Serious competition and not so serious competition, with two launches being used. After 16 December, "first in best served" policy on entries. If only one launch used, strictly max 70 pilots. Entry fee: \$190 (includes \$15 site/club fee). Website: [bogongcup.dustydemons.com]. Contact Tove for more info: <chggpgc@goulburn.net.au> or mobile 0419 681212.

LATE BREAKING NEWS: Mt Emu 4WD access only at this stage. After 16 December first in best served entry policy. Looks like one group only. Maximum 70 pilots.

Hang Gliding State Titles

14-21 February 2004

Manilla, NSW. Comp is A grade, GAP parameters are 5km, 50km, 90 minutes, 10%. Entry fee: \$120 (includes site fee). Entrants from last year \$60. Details, registration and payment online at [www.nshgstatetitles.com].

Australian Open Paragliding Championships

14-21 February 2004

Bright, VIC. With what promises to be an amazing flying season, the renowned flying venues of Bright and the surrounding areas will bear witness to a what is becoming a regular pilgrimage for many PG pilots, both Australian and international. As in years past, this is an HGFA AAA and FAI Category 2 sanction event. The entry fee includes a competition T-shirt, pilot pack, presentation dinner and site fees for the duration of the event. A limited number of places are available on a complete retrieve package for those of you who can't organise your own transport – book early if you don't want to miss out. Carnivorous pilots are again invited to "eat the National Emblem", as well as other activities, courtesy of local businesses, and the central location of the competition (within the town) gives pilots, their partners and friends many opportunities to enjoy the evenings "Après Flight". For more information, visit our website [http://www.brightadulthoodeducation.org.au/BAE/BrightPGComp] or contact Karl Texler on 0428 385144 or <brightvt@netc.net.au>.

National Trike Gathering

3-4 April 2004

Wangaratta, VIC. The Southern Microlight Club is holding this HGFA sanctioned event a little earlier than previous years, so mark it on your "must not miss" calendar, then set to and make the appropriate bookings. Last year was our most successful event to date with more than 50 trikes attending, including a large group flying in from South Australia. We are negotiating with our previous caterers to provide breakfast and lunch on the Saturday and Sunday, and we intend holding a dinner at a local hotel on the Saturday evening. A great camping ground is located at the airport or alternatively Wangaratta has numerous motels/hotels a short drive from the airport. We intend distributing registration information closer to the date. To enable us to have your correct contact details, could you register your interest with our secretary Jeanette Walker on (03) 5941 2721, mobile 0438 418 808 or email <jesta@wingdriver.com.au>. And of course, you are most welcome to spread the word far and wide.

Flatter Than The Flatlands

9-12 April 2004

Birchip, VIC. HG pilots are invited to the 11th annual Flatter Than The Flatlands cross-country towing competition. The event will be conducted over the four day Easter long weekend. Entry fee is \$70 and incl. maps, daily prizes, presentation dinner, scoring, goal beers and lots of fun. After the flying each day, social events including a Red Faces competition (mandatory event per team), movies and much more will be held with prizes awarded. Cameras not required, GPS recommended, parachute compulsory, lots of fun guaranteed. Entries will only be accepted from teams of five pilots. Entries open Wednesday 11 February 2004 at 8pm. Entries will be accepted on a first come basis. Places will be confirmed on the competition website after the full team payment is received. Following the success of previous years' events, get organised early. There will be approximately 12 tow strips, two of which will be held in reserve for South Australian teams until 10 March. To enter, phone Ian Rees on 03 9762 1364.

OVERSEAS

**Pre-World Cup
– Dominican Republic****January 2004**

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 2004 at [www.paragliding.com.do], or contact Julian Molina [www.caribbeanFreeFlying.com].

Wanaka PG Festival 2004**4-8 January, 9-17 January 2004**

Wanaka, New Zealand. This year's hosts, Southern HGPC, think so, as they invite pilots back to Wanaka for the 2004 Wanaka PG Festival. The festivities will begin with a handicapped "Fun Comp" (4-8 January) designed to involve, educate and encourage pilots to develop their XC skills – last year's fun comp saw most pilots flying further, higher and longer than they had ever done before! This year's format will be similar, but we hope to encourage equal numbers of experienced and novice pilots alike. Then the NZ PG Nationals, designed for experienced pilots, runs 9-17 January. It will be an FAI Category 2 event, and will include the Trans-Tasman Trophy – a chance for the Aussies to come over here and try to avenge last year's home-ground defeat. Using Treble Cone – this year with chairlifts – and other awesome sites of the Wanaka region, stunning scenery will be guaranteed, along with amazing tasks, and the occasional pub goal if last year's conditions are anything to go by. For all details and registration forms see [www.wanakaparaglidingfestival.co.nz]. Come fly the friendly Wanaka skies – awesome sites, enthusiastic pilots, free spirits, free airspace and a load of fun.

**2004 Flytec Championship
at Quest Air****16-24 April 2004**

Quest Air Soaring Center, Florida USA. The Flytec Championship meet purpose is to have a safe, fun and fair competition. Our focus is to have a relaxing and affordable meet that is a great time for everyone involved. Registration begins 15 Dec, 9am East Coast Time, online at [www.flytec.com] or for help phone (352) 429-0213 or fax (352) 429-4846. Register early, last year the meet filled up in just a few days! May limit size to just 90 pilots. Sanction: USHGA Class A and applying for CIVL/WPRS points meet. Flex, Rigid and Swift class. Location: at the end Sun'n'Fun Air Expo, Quest Air Soaring Center, 6548 Groveland Airport Road, Groveland, Florida, 34736. Fees: only \$375 (add \$100 within 30 days of meet). Tow fee separate. Meet Organiser: Steve Kroop and the Quest Air Family. Meet Director: David Glover. Awards and Prizes. Mandatory Pilot Briefing: 7pm, Thursday, 15 April. Pilots must have flown in a USHGA aerotow competition previously or have written prior meet director or safety director approval. Pilots must have successfully aerotowed the glider model in competition conditions at least ten times. USHGA intermediate rating and membership with aerotow sign-off required minimum 7 days prior to start of meet. Pilots must have specific Garmin or approved GPS units. Meet format is cross-country race to goal with or without turn points. USHGA rulebook along with local meet specific rules will be used. Scoring Race – GAP/ GAP modified. See online registration form for requirements and restrictions.

Autotug Update

Dave Sharples

THE PAWNEE AUTOTUG HAS NOW EXCEEDED 500 HOURS OF ENGINE TIME, AND THE PERFORMANCE AND EASE OF OPERATION HAS BEEN BETTER THAN EXPECTED.

We have had no engine proper defects at all and performance is showing no signs of deteriorating. Periodic oil laboratory tests show wear factors to be well within acceptable limits. Temperatures and oil pressures have not varied since inception. The fuel tank capacity is 149 litres usable and we easily do 30 tows without refuelling. It varies between 110 to 116 litres of Mogas to do the 30 tows, depending on conditions, and at 85c a litre (Queensland prices) the fuel cost per tow is \$3.30.

MAINTENANCE TO DATE

The only engine defects so far have been a water pump replacement (\$160), a crank shaft oil seal (\$13.50), a timing chain replacement to a stronger upmarket brand and a tappet cover gasket. The drive belt was replaced because its manufacturer's use-by-date had expired but it showed no visible signs of wear, the cost \$US160. One reduction drive bearing was replaced (\$75) and the radiator was recently replaced, it being 14 years old.

PERFORMANCE

The engine is a 3.8 litre Ford V6, it starts instantly at all temperatures. The climb performance is close to that of the standard 235 Pawnee as it spins the standard 235 Pawnee prop at the same RPM as the Lycoming at towing speed.

Upon glider release the throttle is immediately fully closed, there is no need to monitor any instruments at all on descent as the RPM's are low with throttle closed, descent speed never exceeds 80kt at 2,000ft per minute, speeds are well below maximums therefore no need to monitor, there is no shock cooling to monitor as there are 15 litres of coolant to cool down and when the temperature reaches 75°C from its normal climb temperature of 90°C the thermostat closes thus shutting off the coolant circulation.

Total time therefore can be spent on lookout. It may be necessary to momentarily

check approach speed on late final and a trickle of power to arrest the descent.

Because of the greatly reduced descent time 10 tows per hour to 2,000ft are easily obtained. It has no trouble towing our Duo Discus fully laden to its weight limit of 770kg. Coolant temperatures do not climb above 95°C on our hottest days. Rostered pilots always prefer to fly the autotug.

The object was to prove 1,000 hours of towing and on present indications this will be easily achieved. Should a complete engine rebuild be necessary the cost is estimated to be less than \$5,000.

There is no doubt that liquid cooling is a great advantage in glider towing operations.



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National Airspace System (NAS) – Stage 2b Changes

WHAT IT MEANS TO GLIDER PILOTS – GFA AND HGFA

Bob Hall, President GFA, ASAC Airspace Coordinator

BACKGROUND

The Government is implementing a new system of airspace management called the National Airspace System (NAS)

The National Airspace System (NAS) is the US based airspace system implemented in Australia. The US airspace system is proven, targeted and risk management based. It delivers improved safety outcomes while minimising restriction on other airspace users – thus fostering VFR and particularly sport aviation. It is an excellent airspace management system for all but especially for sport aviation.

These improved safety outcomes, combined with reduced restriction on the smaller end of the aviation industry, come directly from a transfer of primary responsibility for safe outcomes from centralised regulation to pilot responsibility within a defined structure.

These outcomes are important to us. It behooves us to understand how the new system operates and follow the intent of the recommendations fully.

The fact that a requirement is 'recommended' rather than 'mandatory' does not mean that the recommendation is not very important and you can choose whether to comply or not – it is meant to introduce flexibility and allow for pilot responsibility for safe outcomes.

Understand the intent and do the right thing.

WHAT ARE THE CHANGES?

The details of the changes are available on Freecall 1800 007 024 or www.dotars.gov.au/airspacereform

The current stage 2b changes commencing 27 November 2003, are the roll out of Class E and the change of en route C to

en route A in the upper levels and associated changes. This is not a big change for us but it is a very big change for IFR operations.

The Roll Out of Class E

Class E is being established across Australia down to 8,500ft in the more populous areas and FL180 in remote areas. Also the steps down to Class D towers will be downgraded from Class C to Class E.

What is Class E? Class E is controlled for IFR and uncontrolled for VFR. Class E is meant to be 'transparent' to VFR flight – i.e.: make no difference to VFR flight. In Australia there is a mandatory transponder requirement attached to Class E with an exemption for gliders ('aircraft not able to continuously power a transponder') (This exemption is based on risk assessment not simply inability to comply – details from Bob Hall if you are interested.) This exemption currently has one exception around Class D Towers, which I will deal with below.

This means that for us the change from G to E makes little physical difference.

However attached to the NAS are a number of very important 'recommendations' which are essential to making this airspace safe. It is very important that these recommendations are implemented in the full spirit they are intended. In this instance the two important recommendations are:

VFR Aircraft should avoid airspace which contains significant amounts of IFR and particularly RPT operations.

Radio equipped aircraft should monitor the 'appropriate' frequency. For gliders this means the glider frequency except where other traffic requires a different frequency.

That is, in order to operate with optimal safety in this airspace, pilots need to understand likely traffic patterns.

WHAT SHOULD WE DO THIS SOARING SEASON?

Airspace which is now G and has been upgraded to E is unchanged for us.

Operate as now with your eyes skinned – but realise that the major risk is other gliders. Monitor the appropriate frequency and implement the enhanced look-out which the GFA have promulgated. This will protect you from both other gliders and the few powered aircraft in this airspace.

Airspace which is now C and is being downgraded to E. This change in airspace represents, for other airspace users, the biggest single change in the way they operate probably ever. It asks them to accept the change in philosophy described above – i.e.: from reliance on mandated rules to reliance on other pilots. As this change is being introduced just as the soaring season is upon us, the appropriate action for us is to continue to avoid this airspace totally while our friends on the other side of the fence get used to this new approach and the new rules bed in.

This means – continue to treat the airspace which is now (before these changes) Class C as though it is still 'controlled airspace'. If you have to enter this airspace – do so with appropriate caution and monitor the appropriate frequency.

Class D Towers

At this time, because of a rule which came out of the Airspace 2000 Safety Case as a mitigator to the removal of DTI (removal of directed traffic information – which was never implemented), we do not have an exemption from carriage of a transponder in Class E within 40NM of a class D tower. This has become a problem to us because of the timing of the stages in the changes to



the NAS. Specifically the roll out of Class E before the change to the US NAS transponder requirements has meant that airspace which is now G has been caught in this requirement

The towers which affect us are Albury, Tamworth and Maroochydore.

The airspace in the steps down to these towers is not now available to us so we can simply continue to avoid this airspace for the interim.

The airspace outside the steps is now G. I am currently negotiating a interim fix for this around Albury – which will allow us

access to the airspace within 40NM of Albury outside the E steps up to 10,000ft for the duration of the soaring season

In the long term the only acceptable outcome is for this requirement to go entirely or at least outside these Class E steps.

Clubs with difficulties caused by Tamworth or Maroochydore should contact Bob Hall.

Class A

Briefly Class E will go up to FL180 in the more populous regions (where Class E starts

at 8,500ft) and to FL245 in remote areas. Airspace above this will be Class A. Block clearance into Class A airspace will be available, as now in C. Block clearances with two to three weeks notice are available now – but some discussion between the NAS Implementation Group and ATC will be needed for the development of procedures allowing short time notice of activation of pre determined volumes of airspace – as occurs over Cooma. This will still be available as soon as these procedures are agreed.



ETHOS: Characteristic Spirit and Beliefs – Part 2

Damien 'Tex' Gates

WE ARE NOT A LARGE ORGANISATION, AND WITH TIME, MOST OF US COME TO KNOW OR HEAR ABOUT THE MAJORITY OF OUR FELLOW HGFA MEMBERS AND DISCIPLINES; THROUGH INTRODUCTION, MUTUAL PARTICIPATION, OR JUST BY NAME, NATURE OR OPERATIONS. WE BECOME FAMILIAR WITH THE FACES AND PERSONALITIES OF OUR CLUBS, FLYING SITES AND SOCIAL SCENES. WE BECOME FAMILIAR WITH FLYING STYLES AND ABILITIES. UNFORTUNATELY FAMILIARITY IS A DOUBLE-EDGED SWORD. ALONG WITH FAMILIARITY LIVES A DARKER SIDE, WELL REPRESENTED IN A STATEMENT WE ALL KNOW: "FAMILIARITY BREEDS CONTEMPT."

Ever wondered why, on once meeting a person, a little idiosyncrasy of theirs would make you smile, but over time it would make you cringe? Or how that site you had been flying for years suddenly seems to rebel against you and treat **you** with contempt for some reason. Or why some peculiar behaviour or a particular person never seemed to bother or affect you at all, until one day it is all too much:

Contempt – a feeling of disdain for a person or thing; disrespect; a showing of disrespect.

The more familiar we become with something or someone the more we expect of it or them. Conversely, the more we expect

the less we seem to get, result – contempt, a self-fulfilling prophecy. People leave sports because of contempt, it just may no longer fill the needs they once had or those needs have changed and are also not fulfilled. People form cliques and allegiances and conversely also make enemies because of contempt. The same may be said about cynicism, its form and reason, as we find with contempt.

We see a lot of contempt and cynicism in life generally, in the end it is another human fallibility, not to say that times and feelings of contempt and cynicism are unwarranted, **but** we must analyse the whys

and wherefores to see and address where these feelings come from. Are they founded in fact or fiction? Are we just "piggy backing" another's opinion formed through contempt and cynicism? Are we just tired and have little other direction to focus our fatigued negativity. In the end the glass is either half empty or half full depending on your perspective and positivity. Those who see the glass half empty will surely still be thirsty when it is finished, those who see it half full will at least have some of their thirst quenched. Who wants half a beer :)



THE EARLY DAYS OF MICROLIGHTS IN VICTORIA

Michael Rose

MICROLIGHT FLYING KICKED OFF ABOUT 1976 (LESS THAN THIRTY YEARS AGO) WITH THE INTRODUCTION OF CAO 95.10 (THE WORLD'S FIRST MICROLIGHT/ULTRALIGHT LEGISLATION). THIS WAS ACHIEVED LARGELY DUE TO THE EFFORTS OF RON WHEELER, A SYDNEY MAN WHO ALSO DEVELOPED THE 'SKYCRAFT SCOUT' AIRCRAFT, ONE OF THE FIRST MINIMUM FLYING MACHINES. THE SCOUT WAS ALSO THE WORLD'S FIRST COMMERCIALY AVAILABLE ULTRALIGHT. THE REGULATIONS REQUIRED A MAXIMUM WEIGHT OF 115KG (TRULY A MICROLIGHT).

The 'Scout' was truly a minimum flying machine. Built of aluminium alloy tubing and with dacron sailcloth wings, it was a high wing monoplane with pilot's seat, main and tail wheels, rudder control surfaces and a single cylinder Victor motor mower engine. It was primarily controlled by the rudder, the resulting yaw allowing the outer wing more lift and a turn in the lower wing direction and elevators. These minimum flying machines required perfect flying conditions and very low winds. The aircraft lifted off about 15kt and could only achieve about 20kt in 'cruise' so obviously one did not need a sudden gust of wind. Its engine off glide ratio was little better than 3:1 (compare this to about 11:1 for today's trike microlights).

The Victor mower engine used initially was a 125cc single cylinder and produced about 7-8hp. The single spark plug required 'regular' changing each flight and the wooden propeller was driven by a chain reduction drive. Fuel was provided by small bottles about one litre capacity. These early microlights had limited endurance to say the least.

Aircraft such as the 'Skycraft Scout' were available in kit form and assembled by the intrepid aeronauts keen to get their head in the clouds (sounds familiar). The 'Aerolight Cricket', designed by Colin Winton and the 'Eagle' were alternative designs in common use.

The Department of Civil Aviation (DCA) now the CASA organisation limited these aircraft to a maximum altitude of 300ft. Obviously not a good flying altitude due to the turbulence in this area of the lower atmosphere and particularly subject to wind shear, not a good combination with low airspeeds. Also these aircraft were not permitted to cross bitumen roads or fly within five kilometres of an aerodrome. (Sounds a bit like the early



car rules where the driver had to hide the car beside the road if a horse came along.) However, we must congratulate Ron Wheeler for his persuasiveness and the then DCA officials who were prepared to support new directions in aviation.

Because these aircraft were single-seaters there were no flying 'endorsements' for these aircraft or licensing system. Apparently one just read an instruction manual, climbed in, said a few prayers and learnt the hard way (bit like jumping in the deep end). It was also illegal to be taught how to fly in an actual microlight/ultralight at the time.

Unfortunately, and perhaps predictably, within a very short time 10 pilots were killed and in an attempt to reduce the fatalities pilots were then required to belong to a recognised club or ultralight flying association. Statistics for the period 1977 to 1985 indicated 77 accidents involving ultralights, causing 35 fatalities. CAO 95.25 then resulted to make two-place ultralight legal and their use for microlight/ultralight pilot training (again a world first). There were some 800 AUF members at this time.

At a recent meeting of the Southern Microlight Club was guest speaker Bill Leary, one of the pioneers, who related his experiences in those early days of microlight/ultralight aviation in Victoria. Bill belonged to the Minimum Aircraft Federation, which was eventually taken over by the now Australian Ultralight Federation (and the HGFA in the case of trikes) which was responsible for introducing safety rules and a system of aircraft certification and pilot licensing. We have indeed come a long way since those pioneering days 30 years ago.

Bill explained how in those days there was a great willingness for aviators to share their various activities at an airfield. For example the Skydivers at Pakenham worked in with Bill and his fellow microlighters. Today skydivers, microlights, ultralights and light aircraft frequently share airfields respecting one another's needs and rights to fly.

He related how they used to fly down from Emerald to Berwick and stash fuel in hidden dumps to obtain the range in a series of 'hops'. They couldn't fly the other direction because it was uphill!

Bill flies a Fuji today but enjoyed a trike ride with Stan and Jeanette Walker at Tyabb recently – he is very impressed with the trikes, which were not around in the very early days. He is planning to restore the Eagle in the near future – not sure if he will fly it though.

In closing, he commented that the public are less tolerant today and we must be very conscious of our public image. Litigation means more restrictions and hopefully if we communicate well with CASA and fly responsibly we will all continue to share the airspace and continue to enjoy recreational flying, as we know it today.



HGFA General Manager's Report

XMAS HGFA OFFICE CLOSURE

The HGFA Office shall be closed from noon Wednesday 24 December and shall reopen for business as usual on 5 January 2004.

HAPPY NEW YEAR!

Gone Flying...

There must be a bit of flying going on out there, as the amount of emails and daily phone calls to my office has diminished to a very manageable level.

Over the last month I have attended three separate competitions in the South East Queensland area, the Canungra Classic (HG) the Canungra Cup (PG) and I made it out to Dalby for a day for the inaugural Dalby Big Air Carnival (HG). After some poor weather breaking up the Classic and Dalby, I managed to organise some fine conditions for the paragliders to get in seven from eight days. The Cup was taken out by Fred Gungl, CFI Alpine Paragliding, Bright, even with a DNF on the last day. Brian Webb (of the same fame and fortune from Bright) held on to second. The Classic was taken out by Jon Durand Jnr for the third year in a row. Jonny also managed to do plenty of flying during the Cup and on the last day showed us just how much talent he has with a big call (for the hang gliders present) to fly to Inglewood and on to Goondiwindi, which he did and then kept on going, flying a distance of about 340km for a new Beechmont site record. All this in the face of looming rain and a low base around launch. Phil Pritchard took out the Dalby Carnival after four valid tasks were held; some good days were flown even after the 30mm of rain that had stopped the first two days of flying.

I also gave an address to the pilots at both the Cup and Classic during evening drinks. Both were very beneficial to me and I trust from the feedback I have received that those who attended also took away some useful information and were a little bit clearer on how the HGFA operates and what my vision for the future is. By the time you read this I will also have been down in Sydney conducting facility audits and will make it along to the Stanwell Park meeting to catch up with that crew as well.

Safety Officers Workshops

A few of these have been held around the place and I congratulate the organisers in the conduct of these workshops and encourage other clubs to do the same before

we get into the flying season proper. I also held a SOW which was well attended by the Northern Rivers Hang and Paragliding Club (aka Byron Bay Club) and Canungra Club members. They really do not need to take that long, and even experienced instructors who attended took a lot away and had a lot to offer. While we are on Workshops, how long since your parachute was repacked? That is another good one to ease the mind on the 'big' days (see the one Incident report later in this section.)

HGFA Board AGM

On 25 and 26 October the HGFA Board Meeting and Annual General Meeting was held in Sydney at Chippendale, Noah Lodge. All Board members were in attendance and were suitably impressed with the dog box accommodation I managed to arrange at reasonable prices. The usual items made the agenda: insurance, safety and the various reports from Board members and myself. A lot was discussed in relation to where our sports and the HGFA were headed in the near future. We also discussed at length the negative growth we have seen over the last few years and how that can be addressed in the future to turn it around into positive growth. Rather than redress all the items here, you will find a copy of the minutes up at the HGFA website.

New HGFA Board Members

The call went out some months ago for nominations for the HGFA Board of Management, with the current board's term of office expiring in February next year. The HGFA constitution allows self nomination and we had a few of the existing board re-nominate. We also had a few new members put up their hand. In total we had nine nominations received. The board is made up of nine members and the constitution of the HGFA at 6.11 states "*If the number of applications received is equal to the number of vacancies to be filled, the persons who have applied shall be deemed to be elected.*" So there was no requirement or need to put it to the membership for vote. The new Board will be made up of the following members, who shall take over their new roles at the next Board Meeting in March 2004. I will be requesting a little blurb from each of them for inclusion in the next magazine as letters of introduction, but in the meantime here they are (first five being renominated Board members): Bill Moyes (NSW), Rohan Holtkamp (VIC), Stewart Dennis (ACT), Mark Thompson (WA), Rohan Grant (TAS), Kathy Robinson (WA), Carla

Pierce (VIC), Andrew Polidano (NSW), Hakim Mentis (VIC).

Accident Reports

No 1.

Pilot: Adv HG
Experience: 600 hrs TT.
55 hrs last 90 days
Glider: Adv HG
Pilot injury: Minor abrasions
Glider damage: Keel, rear wires, outboard L/E damaged
Location: Inland XC site
Conditions: 10kt cross headwind, mod turbulence

Description:

The pilot was on glide (2/3 VG) following a 'thread' looking for the core of a thermal in the area. The glider pitched up suddenly and violently and then rolled over inverted to one side. Flight was unrecoverable and the pilot threw a parachute which opened well. During the descent (viewed by a number of other pilots flying in the area) the pilot had time to assess the situation, and the descent was assessed as "FAST". At a lower altitude the pilot threw a second parachute which also opened successfully and the glider came down through trees and into a rocky gully impacting on one wing tip (which was the cause of the LE damage).

Comments:

I took the accident report myself on this one and it was enlightening to hear the pilot's articulate version of the event. The glider was brand new and tuned to the basic standard. It appears that this was not so much of a tumble or tuck as it was an uncontrolled half barrel roll caused by the strength and ferocity of the air surrounding or at the edge of the thermal. The parachutes had been recently repacked by the pilot and partner and were deployed in the appropriate fashion, strongly in the direction of any rotation into clear air, with the second chute being deployed at a lower level during a stable moment of the descent to arrest the descent rate.



General Managers Office

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Mobile: 0417 766 356

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

Contact Addresses

• • • • GLIDING • MICROL

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 152S, 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, Tocumwal 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.

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 Altota 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, Tocumwal NSW 2714,

03 58742063, 03 58742705. **Stawell**

Gliding Club

20 Jones St, Stawell VIC 3380, 03 53582713.

Sunraysia Gliding Club

PO Box 647, Mildura VIC 3500.

Swan Hill Gliding Club

PO Box 160, Nyah VIC 3594.

Tumbarumba Gliding Club

Mundaroo, Tumbarumba NSW 2653.

Victorian Motorless Flight Group

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

Wimmera Soaring Club

PO Box 158, Horsham VIC 3402.

WA Gliding Association (WAGA)

Beverley Soaring Society

PO Box 136, Beverley WA 6304, 0407 385361.

Gliding Club of Western Australia

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

Morawa Flying Club

PO Box 276, Morawa WA 6623.

Narrogin Gliding Club

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

Stirlings Gliding Club

c/o Post Office, Lower King WA 6330.

WA Squadron Australian Air Force Cadets

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



HGFA

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

HGFA National Office

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

HGFA General Manager's Office

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

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

Board Members

Keith Lush (President)

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

Rohan Grant (Vice President)

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

Rohan Holtkamp (Secretary)

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

Rob Woodward (Treasurer)

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

Stewart Dennis PO Box 118, Dickson ACT 2602, ph/fax 02 62470008, 0429 158721, <sdd20@telstra.com>.

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

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

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

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

Microlight Public Relations

Paul Haines ph/fax: 02 42941031.

GFA MEMBERSHIP FEES 2003-2004

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

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

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

Tasmanian HG & PG 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 & HG info) 0409 411791, <northern@thpa.net>.

Victorian HG and PG Association

PO Box 157 Northcote VIC 3070, [www.vhpa.org.au]. Pres: Carolyn Dennis; Sec: Steve Norman; Trs: Lisa Charleston; 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 Cattlepod Tavern, Mamre Rd, St Clair.

Byron Bay HG Club – see Northern Rivers Hang Gliding and Paragliding Club

Dusty Demons Hang Gliding Club

PO Box 1003, Fyshwick ACT 2609. Pres: Lee Patterson 0427 220764, <leeroy@dustydemons.com>; V-Pres: Tove Heaney 02 48494516, 0419 681212, <tlove@dustydemons.com>; Sec: Scott Hannaford 0417 272498, <scott@dustydemons.com>; Trs: Dan Watters 0410 347801, <daniel.watters@csiro.au>; SSO: Grant Heaney 02 48494516, 0419 681212, <grant@dustydemons.com>; Editor: Kath Kelly 02 6456 1590, 0427 220764, <phase9@snowy.net.au>.

Hunter Skysailors

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

Illawarra Hang Gliding Club Inc.

27a Paterson Rd, Coalcliff NSW 2508. Pres: Frank Chetcuti 0418 252221 <chetcuti1@bigpond.com>; Sec: John Parsons; SSO: Tim Causer 0418 433665 <timcau@ozemail.com.au>.

Kosciusko Alpine Paragliding Club

[www.homestead.com/kapc]; Pres: James Rylie 02 62359120, <rymicalago@netspeed.com.au>; Sec: Alex Johnson 0411 748713.

Manilla SkySailors Club Inc.

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

Mid North Coast HG Association

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

Newcastle Hang Gliding Club

PO Box 64 Broadmeadow NSW 2292; [www.nhgc.asn.au], <fly@nhgc.asn.au>. Pres: Mick Walmsley 0425 273407; V-Pres: Glen Selmes 0418 471353; Sec: Matt Olive 02 49423131; Trs: Tash McLellan 0428 278867; 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 Philips 0413 108091, <stephenphilips@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): Wayne Fitzgerald 02 99827094. Meetings: 1st Tue/month, 7pm, Mona Vale Bowling Club.

Northern Rivers HG and PG Club

PO Box 1903, Byron Bay NSW 2481, [http://bbhg.tripod.com/]. Pres: Eddie Gray 02 66841795, <edgrey@linknet.com.au>; Sec: Ward Gunn 0414 356588; SSO (HG): Ashley Willmott 0428 560248, <ashley@lis.net.au>; SSO (PG): Lindsay Wootten 0427 210993, <lindsaywootten@bigpond.com>.

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>.

Victoria

Dynasoarers Hang Gliding Club

Pres: Darren Brown 03 93971233 (w), fax: 03 93974566, <dbrown@bmlegal.com.au>; Sec: Dale Appleton 0408 382635; Trs: Greg Holt 0418 516058; SSO: Rob Van Der Klooster 03 52223019, 0408 335559; Publicity Officer: Harry Buckle 03 52214544, <monument@pipeline.com.au>. Meetings: 1st Fri/month, venue see: [vhpa.org.au/dyna].

Melbourne Hang Gliding Club Inc.

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

North East Victoria HG Club Inc.

[www.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/]

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

nevhc.htm].

Sky High Paragliding Club

[www.skyhighparagliding.org]; Pres: Colin Page 0411 555128; 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 Gilling-Kent, Alistair 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: Brandon O'Donnell 07 33999850 (h), 0416 089889, <olofly@hotmail.com>; V-Pres: Raphael Mackay 07 55345190; Sec: Col Hjortshoj 07 55437248 (h), 0429 312067, <col61@gil.com.au>; SSO (PG): Rob Wilton 0418 732325, <robertmarie.wilton@bigpond.com>;

SSO (HG): Ken Hill 07 55435631, 0418 188655, <kenhill@iprimus.com.au>.

Central Queensland Skyriders Inc.

915 Yeeppoon Rd, Iron Pot QLD 4701. Pres: Bob Pizzey 07 49387607; Sec: Grant Suthers 07 49361790; SSO: Geoff Craig 07 4992 3137, <gjccraig@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: Mark Savage 07 54416423, <marksavage@dart.net.au>; Sec/SSO (PG): Jean-Luc Lejaille, 0418 754157, <rainbow_flyer@hotmail.com.au>; 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 Ehterton 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.

334 Belmont Ave Kewdale WA 6105. Mes-sagebank 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, 08 92771906, <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, <dustdevils@hgfa.asn.au>; Sec: Peter Ceperitis 08 9022 2084, <pceperitis@kal.snowdenau.com>; Trs: Richard Breyley 08 90227684, <Richard.Breyley@harmonygold.com.au>; SSO: Mark Stokoe 08 90911297, <Mark.Stokoe@health.wa.gov.au>.

Hill Flyers Club Inc

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

South West Microlight Club

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

Western Soarers Hang Gliding Club

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



GFA Development Officer's Report

Terry Cubley

A Focus On Soaring

"My club has over 80 members, a couple of two-seat and four single-seat gliders. We are close to Melbourne so an early start is possible each day – we have been known to DI the gliders by torchlight, although this is not the norm. We have half a dozen pilots in the 17 to 22-year-old age range with the majority of pilots in the 30 to 50-year-old range. Instructors, duty pilots, winch drivers and tuggies – quite an active scene. All gliders are out on the field on most days as there is quite a queue for the flight line. Flights are mainly limited to one hour so there are a few syndicates forming to enable longer flights. There is a strong cross-country ethos in the club and gliders that head off on cross-country flights don't need to restrict their time. The main discussion around the bar at night is about the thermals found and some of the cross-country flights – places that people had been to. Bacchus Marsh is not the strongest of sites but we can typically achieve 300km flights with the occasional longer flight. Cross-country is so popular that we have created a 'ladder' for each glider. When your name reaches the top of the ladder you have first option for the glider for cross-country – your name then drops to the bottom. The duty instructors sometimes do cross-country in the two-seaters, but all are on the ladder and regularly are flying some of the better local and cross-country flights. Flying hours are quite high, which the club treasurer is keen about."

Unfortunately, this description of my club was from a period 20+ years ago. Since that time our activity has dropped off. Many gliders sit in the hangar, instructors do their duty but many do little solo flying. Duty pilots have vanished. Thankfully there appears to be some resurgence at the moment and the club is very active, in particular at camps. Equipment is being upgraded and there is a new contingent of younger pilots who are keen to develop. This is much more enjoyable.

As I discuss this type of situation with other people in various clubs around Australia it becomes obvious that there are a number of clubs that do have this high level of activity and enthusiasm, but for many clubs there is still a major gap.

A few questions that you can ask about your own club:

- *Are your instructors active solo pilots? Do they fly on weekends when not rostered? How many hours per year in single-seat gliders do they fly?*
- *How many days per year/month are all of your club gliders out on the field and being flown?*
- *Does your club support and promote cross-country flying on a normal weekend? How many barriers are put in front of members flying cross-country?*
- *What time does your club commence operations on normal weekends, in particular during the better time of year?*
- *What equipment (instruments, radios, GPS, etc) do your club gliders have?*
- *Does your club arrange camps where people get to experience more cross-country and general soaring?*

Encouraging Sport Flying

The Soaring season has arrived for the southern states (yes, we know that it is always soaring season in Queensland) and with it an opportunity for clubs to support and promote the sport to their members and to get some income. Now is the time to have a look at how well the club committee promotes and supports its members.

Enthusiasm, support and encouragement all act to increase participation levels. On the opposite side, some clubs and people place barriers in front of people – usually with good intentions. What barriers have you placed to stop your members from improving their soaring performance? How focused/oriented/easy is your club for cross-country flying? Outlanding checks for pilots? How easy for someone to get approval to go on a cross-country?

I know of one larger club a number of years ago that put in place a whole bureaucracy around getting approval for a cross-country flight. The trailer had to be checked and connected to a car, ground crew named and approved, flight declaration signed and then finally duty instructor approval. By the time the duty instructor came back from lunch, there wasn't much time left to do the flight. Much easier to stay local! There were very good reasons why these rules had been put in place, but the end result was to really inhibit development of the sport within the club.

Some ideas

Promote badges and certificates

Do you have a club certificates officer?

Promote the Official Observer

Cathy Conway in SA runs an OO course each season which gets new OOs into the system, and provides an update for older ones.

Publish web page references so that people can access forms, or have hard copies in the clubhouse. Send people off on their flights – sometimes they need just a gentle push.

Outlanding checks

It takes some effort, but getting outlanding approvals early in the season, even before the good weather starts, is not a bad idea. The Geelong club has recently been sending the two-seat glider out, with a crew to follow with the trailer. De-rigging the Puchacz is not too difficult when you are set up for it. Some people even send pilots out in the single-seater into good terrain to practice outlandings. It gets people motivated.

Local events

Beverley and a few other clubs run a monthly pylon race. This comprises of a short triangle which even the two-seat gliders can attempt in a one hour flight. It makes for good talking at the bar that evening.

For early cross-country flights, multiple laps of a shorter course keep people closer to home and give some confidence.

Decentralised competition

There is a club two-seater section, where the best flights flown in the club's glider (handicapped) lead to a winning club. Geelong Club has indicated that it will win this year.

Loggers/GPS

More and more clubs have this equipment now. Set a computer up in the clubhouse and download the flights from that day. If you have some analysis software (See You or similar) you can get some great statistics to measure performance for the day. Leads to some interesting stories about some of those low saves, 12kt climbs, etc.

Regional competitions or regattas

Why not run one at your site this season?

Invite some of the local clubs. A two to three-day weekend is often sufficient.

It makes a good social event and gets people focused on their own flying. Send your two-seater glider and a couple of early solo people with a coach to learn some techniques.

It is up to club committees to make the suggestions and offer the facility. Then find a couple of keen members to do the organising, they just need your encouragement and support.



Classifieds

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GFA

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

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>.

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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 NZ. Email: <bartley@reap.org.nz>.

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

HORNET 206, FQM. Good cond, 1,800 hrs, excellent trailer, tow-out gear, parachute, Microair radio, hangared at Boonah. \$24,000. Ph: 07 54631349.

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Due to fleet restructuring, Waikerie Gliding Club now offers the following aircraft for sale:

HORNET, GMU. One piece canopy mod. Borgelt B20,21,24 & 25 vario/glide computer system, Microair radio & basic instruments. Enclosed trailer. Tow-out gear. 4,100 hrs. \$24,000.

LS1F, GEB Wing fairing mod. Borgelt B20,21,24 & 25 vario/glide computer system, radio & basic instruments. Schroder clamshell fibreglass trailer. Wings, stabiliser & rudder refinished professionally, tow-out gear. 2,636 hrs. \$23,000. Ph: 08 85412644, fax: 08 85412761, <wisc@riverland.net.au>.

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 considered. Ph: Secretary Rob Izatt 07 54632630 or 07 3255 8499 (w). All offers for sale or hire will be seriously considered.

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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.

K7, IUU. Ex Leeton. Open trailer. \$10,000. Offers: 02 66888144.

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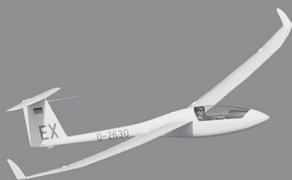
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SUPER XIMANGO, GFU. Excellent cond. Total hrs 439, engine hrs 392, \$120,000 ono. Ph: 03 98878319.

Powered Aircraft/Tugs

Pawnee PA25-235 A1, FAL. Two-seater Pawnee available February 2004. Engine run "On Inspection" near end of recommended TBO \$36,000. Ph: 08 85412644, fax: 08 85412761, <wisc@riverland.net.au>.

General

AVTEC AVIATION Repairs & Maintenance F.R.P. Ph: Roger Bond 07 33894843.

ATTENTION: Club Class pilots competing at Waikerie, January 2004. Waikerie Gliding Club has the following aircraft for hire for this competition. Discus b, LS4a, LS6b, Discus 2T, & Twin Astir Hire fees & bond negotiable. All aircraft in excellent cond. & ready for competition flying. Ph: 08 85412644, fax: 08 85412761, <wisc@riverland.net.au>.

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CAMBRIDGE 302, etc available at great prices while our \$A holds value & I pay freight from US. Wingstands & other gifts available for Christmas (+ free gift!) Ian McPhee mob 0428 847642.

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

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

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

NZ GLIDING KIWI: Official magazine of Gliding New Zealand. Edited by John Roake. Read world-wide with a great reputation for being first with the news. \$A52 pa. Personal cheques or credit cards accepted. Write: NZ Gliding Kiwi, 79 Fifth Avenue, Tauranga, New Zealand. Email: <gk@johnroake.com>.

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

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

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

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

HGFA

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

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

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MOYES LITESPEED 4 adv, in GC, sweetest advanced glider I have ever owned, for only \$4,900. Spare DT & fibreglass tip. Ph: Chris 02 98182426 (h); 02 83745113 (w); <cjones@rbni.com>.

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MOYES SX4 adv, black/purple US, just tuned up at the factory, looks good & flies great, two spare DTs plus basebar, 100 hrs only, \$2,300. Ph: Luc 0404 499514; 02 91301076 (h).

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

VERTEX STANDARD (Yaesu VXA-210) pilot airband transceiver, with VOR function. One year old, unused. It's very small, palm sized, \$350. Ph: Greg 0408 210906.

FOR THE BELOW EQUIPMENT CONTACT JASON TURNER: Ph: 0419 997196 or <jasonflys@hotmail.com>. All prices include postage. **HG harnesses:** 1 x Dynamic flight Stealth II black/blue, brand new, suit 175cm pilot, \$650. 1 x Dynamic flight Skorpion black, side mount chute incl, hands free head adjust, VGC, suit 180cm pilot, \$900. 1 x Icaro trike helmet, medium, new, \$150. 1 x Icaro 4 fight light weight race helmet with visor, medium, new, \$150. 1 x Icaro full face helmet with visor medium new \$150.

QUEENSLAND

AIRBORNE CLIMAX 14 adv, 80 hrs all inland, streamline A-frame & spare DT. Just over 12 mths old, yellow US. EC, \$5,500. Ph: Rod 07 32193442; 0412 882639.

VICTORIA

AERO 145 nov, GC, blue/white US, pink LE, spare speedbar, wheels, \$600. Moyes pod harness, \$180. Ph: 03 98747359; 0412 279870.

AIRBORNE FUN 220 nov, 40 hrs, \$3,000. Woody Valley Tenax harness, 5'6-5'9, A1 only 25 hrs (review at [www.gtl.net.au]), \$1,000 (\$1,760 new). Bräuniger Comp GPS vario, airspeed, cables & instrument pod, \$900. Chute, \$300. Laser open face helmet, \$100. Old pod, 5'6-5'10, \$250. Ph: 0418 520991.

AIRBORNE STING 154 int, in VGC, low hrs, incl. Moyes harness. An ideal set-up for new pilot looking for a good quality intermediate glider, \$1,700. Ph: 0411 127335.

ENTERPRISE WINGS 157 RAGE adv, with VG, GC, flies well, mauve LE, priced for quick sale, \$700. Ph: Bill 0419 882405 (Richmond).

MOYES XT PRO 165 int, VGC, great colours (fluoro orange LE, blue/green US). Rubber-backed fared Aerosafe DTs, speedbar, scrim LE with mylars, complete with owner's manual & batten profile. Flies Great. Priced to sell, \$850 ono. Wanting to upgrade to adv equipment. This is my current equipment, still being used, so all safe to fly & in great working order. Ph: Gabriel 0407 544511.

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MOYES SX5 adv, 10 hrs only & as new, pink/yellow US, speed bar, batten profile, manual, \$3,000 ono. Also, Moyes Xtreme harness to suit 172cm (5'8"), black, VGC, \$600 ono. Ph: Craig 02 62921956 (h); 0418 232920; <happy1@cyberone.com.au>.

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MOYES XTRALITE 137 adv, suit person wishing to make the transition to a higher performance glider before committing lots of money. Still flies really well. White/purple. Small control bar. \$500 ono. Ph: Sue: 08 83771641(h); <chansen@skynetglobal.com.au>.

Paragliders & Equipment

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FOR THE BELOW EQUIPMENT CONTACT JASON TURNER: Ph: 0419 997196 or <jasonflys@hotmail.com>. All prices include postage.

TANDEM PG: Edel prime DHV 1-2, EC, 30hrs, incl. spreader bars with steel carabiners, split "A" risers, trimmers, backpack & large UV stuff bag, \$2,900. Skorpion tandem pilot harness, split seat, EC, \$400. Charley steerable tandem reserve, 2 yrs old, never thrown, \$600. Selling separate or buy the lot for \$3,600.

FIREBIRD HORNET SP DHV 2, M, EC, 40hrs, still crisp, awesome glide with top speed of 56km/h, split "A" low drag risers, closed cells, royal blue/white, suit int or adv pilot looking for performance & safety, selling due to weight gain, \$2,900.

QUEENSLAND

PARATRIKE, Corsair motor 10 hrs, packs into s/wagon (\$4,700). Reflex wing 370kg load (\$1,200). Will separate, EC, \$5,900 ono. Ph: 07 49481815; <bnlink@airlie.net.au> for photos.

UP VISION CLASSIC DHV 1-2, M, magenta/white, excellent wing less than 40 hrs, no wear or damage, still crisp. SupAir "Evolution" harness. Flytec 4005 vario & lcom IC-40S radio (both as new), helmet & bag incl. Complete kit, \$2,800. Ph: 07 33922020; <gregandcinczia@bigpond.com>.

VICTORIA

EDEL SABER DHV 2, M, blue, weight range 75-95kg, 100 hrs coastal flying, \$1,000 with basic harness. Ph: Mick 03 52551216; 0421 141022; <mickus1@hotmail.com>.

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Trikes & Equipment

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AIRBORNE STREAK wing, 45 hrs old, always hangared, A1 cond, \$5,500. Ph: John 07 54915571.

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VICTORIA

PEGASUS Q T2-2508, Rotax 462, 89 hrs since o/haul, full instruments, two-seater, new wheels, includes trailer, covers, stone guard, stone guard bag, radio + headsets, GC. Further info ph: 0411 238551.

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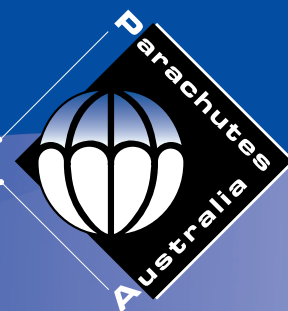
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