



# **Soaring** **AUSTRALIA**

**April 2004**



**The South African–  
Australian Connection!**



**Corryong Cup  
– Take Two**



**2004 National FAI  
Club Class Competition**



# April 2004

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Photo: Scott Calvin



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## EDITORIAL CONTRIBUTIONS

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

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

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## CREDITS

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Photo: Peter Newcomb (from the rear seat)

Design: Suzy Gneist

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# HIGH ADVENTURE BALI TOUR 2003

Chris Rogers

IT WAS TIME TO  
MAKE THE 15KM RUN TO  
ILLAWARRTU, SOARING UP TO 1,600FT  
ABOVE THE SURF THEN SWOOPING DOWN TO  
FRATERNISE WITH THE LOCALS. WOOOHOOO COMES TO MIND!

Timbus launch site

**M**y name is Chris Rogers. I'm 38, married with two sons and own a video production house in Forster, NSW.

I attained my paragliding licence 10 months ago at High Adventure. This story doesn't really start with me soaring at 1,600ft... It starts, rather, by picking up Scott (Wooo-Hooo Man) Calvin, ready for the trip of a lifetime...

Wearing sloppy joes and jeans to keep warm, I tooted outside Scott's place at Taree, NSW. Two seconds later the punter comes bouncing out. Our adventure had begun. Next stop, Sydney, to pick up Marty Stephens (trike pilot with four hours paragliding experience). Bali here we come – woohoooo!

On arrival in Bali, Lee Scott (High Adventure CFI), was front and centre with our Bali Timbus paragliding licence, SIM cards for the phones, and transport. Forty minutes later we had checked into the Bali Cliffs Resort and were standing front and centre at a most wicked flying site.

The Bali Cliffs jut up 800ft and extend for 15km from the Nikko Hotel to Illawarrtu.

We were so stunned to see 10 paragliders and two hang gliders already flying that the twenty High Adventure guys just stood there, captivated. Marty pivots and says he is going to change the Oxford Dictionary meaning for the word 'awesome' to only be used when talking about paragliding. Standing still, mouths open and heads turning in unison as the learner pilots from the previous week's course cruised past launch, reminded me of that clown game with the turning heads at the circus. Realising how ridiculous

we must all look from the air, I grabbed my wing and took number one position on the grid.

Take-off is approximately 270ft above the seaweed farms below, and bomb-out beaches are endless. I pulled on the A's, set the canopy, and turned to my new found playground for the next ten days. Blue and aqua with mystic white clouds drifting by is how I remember it.

I disappear three kilometres to the left of launch. The Nikko Hotel comes into play. This is THE Japanese Resort, so "smile for the birdie", because your photo is definitely being taken. This 18-storey high building produces the best lift in the area, so you can literally fly past the windows at will. Gaining height over this sheer building is easy. Just allow plenty of room for a couple of wing-overs (ensuring Kodak a healthy profit) above the myriad of blue oasis pools below, that stretch out to the sandy beach.

Returning past launch I notice it is decidedly vacant, except for Lee standing there with hands on hips. Job well done, I say!

The lift improves out of sight as the first real bowl approaches. At 600ft agl I turn back to see 30 paragliders and two hangies colouring in an unbelievable backdrop. All easily accommodated by this huge site. This bowl is the turnpike for proceeding around the corner to the Bali Cliffs Resort where we were staying, then on to Illawarrtu. But the breeze needs to kick to the south because the Bali Cliffs are curved.

**Madison, Dave and Chris wait for the breeze to pick up while Lee Scott and Ted Jenkins fly their tandems**



Chris Rogers lining up another landing at the bottom pub







**Photos: Scott Calvin**

**Left: Jason Turner's awesome piloting**

Several locations are available to polish those top landing skills (so that at the end of the day, when everyone is watching you land, you don't look too "unco"). Most learners were pulling off smooth top landings by the end of their course. So to save embarrassment I could taste the adventure of an outlanding. Flying around the turnpike I shot off semi tailwind in search of the resort. Two kilometres later it was flashing below my feet. Turning over the huge pool, which sits 300ft vertically above the beach, I realise my penetration is nil. So I push out to sea to set up a landing along the beach. Is that a



**Left: Chris, Madison and Marty line up for their turn at the new playground**



**Lee scott (foreground) ever vigilant while Chris Rogers (background) videos as usual**



**Jason Turner cruises past launch**

Balinese girl with an esky? Grabbing a big handful of left brake I set her up as target practice and land at her feet. Three Bingtang longnecks later I feel bulletproof (usually three longnecks and I'm asleep!). She carries my pack on her head up the 300ft hill to the resort, and I am now the proud owner of an entire collection of necklaces.

A couple of days later the tradewinds kick to the south. Illawarrtu is on! Wooo-hooo! The big south-east bowl doesn't work real good now, but as it picks up lift carries you to an escarpment that is about 12km long and slowly reaches up to 800ft.

Marty is one of the first around the turnpike, with Tod, Scotty, Jason Turner and myself in hot pursuit. The Resort pool is littered with tourists. Madison's two boys were very noticeable standing on the edge of the pool offering a free beer to pilots who dared take one from their hands. Jason, that was an awesome bit of flying!

You don't really notice your altitude change as temples, villages and kids with kites drift slowly by. As you approach the south-west corner of Bali you are at 1,200 to 1,600ft. The view is outstanding! Most of Bali can be seen from here.

Marty comes on channel complaining that his arms are very tired from flying all this way with his hands on the brake handles. The radio lights up, "Why would you even touch them?", "Relax", "You're scaring me" and "Burp... I've just finished my Bingtang!"

Glide slope is much higher on the way back, giving you a sense of authority over pilots travelling the other way some 300 to 400ft below your feet. It's time to buzz the tower, skimming over launch at one foot agl. Lee asks, what did I think? My reply was, "I think I love you".

Another half a dozen top landings and it's time to use the "Bottom Pub" again (as it got affectionately known), and guess what? – yes, more necklaces!

A professionally shot and edited film is available of this tour. It runs for approximately 35 minutes and is littered with the antics of middle-aged children, as well as footage of Taree, haggling in Kuta, dining at Jimbowarn Beach, Sari Night Club tribute, heaps of those top landings, pilot feedback, and a lot of laughs thrown in. An absolute must for the pilot looking to go

#### HANG GLIDING COSTS AT TIMBUS

Pack & carry up from beach	Rp50,000 (A\$9,25)
Pack up on hill	Rp20,000 (A\$3,70)

#### PARAGLIDING COSTS AT TIMBUS

Pack & carry up from beach	Rp20,000 (A\$3,70)
Pack wing on the hill	Rp8,000 (A\$1,50)
Carry you up the hill	Rp – priceless



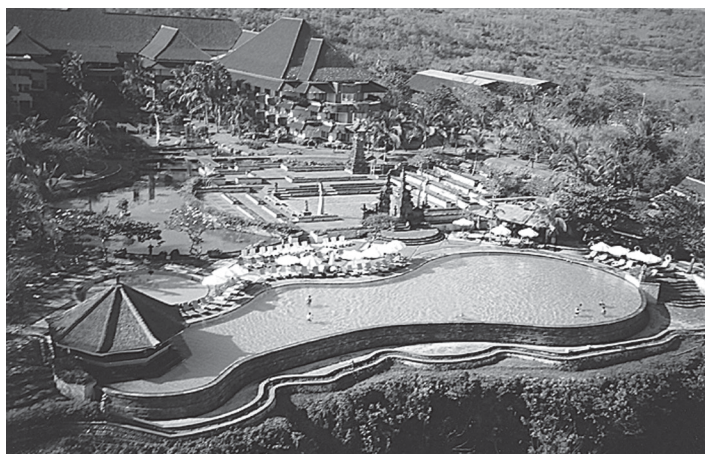


The endless seaweed farms below

on a Bali Tour, and a great memory jog for those lucky ones who have already been blessed.

To receive a DVD or tape of this tour anywhere in Australia, send a \$29 money order or cheque to: Keepsake Video

Productions PO Box 4176, Forster NSW 2428 (Ph: 02 6555 5178).



The Bali Cliffs Resort – Madison boys can be seen in the pool Bingtang in hand



The Playground – looking east from Timbus launch  
April 2004

## **HIGH ADVENTURE** **Coming Up!**

**OUR WINTER SCHEDULE:**

**HAWAII: Early July**

**BALI: July 19 - August  
21st Bali Paragliding  
Lessons with Paragliding  
and Hanggliding Tours!**

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**Contact Lee Scott for  
further details,  
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**Note:  
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tours  
already  
half full!**



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# RETURN TO MIDDLE EARTH – Trans Tasman Trophy 2004

**Mitchell Turner**

ONCE EVERY TWO YEARS, AN AUSTRALIAN IS SELECTED BY GFA TO FLY TO NEW ZEALAND TO REPRESENT US, HEAD TO HEAD, AGAINST A SIMILAR KIWI. EVERY OTHER TWO YEARS, A KIWI COMES OVER HERE SO THAT THE CONTEST ROTATES BETWEEN COUNTRIES. SELECTION IS RESTRICTED TO EXCLUDE ANYONE WHO HAS ALREADY REPRESENTED HIS/HER COUNTRY.

**T**his year's contest was held at Matamata (roughly in the centre of New Zealand's North Island) which avid followers will know as "Hobbiton" from Lord of the Rings "Middle Earth". This connection was quite appropriate as the countryside was as green and undulating as in the movie and the glider being offered (Ventus A) was truly Hobbit-sized. Luckily, I have hairy feet and am only four foot three!

In the long history of this contest, there have been very few who have won away from home, as the flying conditions are very different from the North, South and West Islands.

Unfortunately, this trip was no different and was plagued by some poor weather. The locals, towards the end, were arguing

whether it was the worst weather in 20 years or 40. Being a guest, I declined to join the debate, but noted that in any respect it was crap. My first flight in New Zealand started the trend. Lindsey Stephens had donated his Ventus A to me for the contest and the best way to get used to it before the contest was to oil up and slip into it at the Auckland gliding club and get some time under my belt. Releasing at their standard 1,500ft in a light westerly and turning right I was interested to see the ridges just below me and, looking up, not being able to see top winglet as the cloud was too low. With rising ground ahead of us, surely we're not going cross-country today! First of many wrong assumptions! Flying here is not just about

10kt to 10,000ft like back home, but being able to pick and use the various energy lines. In this case, using a sea-breeze convergence line (even following it out over the ocean), a hot patch over a swamp, ridge-induced thermals and convergences and then ridge lift, before battling back into wind at low heights over rising terrain into a re-invigorated sea-breeze.

This inauspicious beginning turned out to be a 250km+ flight and a great way to get used to the little Ventus, the terrain and weather.

Day one started and the locals were talking up the "good" conditions! The cu-sonde under-predicted slightly, 240km was set, and we flew in two to four knots at 3,000 to 4000ft. The little Ventus and 50 litres of water was just the ticket and, even with a slow/low point, trying to burrow into the undulations deeper than old Bilbo Baggins' Hobbit Hole, was able to do a decent final glide. Even though I felt like I'd disgraced a great little Ventus by only doing 92km/h, I came in second with 983 points. Can't be too unhappy with that.

Day two was a complete change. The cu-sonde predicted similar conditions, though with overdevelopment early. The tasksetters, buoyed by yesterday's "good" result, where 50% of the field made it home, thought that they'd be a bit more aggressive and send everyone initially over the slowly rising terrain to the south-east. Unfortunately, my stellar result from yesterday was hard to match and I was having trouble picking the cycles of the weather. After having made my second start, I thought it was time to tiptoe off, trying hard to milk the one to two-knots





**Photos: Mitchell Turner**

to 2,500ft over ground rising up to 1,000ft or so. After what seemed like hours, I was confronted by rain and large amounts of overdevelopment. Being in a smallish valley, I was keen to pick a good paddock for my first outlanding so headed back to join another glider already being de-rigged on a horse track. Eighty-two points is a slight letdown from 983 the day before, but only 200 points behind Stewart Cameron (my Kiwi competitor) and valuable learning on a day where the full field outlanded.

Day four was one of the more interesting. I was learning about this concept of changing gears and today was perhaps the final lesson in the cycle. The cu-sonde was as optimistic as normal, predicting average thermals of half-a-knot and a maximum of two knots to 3,200ft cloudbase – Wow! Unfortunately it also predicted overdevelopment and, worst of all, none of us knew where this would be first. The organisers wisely chose an AAT format. The smarter locals started very early, before the weather really picked up, as they were worried about rain towards the first two turnpoints – smart move. Yours truly though started near last, along with one or two other “hotshots” – bad move.

The first turn was a 20km AAT centred 60km to the north. After having caught up to some of the earlier starters and picking up a good thermal from 1,000ft halfway over a large lake (all my old learnings about thermal sources are being confused here) I made the mistake of seeing the really good conditions inside the circle (best I'd seen all week). The normal “rule” of such an AAT circle is to fly as far as you can into a circle that is providing the chance of better speeds, and this was definitely the case, but I was very nervous about the heavy rain already falling near the second turnpoint and moving closer.

Flying fast (well, at least for New Zealand standards – ie: one stage of flap for an empty Ventus), we raced towards the second turn and were progressively pushed west and west (trying to avoid the rain) until such time that we were entering Hamilton City air space.

I feel sorry for the poor air traffic control woman (sitting at a screen in Christchurch, South Island) who was struggling with 20 or so gliders, which weren't expected, all flying into Hamilton and flying in reasonably random patterns looking for lift. Her initial comments back to ZM saying “Zulu Mike, are you aware that you have Zulu Oscar less than one nautical mile in front of you?”, which of course the reply was, “Yes, I am following him.” ATC's non-understanding of gliding April 2004



was further enhanced by asking the LS8 that was trying to circle at 600ft over the city centre (had a paddock lined up) to, “Please move two kilometres to the north-east,” (into wind). After some debate, a common ground was established and ultimately this directive helped Tony sneak away and complete the task.

In my case, the ATCs were having trouble hearing me and I couldn't reach the radio to change channels to Hamilton Airport Approach when requested. My discussions with them ended, as seems to be the protocol when leaving their airspace, by saying that I was leaving their airspace – by landing in it – and that I had a nice paddock selected. The poor lady didn't quite understand the concept of gliders landing somewhere other than the airport and wanted to know

if I needed assistance. I politely replied that I was okay. After losing track of the LS8 that had been circling at 600ft a few kilometres away (assuming that he'd also landed), I called no joy at 800ft and, after having thought seriously about the sports fields (nah – might not go down so well...) lined up for a dairy paddock across the road from Waikato University. At end of roll, I was more than 22km off-track for a leg length of about 30km and had actually flown past the turnpoint (now nicely shrouded by rain clouds).

My mistake in the flight was not the fact that I outlanded (as virtually the whole fleet did), but my decisionmaking with the first AAT circle. Only two gliders made it around the task, and they both only just touched the closest edge of the circle, despite the great conditions ahead, electing instead to go





around the rain before it struck. My Trans Tasman competitor, Stewart (ASW20), on recognising that he was going to outland before getting to the second turn, went as far into the AAT circle as possible so, although he outlanded further from the second turnpoint than I, had flown more distance and subsequently gained valuable points lead over me. My decision to sneak one-third of the way into the circle was both one-third too far and two-thirds too short – if that makes sense.

Most of the next one-and-a-half weeks were lost with rain and bad weather. As much as I wanted to fly to peg back the points deficit, I was forced (kicking and screaming of course) to be a tourist, take touristy photos, take in scenic New Zealand highlights, go black water rafting and drink beer with backpackers at places like The Holy Cow, The Loaded Hog, The Grumpy Mole, The Mole and Chicken, and stay at fine establishments such as The Fat Camel. New Zealand may not have turned on great weather, but everything else about the place was great.

The penultimate contest day looked like potentially the most challenging yet. The cu-sonde was again predicting weak weather in the valley with nil to two-knot thermals. The tasksetter though was keen on a moderate westerly wind, which opens up the ability to use the 50km long ridge alongside us and had set 280km double out-and-return.

Since I hadn't had a decent ridge day I was keen to give this a go and draw on my experience from the day earlier which had been spent (in rain of course) driving up and down the ridge and doing as many walks as I could to survey the length of the ridge, the

(waterlogged) paddocks and studying the way that the ridge subtly changed shape and orientation towards the north. Twenty minutes later with water flowing out the top of the Ventus wings and tail, I thought I was ready.

By the time of launching it was clear though that the day was chronically overset. The cu-sonde was right after all and there would be no ridge lift. I would still have a go though – just in case. The Ventus full of water was having trouble thermalling in the one-knotters so I used the age-old rule of dumping down until the thermals felt good. After about an hour with the dump valves open and half-an-hour after almost everyone else had started and not being able to get above 1,700ft and with approaching rain showers, I thought it was time to go. The first 40km were completed under 1,800ft until on reaching “the swamp”, which is as consistent as anything in New Zealand, I was rewarded with four to six-knot climbs to 3,200ft. A pity I'd dumped all that water! The next 40km were flown at a good speed and I even got to use the first stage of negative flap for more than a week, for a few seconds at a time – Yippee.

All good things come to an end though and I set off with others for a 40km final glide into the murk, only to get out-climbed at 800ft by an LS4 in a whopping quarter-knotter. At 700ft, I claimed a GPS mark, turned around and landed back at Matamata. Although I'd made another 50 points on my rival, I was still a tantalising 190 points short with one day to go. Praying for good strong weather (where I might have an advantage) I was encouraged by all the locals talking up the prospects for the final day.

An interesting side note was that the winner of the day, Tony Timmermans (with

more gliding hours than most of us put together), waited near the first turnpoint for nearly two hours hoping for it to re-cycle. It did, but not enough for him to complete the task. Fortune sometimes favours the patient.

The morning of the final day started by being awoken by the sweet singing of a Polynesian church group who were also camping on the airfield. Unfortunately, the reason for the singing was that they were bored with the rain and, although 30km away there were stories of great weather, there was no choice but to cancel yet another day and deny me my last hope of overcoming my 190 point deficit.

Despite going down in the Trans Tasman (well I'm in good company with some of the other Aussies who have lost over there) I put up as good a show as I could. Stewart and I finished seventh and eighth respectively out of the 15 competitors in Racing Class.

What I will take away from the trip though was a great learning experience in the air about flying in weak/low conditions, very small paddocks and fast-changing conditions and sea-breezes. I will also take away a warm feeling of overwhelming hospitality from all the Kiwis.

The weather was crap (no arguments from any Kiwis there) and the flying ordinary (we flew five out of 12 days and there wasn't a single day where more than half the field made it around), but this was more than compensated by the warmth and hospitality of the Kiwis. From the first moment of arriving in Auckland and being met at the airport by Judy Stephens, to arriving unexpectedly by Ventus (borrowed from Lindsey Stephens), without crew (Colin Bryant – arranged courtesy of Lindsey Stephens), car (borrowed again from Lindsey Stephens) or trailer at Matamata the next day (car trailer and crew all arriving the next day) and being looked after like royalty, to the rest of the pilots who, without exception, offered all sorts of assistance – including being woken at 4am asking if I wanted to play golf.

The Kiwis all have a warm part in their hearts for the country they call “Aussie” and with a bit of luck there will be one to two container loads of gliders heading over here in September for the Kingaroy and Dalby comps. One of those planning to come over is Lindsey Stephens who is hoping to be able to sell his little immaculately-presented Ventus A 15 WL/16.6. If you are interested in something like this, then please get in contact with me and I can talk you through it. It's a great glider and will go well in the land of big thermals!

In summary – crap weather, ordinary flying, wrong result, but a great experience.



# ASW 28-18 now with Sustainer Engine

**Bernard Eckey**

THE LATEST DEVELOPMENT FROM SCHLEICHER IS A SUSTAINER VERSION OF THE ASW 28-18. AFTER A SUCCESSFUL TEST FLIGHT IN NOVEMBER, SERIES PRODUCTION IS NOW UNDERWAY.

Setting off on a cross-country flight without concerns about outlandings and retrieves is certainly a good reason for a "sustainer". However, an engine opens numerous other possibilities. For example, participation in gliding safaris, exploring wave or simply extending flights into areas otherwise beyond reach.

With the ASW 28-18E convenience is taken one step further thanks to a single lever engine control system. Neatly integrated into the left cockpit wall the unit contains all engine control functions and eliminates problems with incorrect engine management. A big step forward – not only in terms of simplicity but also in terms of safety. Of course, a multi function engine control unit is integrated into the instrument panel with indication of fuel level, battery voltage,

engine speed and total engine hours. It also displays a warning message about low fuel levels and prevents a start in case the engine is not fully extended.

## ENGINE OPERATION


For the ASW 28-18 the SOLO 2350 engine was chosen. This lightweight two-cylinder engine (18hp @ 4,000rpm) is equipped with a direct driven 1.2m diameter two-bladed propeller and is extended/retracted by an electrical spindle drive. Ease of operation and reliability were the main design objectives. For this reason the drive unit includes decompression valves for air-starts evading such items as starter motor, choke or throttle. Spinning the propeller becomes courtesy of the airflow.

The engine is extended by moving the control lever to the first stop. When the green light illuminates the pilot only needs to put the lever in the foremost position. This retracts the propeller stop, turns on the ignition and opens the decompression valves. Once the engine is running the ASW 28-18 E climbs at a rate of just over two knots or one metre per second.

Retracting the engine is just as easy. The propeller stop integrated into the single lever engine control system ensures a vertical position for retraction. Again, the correct retraction sequence is dictated by a single lever on the left cockpit wall for minimum pilot distraction.

Endurance on the 6.5 litre fuselage tank is sufficient for a lengthy "self retrieve" but if that is not enough two additional fuel bladders can be installed in the wing.

The additional weight for the entire drive unit including all accessories and battery is just 45kg. Of course, the drive unit is quickly removable if required but as the ASW 28-18E responds well to slightly increased wing loadings performance penalties are almost non-existent.

With the ASW 28-18E Schleicher continues its tradition of building first class motorised sailplanes. Top performance and superb handling are combined with the simplest and most user-friendly power plant currently available. 

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Setting up

Photo: Helen McKerral

# BOILED LOLLIES TO BROKEN BICKIES – Part 2

Helen McKerral

THE NEXT DAY, I'M STILL ON A HIGH. OTHER PILOTS FLEW LONG DISTANCES – STEVE N. 180KM, LANDING AT THE FLIGHT PARK, GEOFF AT RO'S PARENTS' FARM NEARBY. MARKO AND KIWI MATT ARE CHALKING UP MILES. EVERYONE ELSE IS DOING GREAT, TOO, THOUGH SCOTT HAD A HARD LANDING IN HIS XTRALITE WITH HIS GLIDER SUDDENLY POINTING STRAIGHT DOWN FROM 200FT – A DUSTY, PROBABLY.

**T**he uninitiated have also discovered another essential clothing item: after two mornings of grass seeds and prickles, canvas bootguards are high on everyone's list. The local Mitre 10 sells out and Andy generously gives me his spares.

As the forecast is 40°C, several pilots decide on a rest day, but a bunch of diehards head out. Matt has damaged his elbow, Marko his knee, but they come to cheer us on. The scorching paddock is tolerable only when clouds march by, their big shadows shutting down thermals until the sun's been back for 10 minutes.

Winds are again light and, though I'm dying to fly my Shark, it's not a literal desire! I'm too nervous to have my first tow when it's like this, especially without a dolly. And the tows all week have been incident-free – skiting criteria work. Everyone is foot-launching but our drivers are highly experienced; radio procedure on every tow is:

Driver: "Ready to take up tension"

Pilot: "Helen on the Falcon 175, take up tension please."

Driver: "Tension my end."

Pilot: "Tension my end too – Locking on radio – Picking up glider – Wind X strength/direction – Wings are level – Bridle

*free and clear – Go go go! – Airborne! – Climbing nicely (height/turbulence, pressure, etc) – Releasing/safe release – Thanks for the tow, unlocking mike.*

Often, Paul or Ro talk for new tow pilots so we can concentrate and get hints about thermals on tow. They help judge when it's safe to go, describing the streamers up the strip and implications for launching. The wait is rarely long, with no need for cross-wind launches (we move paddocks or change towstrips). We cap climb rates for the first 300ft to minimise low-level weaklink breaks. In fact, the only minor hiccups all week are a disordered bridle (released safely), and a few unscheduled releases at the car end, with pilots at the highest point of tow.

In the air we hear farmers, busy with harvest, on our channel. They're occasionally annoyed ("Helen, unlocking mike, thanks for the tow," answered by, "Helen, you can shove the bloody mike!"), but we generally rub along okay ("Scott, 10k's south-east of Birchip, 7,500ft," answered laconically by, "Mick, 20k's west of Wychie, one foot!") Or the reply to Matt's landing position: "Hey boys, we know where one of 'em is! Let's get 'im!"

I have no mobile, but apparently SMS transmits better than voice here; pressing "send" and tossing up the phone sometimes helps! Standing on a fencepost is often enough to transmit/receive UHF when the country is this flat.

Paul, Ro and others have offered tips to minimise airsickness: read maps and radio position while gliding, not thermalling! Look at the horizon or in the direction of circling, not up at the high wing, instruments or



Steve Norman on tow

Photo: Helen McKerral



straight down. Breathe deeply. Pop Kwells. Today, I've also taped a GPS to my vario, so I can simply radio bearing/distance to retrieve.

Unfortunately, map-reading turns out to be moot for me today. The oppressive heat saps everyone's energy. After only three tows, half an hour between each, I'm bushed, though no doubt my big flight yesterday – and all the adrenaline I expended then – is partly to blame. Pilots do get away and sky out, but I'm flying badly – too fast, with poorly coordinated turns. I did fine in yesterday's big thermals, but now struggle with those same pitch controls; I'm trying too hard and not letting the glider fly. Ro tells me to relax my elbows and feel the air but, though my brain hears, my limbs refuse to comply. I'm majorly pissed off at myself. It's my first taste of broken bickies after yesterday's boiled lollies, but I don't realise it yet. It will be a big lesson, but I don't even know that it's there to be learned. I contemplate a fourth tow but, when I can barely lift my harness, I hear my body hinting it's had enough. Instead, I offer Matt a flight – my sweet Falcon will be gentler on his elbow than his Combat-2 – and the next moment he's gone from the paddock.

Plenty of big smiles around the table that night. Andy had a nice flight but, incredibly, battled again with a dusty, after landing this time. It flipped him, then tangled the bridle so he needed 20 minutes to free himself! I re-read the section in "Performance Flying" about dusties but figure that, if they want to bite when you're hooked in, there's not much to do except pray. I want to try so much of the theory I've learned, but can't do it till I get away!

The next day offers a cool front with westerlies. Cloudbase is lower with scant blue sky but I'm happy because, with a consistent 6-10kt on the ground and less thermic air, I'm finally confident to try the Shark on tow. Someone sets up a spot landing because conditions look challenging for getting away.

I'm nervous, but the Shark behaves beautifully! It's stable and responds reassuringly promptly to inputs under tension. The consistent breeze means tows to 2,000ft plus. I tow four times and don't get away but I'm satisfied, especially with my landings (except one where I'm thinking too much "spot" and not enough "landing" and zoom six feet).

Unfortunately, coordinating turns in the Shark are more difficult than in the Falcon. I either under- or over-correct, so the glider ignores me or goes into a diving turn that takes high-siding to correct – exhausting,



Rohan Holtkamp likes the look of this day

Photo: Rohan Holtkamp

and wasteful of precious height. And it's no better the following day. Conditions are slightly stronger, cloudbase lower. The wind is a bit much for Jilly in her Fun 160, so Ro takes her tandem and they quickly vanish. Other pilots start to leave. I become increasingly frustrated as I wrestle my glider about the sky above the tow paddock, flying through and around the outside of thermals, or turning in them too fast so I sink instead of gain. The more frustrated I get, the worse I fly.

Those readers who are naturally co-ordinated will find such things effortless. You'll instinctively know how to move your body for a certain effect, like I use language in my writing craft. But for those of us whom the Co-ordination Fairy forgot to bless, it's a mystifying combination of random movements that we luck upon through trial and error. The brain knows what to do, but the body needs to as well! It's like learning to ride a bike via telephone instructions, and hang gliding brings my physical limitations into sharper focus than any activity I've ever undertaken. It challenges my psychological limitations, too (Fear Factor 10+). Yet the exhilaration of that initial dream-come-true introductory tandem motivated me through a painfully slow learning curve. First lesson to first solo soaring flight took almost eight months.

Now, discouraged, I watch other pilots fly their beautifully coordinated turns out of the paddock, and it occurs to me that, if it takes me as long to learn this technique as it has everything else, with inland launches

at home having two hour turnarounds between bomb-outs, I'll be dead of old age before I learn to fly my Shark cross-country! I grit my teeth for another tow. This time I hook something, sort of, but it's not a pretty sight. I'm in and out, with no clue where it's gone and only relocating it by chance. I'm barely maintaining as I drift back over the LZ and I'm fighting my glider all the way. We are not one being, we are two and we do not like each other much. I'm low-ish and wondering whether to commit when I fall out again. Bugger! The bloody thermal disappears as if it were never there. Paul radios, "*Did you fall out or is it LZ suck?*" Because he's absolutely right and because I'm tired and pissed off I figure, bugger you, I'll find another thermal downwind. I get my just desserts for such childish behaviour and land three-and-a-half kilometres away. It's a good landing, one I should be pleased with as it's my first landing out in my Shark, but I am too busy feeling sorry for myself as other pilots pass high overhead, on their way to the border or bloody Indonesia.

I pack up feeling lousy, and Col arrives to pick me up. He sees my face and is tactfully silent. When I return to the paddock, mercifully few pilots are left as I grimly set up the Shark again. Then I lug my one ton harness to my glider and, to my complete mortification, burst into tears.

I wasn't going to admit that, but the lows of XC are as extreme as the highs – literally and figuratively. Some pilots get angry, some get stupid. Others give up, but not me. I'm acutely embarrassed by my lack





The only shade in the paddock

Photo: Rohan Holtkamp

of grit but Paul has seen it all before and, while the others kindly melt away, says all the right things. XC flying is always boiled lollies to broken bickies, and we all crunch our way through both. As I'm a reasonably sensible adult most of the time, I already know this about life, but I'm reminded that it applies to flying as well.

I explain my misgivings and Paul suggests I go tandem with Ro tomorrow. It's a fantastic idea: if anything can help me learn, this will. I'm cheered and take another few tows without luck: my frame of mind is hardly conducive to superlative flying. Hot and tired, I pack up.

In hindsight, my mood is no surprise. The week's been intense and I've had no rest day. I've certainly spent more time in the tow paddock and had more tows than everyone else! But they've had disappointments and challenges, too, and have overcome them. Looking forward to flying with Ro tomorrow, I cut myself some slack.

The next day fate is on my side. The day is overcast and so strong I wouldn't fly solo; several newer pilots don't set up at all. Cloudbase is barely five grand. It's 12 to 16kt, more at height. After hearing about Jilly's technicolour experience the day before,

I take two Kwells to get the most out of my tandem, rather than it getting the most out of me.

The 220 is set up quickly but conditions are still gusty. Several pilots wait it out. Far away there's a glimpse of blue, but it's too distant to tell if it will reach the paddock. The tows are impressive, with the car creeping along the strip or stopping completely. Above, the thermals lean raggedly.

Ro and I hook in, me with borrowed gloves (bar mitts aren't suitable). It's ages since I've flown tandem, but I've only gone with pilots I trust so it's always great fun. I love relinquishing responsibility in the air: I can enjoy situations I'd otherwise be too stressed to appreciate.

We wait for conditions to moderate, then we're off! I follow Ro's lead; the air is rough but not ridiculous, and the barge-like 220 wallows about with no problem... and no great thermals, either. The gloves are so bulky I belatedly discover I can't manipulate cleats and zips, so I pull one off with my teeth and tuck it into my harness to go prone.

Considering conditions I'm surprised there's anything... but Ro finds it. We release and circle, Ro explaining the whole time. What an amazing learning experience!

After just 15 minutes, I'm beginning to "see" the thermal. Because I'm quite tall, I can reach across Ro's shoulder and rest my right hand on his right, my left on his left. I feel every movement and realise immediately that I've been over-controlling the Shark. The inputs are so subtle! No wonder it's been a battle: I should have been making love, not war! Though this is clearly not an appropriate thing to mention right now.

Still, conditions are so marginal it's hard work for even Ro to stay aloft. Strong winds shred the weak thermals so they are all over the place but Ro maps them aloud, indicating where to open or close each turn. Later, someone suggests we clone pilots like Ro as Mini-Me's to clip to our control bars!

To my surprise, we bomb out after about eight kilometres. I'm not a bit disappointed: ironically, this is the most encouraging message Ro could have given me – pro's eat broken bickies, too! Regardless of distance, the flight has been terrific... and, after retrieve, I even get a second go!

Conditions are still strong and the tow is exciting, but this time the thermal Ro finds is bigger and we're in it for good. I can feel the dance at last: no more trying



to ride a bike via phone instruction – there's someone alongside while I learn to balance.

I'm also amazed at how effectively the averager finds lift when it's set correctly, like a voice in blind man's bluff calling warmer or cooler. But we don't get above 2,800ft and after 20km we're losing height, conditions are cranking up and Ro decides to land east of Culgoa. We hit a rowdy thermal down low – a tease and Ro is tempted but, regretfully, lets it go. The wind is very strong now; I help Ro pull in the bar and we descend with almost zero groundspeed to about 200ft. Then we fall into one of those holes that drops us from the sky alarmingly before we're zipping over the stubble to a good landing. I'm stoked, and can't wait for tomorrow to try out all I've learned. That night, I close my eyes and hope for lollies.

Last day. Conditions are similar but with lower wind speeds, and I'm optimistic as I set up the Shark. Around me, pilots are preparing for their last chance. The overcast sky suggests little cause for optimism but, such has been the nature of this course – and what we've all achieved – that we're ready to give it a go. For anyone who can climb away, the wind strength promises good distances.

I pre-flight, then pause before hooking in. Around me are the visible signs of my learning curve – radio, GPS, map, harness with water and packup gear. The implications – that I'm comfortable (at least in this big, flat country) landing out alone in my Shark – are more significant. The biggest changes are inside, invisible to everyone but me.

After practising dance-steps yesterday, I'm bursting with anticipation. I don't even feel hot in my polarfleece, which I've donned with considerably less apprehension than before. I move forward in the queue; Matt is on the strip beside me and Ro is ahead, taking another tandem. Getting away from the paddock will be challenging. I remind myself. Be content with one or two thermals, stay in them for as long as possible, and coordinate my turns. Progress, not distance, is my goal today.

Ro tows up, having timed his launch perfectly for one of the patches of sunshine. Andy is away, then Matt. On the radio, pilots work together to find thermals: theory from whiteboard briefings has reached into the sky and now pilots are learning from each other, as well.

My turn. Five knots straight up the strip, a gust under one wing but it's okay, a rush of adrenaline and I'm airborne, my Shark no longer an enemy. I start pushing out at 300ft; by 2,000ft at the end of tow my

biceps are burning. I've passed through nothing startling so I try the adjacent dirt paddock with some zero sink. I turn a few times to test whether I have the dance and – thanks, Ro – yesterday's lessons have indeed sunk into my bones. The Shark turns with the smallest inputs, my elbows are relaxed, and I'm enjoying the air and my glider. I've never flown the Shark as well as I am now. I make a conservative landing approach and come in fast, hitting all the turbulence I'd missed higher, but I've plenty of speed. I land, exhilarated, ready for another go.

And this time, I find something. Not strong, but it's wide and the moment I release I turn back into it... and again! Got it! My vario beeps cheerfully, while on the ground Paul is enthusiastic. "Don't worry about replying, just concentrate," he radios, and I gratefully accede. I'm flying mainly by feel, using the averager only when I fall out, but now I've an idea where the thermal has gone and where to look. Slowly I gain, drifting back over the setup area, past the little dam, to the paddock behind, and still I'm going up! This time it's not luck, it's actually me! Steve N has landed, asking for relay of his position. I try but every time I talk on the radio I fall out and Paul finally says not to worry, retrieve will find him, and to keep concentrating.

I don't know how long I'm in that thermal, but every minute is equivalent to 30 of my first XC flight because this time I am in control. On Monday, the air carried me along as a passenger; a joyous one, certainly, but a passenger nonetheless. Not today. I think I reach about 2,700ft but, to be honest, I'm guessing: I've forgotten and it doesn't matter. The ground below spins but the Kwell's are working and all I feel is satisfaction. I can't be far from the paddock because Paul says, "*Don't worry about radioing position, we know where you're headed, keep concentrating!*"

At last I lose the thermal. I search in the pattern but, this time, have no luck and the averager is despondent. Glide downwind. There's a few lumps and zero sink but, though I buy some time, I win no height. Over another paddock... another. Mindful of retrieve, I head for a tree-lined road to the north. At about 1,000ft I start looking for landing options – everything's happening much faster on this flight because I'm lower. The wind is quite strong; as I descend, I spot tree branches and leaves moving. Downwind is a town with silos, big buildings and, I bet, nasty rotor.

I choose my paddock, radio location, and Andy says he's spotted me: I'm landing just upwind of him and Matt. As I box the field I discover turbulence from a block of trees in the adjacent paddock. Conditions must be stronger than I thought if the rotor stretches this far back, but I've plenty of time and height so I choose another corner of the paddock. This is just as well because, as I set up behind the fence and enter final at 200ft, bar pulled right in, the thermal I'd been seeking earlier finds me (Murphy?) and the vario sings in spite of my pulling in as hard as I can. It won't let me down and the air is horrible (well, not for experienced pilots, but the worst I've struck). Luckily I have a big, flat empty paddock ahead, buckets of airspeed, and I'm facing straight into the wind. As I fight to keep the Shark level I remember my instructors telling me to relax, remind myself that speed is my friend, then suddenly the air flicks me out like a bug, the ground rushes up, ease out to trim and gentle on the flare, a great landing. Hooray! Hooray!

I unhook and whoop out loud. My GPS says 8.4km. And I flew every metre! I've landed towards the middle of the paddock – a hike back to the fence where retrieve will come, but hey, who cares? I carry first glider, then harness across, and start breaking down. Damo and Jilly are there to retrieve before I even finish, along with Matt and Andy. I'm so thrilled with my flight. distance and height per se are irrelevant today. What would be broken bickies to another pilot is manna for me. We throw on my glider, retrieve Steve N, and return to the tow paddock.

Matt watches other pilots leave, then sets up again to better his distance, but I'm utterly content. Anything more would be anticlimactic. I fish a cold beer out of the esky and sit on a stool amongst the stubble and the flies, listening to the radio and pilots still flying. What a day. I crack the beer and take a deep swallow. Normally I don't drink beer, but it is the perfect drink in this hot dusty country and, this once, it tastes strangely sweet, sweeter than anything.







Gulgong airfield

# 2003 – 42nd Australian National Gliding Championships

Henk Meertens

FOR THE SECOND TIME IN THE LAST FOUR YEARS THIS EVENT WAS HOSTED BY CUDGEGONG SOARING AT GULGONG. AND, FOR THE SECOND TIME THE SITE PRODUCED SOME SPECTACULAR WEATHER.

**T**he organisers were fortunate that for six days the Central Tablelands of New South Wales were blessed by a weak surface trough. It was aligned roughly north south lying between Gulgong and Narromine and produced one of the best runs of strong-weather days seen at a National Championships (although as a pilot in the Dalby Nationals, I recognise that this claim may well be disputed by some)!

On day three – New Year's Day – Michael Sommer of Germany flew the fastest Standard Class speed ever flown in

Australia, achieving 159.55km/h around a 430km task.

For the first time the entire event was handicapped. This rule change attracted a number of pilots who have not previously flown Nationals and allowed Lisa Turner, one of our bright young (and now ex) junior pilots to win her first day at a Nationals in an LS4.

Overseas pilots included Michael Sommer who achieved a second place in the World Championships held in South African and Thomas Gostner from the Italian team also joined us for the second year in a row.

The organisation was small but very experienced. Henk Meertens was contest director, Neil Bennett and Rick Macready handled operations and safety, Paul Matthews looked after weather and tasksetting and Nick Hunt was again tug master with the "tuggie dream team" of Stow Kentish, Arnie Hartley and Dick Wilson behind the propellers. Nikki Douglas again did a superb job with scoring, Beryl Hartley managed the radio and ground support came from Bob Hare, Ian Harris, Ron Kingston, John McCorquodale, Ken Caldwell, Chris Meertens and Nikki Matthews.





Daily briefing

### DAY 1 – 30 DECEMBER 2003

The inevitable late arrival of some competitors and the organisation's first day nerves meant a late start and tasks that proved to be conservative.

Fifteen-metre Performance Class was sent to Arthurville, Narromine and Gilgandra for 323km and the Open Class went to Collie instead of Gilgandra for 345km. Despite only moderate conditions in the eastern part of the task area, pilots found occasional nine-knot climbs to 7,500ft agl west.

Thomas Gostner won a tightly bunched 15m field at 132km/h with Michael Sommer and Tom Claffey in close pursuit. In Open Class Tony Tabart notched up the first of his wins at 128km/h with Bob Ward and Dion Weston behind him.

### DAY 2 – 31 DECEMBER 2003

The first day of the trough! A large rain depression had formed over the north-west cape creating mild trough conditions over New South Wales. A large high-pressure cell had also anchored itself over the eastern Tasman Sea and this was to stay unmoved for over a week guaranteeing static weather for eastern Australia.

The problem for forecasters and tasksetters in these conditions is to know fairly accurately where the trough will be located. Within the trough will be found strong thermals typically to 10,000 to 12,000ft but immediately outside it is very poor to sometimes zero convection. Get it right and you are a hero – get it even a little bit wrong and you can be the worst in the world!

Because of this uncertainty plus the prediction of storms (always possible in trough conditions), the same three hour AAT task

was set for both classes – Binnaway (10km radius) and Coonamble (40km radius) giving a 400km scratch distance.

The trough line established itself 80km to the north of Gulgong along the line of the Liverpool and Warrumbungle Ranges but stopped abruptly at the western end of the Warrumbungles. Pilots experienced very weak conditions to the first turn at Binnaway but then most enjoyed a strong climb in the first clouds to 8,000ft agl. A beautiful flight was then had over the Warrumbungles but it became much harder in the blue where good lift existed but was hard to find.

In 15m, Peter Trotter got the money at 126km/h followed by Michael Sommer and Tom Claffey. Andrew Georgeson was unlucky to be shot down by a heavy sink on final glide.

In Open Class, Tony Tabart again had a win at 122km/h and again was followed by Bob Ward and Dion Weston.

### DAY 3 – 1 JANUARY 2004

Because it was felt that the trough would be to the north, 15m Class was sent to Gunndah and Wellington – 425km – and Open Class went to Boggabri and Wellington for 463km. As it turned out, Gunndah was at the extreme northern end of the trough line which today also extended well to the south of the task area – but we weren't to know this in advance of course.

Pilots in 15m Class found themselves flying on the day of the decade with a cloud base at 12,000ft and a number of 15kt climbs reported. Open Class however partly drew the short straw in having to go a further 40km north to Boggabri where most pilots struggled to stay aloft.

## High Tech comes to the Nationals

Paul Matthews

**Whilst Gulgong is known for its bush culture and informal surroundings it is worth reporting the terrific work done by Henk Meertens in the use of CDs. Upon registering each pilot was sent a CD with the start points and turnpoints in various mediums, the rules and local rules, a map of the start points and general information about the site and accommodation, etc.**

After the championship ended each pilot was then sent another CD that contained an amazing amount of information including, for each day, the weather details with satellite photo, analysis and prognosis maps, area forecasts etc, the daily task sheets, the score, all of the pilots' score summary sheets, and flight logs for every pilot. Then there were final scores, details of trophy winners and a huge array of photos collected from a number of people at the event.

Just a wonderful record of the championship.

Congratulations to Henk for this idea and his hard work and we all hope it becomes common practice for competition organisers to follow suit in the future.



In 15m Class Michael Sommer, as mentioned, achieved 159.55km/h followed by Andrew Georgeson and Peter Trotter with five pilots bettering 150km/h.

In Open Class, the long Nimbus 4 wings got Shinzo Takizawa quickly through the blue to finish at 154km/h with Tony Tabart and Dion Weston a fair bit slower in second and third.

### DAY 4 – 2 JANUARY 2004

The trough line was in roughly the same position but storms were forecast over the north-western part of the task area. Accordingly a four hour 600km AAT task was set for both classes to Mullaley, Wellington and Gular.

As it emerged the trough lay more to the west today and luckily it only just extended into the 30km radius around Mullaley. Cloudbase was again high around 11,000ft but a significant line of storms was encountered on the last leg home which caused many pilots some anxious and "electrifying" moments.





Lisa Turner receives the Sir Donald Anderson trophy from Henk Meertens

In 15m Class Paul Matthews got the best of the field by 10km/h to fly 600km at 147km/h. Michael Sommer and Tom Claffey came in second and third.

In Open Class, Tony Tabart at 145km/h edged out Shinzo and Bob Ward.

### DAY 5 – 3 JANUARY 2004

Once again the trough line remained and again storms were widely forecast. Again, and for the same reasons, a three-and-a-half hour AAT of 500km scratch distance was set to Mullaley, Arthurville and Mendooran, all with 30km radii to help pilots dodge any bad weather.

The trough however behaved itself today in that it was located where it was thought to be and also because the storms only got nasty on the Liverpool Ranges after pilots had progressed through this area to the south. Cloud base was a little lower but still at 9,000ft agl.

In 15m Class everyone was delighted to see Lisa Turner edge out Paul Matthews to win the day at 141km/h for her first ever win at a Nationals with Michael Sommer in third.

In Open Class Shinzo Takozawa edged out Dion Weston at 146km/h with Bob Ward in third.

### DAY 6 – 4 JANUARY 2004

It seemed that today the trough would weaken and accordingly fixed tasks were set for 15m Class to The Troffs and Alectown West – 386km – and for Open Class to Tullamore and Trundle – 412km.

As it emerged through, the trough, although very weak, was still evident with clouds stopping abruptly at the Hervey Ranges. Also lift, although occasionally strong, was often broken and some pilots struggled in the blue and in the last 100km coming home.

Despite these problems Peter Trotter managed 133km/h to win 15m Class narrowly from Thomas Gostner and Paul Matthews. In Open Class Tony Tabart again

had a win and also at 133km/h, with Dion Weston and Aaron Stroop behind him.

### DAY 7 – 5 JANUARY 2004

Surprise! The trough was predicted to be back again but this time aligned north-west to south-east and lying along a line over Dubbo. Storms were again in the offing. Accordingly, a 500km scratch three hour AAT task was set to Tooraweenah, Molong and Tomingley, all with 30km radii.

This day proved to be every pilot's trough nightmare. Paul Matthews writes:

*"Running to the south on the second leg, six to seven-knot climbs were had over the forest south of Mendooran. Ahead, through the haze, a blue line emerged and this slowly displayed itself as a "brick wall" edge to the trough line lying in the line over Wellington and Dubbo. This was not a good sign as it left 40km to run through what looked like very dead air to just be able to clip the edge of the Molong AAT circle. To compound the problem, the entire Tomingley circle to the north-west was also in the blue just to the south of the trough line.*

*I therefore persevered with a long tedious climb to cloud base at nearly 10,000ft and headed south into the blue. The air was deathly quiet. I then formulated my cunning plan which was to fly to the closest edge of the Molong circle, turn 180 degrees and fly back to the trough line, climb, head north west, fly south into the Tomingley circle, turn 180 degrees back north to the trough line and then fly home. This was fine in theory but on turning north again from Molong this seemed such a huge deviation that half way back to the cloud line I succumbed to the temptation, turned left 90 degrees and tracked to the then closest edge of the Tomingley circle realising that I would have to find some lift. The next half hour can most scientifically be described as a "dribble", working only very weak and broken lift. Eventually I felt I had enough height to glide to the trough line. Predictably there was very heavy sink heading into the clouds but I arrived under them about 1,500ft agl and was amazed to fly into a smooth 12kt climb which I took to 8,000ft and then flew the 90km home on final glide to be only a few minutes over the minimum time. Phew!"*

Tom Claffey had a similarly cunning plan but sadly hit the ground five kilometres from the clouds. Aaron Stroop reported that he spent 30 minutes at 1,000ft out in the blue and in the process developed a nodding acquaintance with the publican at Yeoval.

In 15m Class Thomas Gostner won the day at 128km/h from Lisa Turner and Peter Trotter. In Open Class Shinzo just edged out

Dion Weston at 138km/h with Bob Ward in third.

Tony Tabart had a slow day so he and Shinzo were in then close overall first and second positions. In 15m Class Michael Sommer was in total 150 points ahead of Peter Trotter with Paul Matthews only 25 points further back.

### THE NEXT THREE DAYS

The weather then turned particularly feral with very strong north-westerly winds for the next three days. Tasks proved impossible but on the middle day, however, Shinzo took a launch in his Nimbus 4 into wave only to give up at 20,000ft whilst still climbing at a good rate due to having cold feet. Heaven knows how high it was going.

### DAY 8 – 6 JANUARY 2004

Eventually we looked like flying again. The wind had dropped but only very weak blue conditions were forecast. Fifteen Metre Class was sent to Neilrex and Gilgandra for 242km and Open Class to Merrygoen and Curban for 263km for the last day of the contest.

The gate was closed at an agreed time so it was match racing for most pilots which added a lot of excitement due to the close scores. In both classes the championship was up for grabs between Peter Trotter and Paul Matthews in 15m Class and Tony Tabart and Shinzo Takizawa in Open Class.

In 15m Class Michael Sommer won the day at 110km/h with Kerrie Claffey a well-deserved second and Andrew Georgeson third. In Open Class Shinzo had a good win at 120km/h with Dion Weston just behind and Bob Ward third.

### FINAL RESULTS

In 15m Performance Class the contest was won by Michael Sommer but Paul Matthews was declared champion as the top Australian pilot with Peter Trotter second by only 28 points. Thomas Gostner of Italy was fourth followed by Andrew Georgeson.

In Open Class Tony Tabart clung onto his lead edging out Shinzo Takizawa by only 18 points with Dion Weston in third place.

The GFA Team Shield was won by the New South Wales team of Paul Matthews, Shinzo Takizawa and Dion Weston.

Gulgong again lived up to its reputation as the friendly host. With its bush surroundings, relaxed informality and great flying conditions, Gulgong is emerging as one of the best new sites on the Australian contest circuit.

And so to Dalby in October 2004 – another of the great sites.





# Gliding Library Annual Report – Monarto, South Australia

Emilis Prelgauskas

THIS YEAR THE REPORT TAKES THE FORM OF A 'THANK YOU' TO THE BREADTH OF PEOPLE PARTICIPATING IN HELPING INFORMATION FLOW AMONGST GLIDING PEOPLE.

**D**uring the year Keith Willis has involved himself in assembling magazine editions. As a result of his travels around gliding circles, he has also collected individual material, and been able to personally distribute sets of collated material.

From this, the main library collection alone has become centred in Shed C, where we keep only one copy of everything pub-

lished of gliding interest. Separately, Shed G has become devoted to 'other stuff', notably multiple copies, both the heaps of individual magazines, and boxes of collated material.

With the general emphasis on old copies of Australian Gliding, along with a slow growth of individual copies of 'Soaring' from the US, the result is a collated representative collection from 1963 to 1999.

Other activities include David Conway taking on the task of getting an electronic version of the 'Development Guide' together for regional people interested in this subject. The original was prepared as a hard copy document in the late 1990s and issued to gliding clubs. We have to also mention David Head's contribution in putting an HTML version on the web.

A follow up task waiting in the wings once the main document is available in this new form, is 'Gliding's Powerhouse', a paper co-authored by Peter Robinson, which takes this topic further.

The regular comment continues to apply as in past years; like many things in gliding there is always a shortage of time and funds; and enthusiasm can also occasionally lag. But, with the unsolicited help and input received from time to time, this initiative first begun in 1977 seems to continue to contribute positively to the sport year by year.



## Friendly Nationals Planned for Dalby

Ralph Henderson

THE 2003 NATIONALS AT GULGONG WAS A FRIENDLY COMPETITION AND THE CUDGEGONG SOARING CLUB SET A HIGH BENCHMARK FOR US TO MEET AND, HOPEFULLY, BETTER AT DALBY.

**T**he organising club, Darling Downs Soaring Club will build on its established reputation for well-organised and friendly competitions. Recent successes have been the 2002 State Championships held at Jondaryan and the 2003 Easter Completion held at Dalby.

Last year's Easter Competition was very much a trial run for the Nationals. The things that worked will be done again and those that didn't work so well will be improved upon.

One of the questions that was asked at the time was "What's the difference between an Easter Competition and the Nationals?" To which someone responded, "Not much, the Nationals just has less competitors." We plan to prove this wrong!

Preparation for the competition is well underway with key bookings made some months back. The RSL has been booked for

the final night dinner on Friday 15 October. A larger marquee than that used last Easter has been booked. The marquee will be erected next to the old Sunstate Soaring hangar. It will be used for briefing, meals and of course for the bar. Portable toilets and showers will be located near the marquee and adjacent camping area.

The tie-down pads that were established for the 1994 Nationals are still there and will be used again. A new water reticulation system will be laid.

As with previous competitions at Dalby, strong support has been received from Dalby Town Council.

Mark your diaries now, 4 to 15 October 2004. For more information please contact Ralph Henderson <rhenderson@austarmetro.com.au> or Bob Keen <Smokeymail@bigpond.com>.



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# 20th Anniversary Corryong Cup – Take Two!

Rob Julian

SHIMMERING PADDOCKS, CLEAR ALPINE STREAMS, IMPOSING MOUNTAIN RANGES, THROBBING CICADAS, CIRCLING EAGLES AND PELICANS AND A CONFETTI OF HANG GLIDERS ALL CROWNED BY BILLOWING WHITE CLOUDS – THE 20TH ANNIVERSARY CORRYONG CUP (TAKE TWO) WAS A FEAST FOR THE SENSES OF FLYERS AND NON-FLYERS ALIKE... NO LESS THAN 67 PILOTS CONGREGATED AT THE COURTHOUSE HOTEL FOR REGISTRATION ON SATURDAY, THEN RETIRED TO THE SANCTUARY OF THEIR RIVERSIDE CAMPS TO PREPARE FOR THE FIRST DAY'S FLYING IN THIS ALPINE CLASSIC COMPETITION.

The area was pioneered in the early 80's by a handful of Sydney-based pilots. The irrepressible Harry Docking, who has been a fixture here since 1983, began the comp itself. As related by Harry, the basic spirit of the comp in those days was illustrated by the highly original speed points system. Pilots took off with a block of ice in their harnesses and goal was a pub. The pilot whose block of ice was least melted when they arrived was given extra points (and extra beers).

Nowadays the comp has evolved into a sophisticated event with GPS tracks, finely calibrated glider handicapping systems, temp traces, and of course sponsorships, trophies, giveaways, raffles, inducements, pay-offs, etc... all expertly coordinated by the Blue

Mountains Hang Gliding Club. Everyone, including drivers and families, had a chance to win something during the week. The Corryong Tourist Council also deserves a special mention for laying on a great welcoming barbecue for everyone. The comp couldn't have been run so efficiently without the kind collaboration of the Courthouse Hotel, and the general (stunning) hospitality of the Corryong population.

Pilots were the usual motley lot, the regulars a little bit older, not much wiser, but just as keen. It was good to see more Victorians discovering great flying in Victoria that the New South Welshmen have known about for years! There was even a Queenslander (who could be heard

muttering "*This is just so wrong!*" every time he tried to ease himself into the 'refreshing' waters of the Corryong Creek).

The seriousness of the team challenge can be gauged by the team names: Team Maggot, The Grumpy Old Men, Team Weevil, No More Phil, Team Euro, Life of Brian, Team Grovel, Dynasoarers and the elegantly named 'We Are Scared Of VD'. Gliders, too, were a mixed bag of topless, sensible types in Litesports, old school high performance, a few intermediates, and a few canny buggers in floaters ready to exploit their 135% handicap chances.

Lured by promises of fun and non-seriousness, what follows is a brief diary of my comp experiences (after years in the free-flying wilderness).

## DAY 1

I heroically fly from Victoria to NSW and back again (not hard in Corryong). I spend three-and-a-half hours getting knocked around and listening to how high everyone else is getting on the radio. Turnpoint two is Jingellic, which I slowly crab towards while basically pinned on the northern side of the Murray. The comp committee has promised a bridge to photograph. I find it, get the shot, then conveniently get drilled so that I have to land next to the Walwa Pub. What a shame. I explain to my companion, Trudy, that, physically, today the flying was a bit like standing around for several hours with your head tilted back, desperately gripping a metal bar while a couple of invisible tormentors try to wrench it from your grasp. (But the views were terrific). I'm not sure she knows what I am talking about.



That's how I like to see the Corryong valley...

Photo: Rob Julian



## DAY 2

After yesterday's aerial beating, this reminds me while I love hang gliding. Smooth, slow, fat thermals out in the valley to bag TP1 with, everything marked by other pilots. So much easier than solo XC. I watch a plastic bag drift past at 5,000ft. No groceries inside, so it isn't a boomer thermal, but I take it anyway. I end up landing short of Tooma in a kind of moonscape-like, shadeless area. Whilst ruing my misfortune, I am surprised to see a Litesport appear out of nowhere. The pilot, Kerry, is from Sydney's Northern Beaches. He tells me he is originally from Cork in Ireland. I figure this explains his strangely un-Northern beaches Irish accent.

## DAY 3

In the morning I suggest to Kerry, who is camping nearby, that we form a team along with his mate Luc, another Northern Beaches person with a funny accent (sounds French, so I guess not from Cork). Graeme (definitely Aussie born) provides the wheels as well as performing wind-tech duties. Trudy offers to drive and 'Team Grovel' is born. Our team debut coincides with strong winds on the mountain. Graeme launches, but the day is called off. That's okay by me, as after two days flying my arms already feel like wood. So wooden, in fact, that back at camp I consider cutting them off and throwing them on the fire.

## DAY 4

Glad to have kept my arms, as it makes setting up the Xtralite so much easier. Unfortunately, overdevelopment is brewing in the valley. The day is called off. Everyone goes back down the hill. The clouds turn into monstrous white, grey and black mountains. Towong campsite cops a hammering. Launch director and comp MC extraordinaire, Rick Lockhart, is sucked up to 60,000ft in his campervan and finally deposited back in the same spot, unscathed.

## DAY 5

Armed with fresh arms, I head back up the mountain determined to blitz the field. It's a ridge race south to Kangaroo Creek in fairly strong winds, then up to Greg Greg then back, then somewhere else, or something. After a long tough battle I get stuck soaring a knob just short of the second turnpoint. Finally, after an hour I get enough height to dive for the TP. As I pull out my camera from the side pocket, I somehow dislodge my brand new Icom radio. "No-oooooo!" I yell in cinematic slow motion as it freefalls 1,500ft to its death. I land not far away. Mark from Team Euro generously packs up my glider (thanks Mark!) while I head out to April 2004 and the remains. Miraculously, I find



Follow the leader

Photo: Marie Brown (of the Courthouse Hotel, Corryong)

it after five minutes. The battery pack is five metres from the radio itself. I put it back together and it still works! My bad luck is that the day is declared invalid as less than 75% of the field were able to launch.

## DAY 6

The good story about the radio wins me a six-pack at the briefing. Great! Free beers and I still get to listen to idiots profaning on 40 channels all day. The day turns out to be rough as there is a lot of sink. I fly about five

kilometres from 4,000ft above launch whilst trying to follow slippery Peter Greenhill before decking out. My team mate Luc gets caught out trying to outfox everyone by taking a 'long cut' over the ranges. Kerry does the best of us. A few freaks even fly most of the course. It's a valid day, so I slip down the field, losing my privileged position at the head of the reverse launch top 20 curses!



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Lilo assisted retrieve

Photo: Rob Julian



Team Grovel at goal ((left to right: Luc, Kerry, Rob)

Photo: Rob Julian

## DAY 7

I join the conga line to launch in the 'open window'. Tracey Sandstrom runs down the launch slot twice and gets airborne once. After bombing out she commandeers a car and driver, gets up the hill, does it all again, and flies off down the course. Gritty. About 10km from launch, I reluctantly join a posse of desperadoes low at Lighthouse Mountain. We get stuck in Lowville for ages. Finally I somehow snake outta' there from 350ft agl... Phewee! I eventually get to base for the first time all comp, and slowly make my way around the rest of the course. I must be the last lonely bugger in the sky as I snap Towong and head upwind to goal from seven grand at 6pm. Kerry, waiting at goal, encourages me on the radio with promises of beer, brass bands and dancing girls. Its 10km away, the day is dying, the VG rope is long and my toes are pointy.

I eventually flop over the goal line like an exhausted fish, fifth in and last of the day. Yeehah! Poor Luc landed about 600m short. But the good news for both of us is because of our sad obsolescent kingposts, we surf ahead of the topless boys on handicap and come in first and second for the day!

The gala presentation dinner that evening saw Bruce Wynne win the cup, 'Tricky Dicky' Heffer second, and Andrew McKinnon third.

Just about everyone involved won something, and everybody seemed to enjoy themselves, both in the air and on the ground. I have a sneaking suspicion I will be back next year...



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# BLOWN AWAY

Taff (Originally posted online at "Writers Corner" [www.cybersoapbox.com/])

*"There were just the four of us sat at the bottom of the hill. The wind had gone to nothing, so we were having a fag and a chat. Then she chips in, bloody typical of her, always pushing things. 'Okay, a comp,' she says, looking like butter wouldn't melt in her mouth. 'You three go off the top, and I'll judge the best flight. Marks given for the best take off, the most throwing it about, and spot landing here on this spot.' She walked off and dropped her sweatshirt in the middle of the paddock.*

*We all hummed and hawed. There really wasn't enough wind to make even a top to bottom worthwhile. There was the occasional thermal coming through, some reasonable ones in fact, but nothing special. We all had had just about enough for the day, just about enough of sod all worthwhile in fact. Then Mark chips in with, 'Nah sod it, not worth the drive to the top.'*

*She looked quite cheesed off at this, little madam that she is. She was used to getting her own way, especially with the lads in the club. Married or not, most of them had a 'relationship' with her at one point or another. Not me though. I wouldn't have said no if she'd offered, just must be low on her list, or not her type.*

*So after a bit of sulking and brooding she chips in again; 'Ok, I'll make it worthwhile to the winner.'*

*I laughed at this and she got right snotty. 'What's on offer then?' I asked, goading her a bit more, just for the giggles.*

*She looked me right in the eye, ignored the other two. 'A night at my place.'*

*I took the mick a bit more, just didn't trust her. Then she says; 'You're just chicken, you know Mark is far better than you, you know you've no chance. What's the matter, a night of my company not good enough?' She licked her lips at me, the cow. She knew I fancied her, and if nothing else it would make me more on par with the rest of the guys.*

*So Chas, who'd been schtum up to this point, laughs and says: 'Well, don't know about you lot, but I was thinking of one last one in any case. Flight that is,' he smirked. 'Come on, I'll drive us up. You drive it back down after we take off. Carole?'*

*'Sure,' she says looking at me, 'and may the best man come first.'*

*We just threw the gliders loosely bagged in the back. They got in and I jumped on the back of the Ute, and off and up we went.*

*We get to the top, and it's marginal to say the least. But as we lay out, a thermal, or at least a bit of wind comes through. So it's throw the kit on, throw the gliders up, and off. I watched her watching us take off, judging us.*

*As we're getting out front of the hill Mark starts throwing it about a bit. He's one of the best pilots in the club. She knew this. Maybe she was angling for an excuse to get her claws into him. I could see her driving to the paddock below. Chas in the meantime has blown it, if you'll excuse the bad pun. He's missed whatever came through, and side landed on the hill. He's not long qualified, and mis-read it from the off. So I push over closer to Mark, he's got enough height to start doing some fancy stuff, right over the paddock. He's even on line for a spot landing on her bloody sweatshirt. Next thing I know, he's starting pulling some wingovers. So I pushed on over, closer to him.*

*Just as I get there and feel the air move up, Mark throws it hard left. Christ knows what happened next, the whole glider seemed to just rip up. He didn't have enough height to throw his reserve, just dropped like a stone, poor sod.*

*I just went into a spiral dive, got down as quick as I could. For some strange reason I thought that if I made it onto the sweatshirt, he'd be okay. I was losing it a bit at that point I think. I got down. She was already there. I took control, I'm the club's chief first-aider you know. There was an old boy and his missus there too. I think they'd been watching us fly. He called the ambulance and the police. Too late for poor old Mark though.*

*I don't blame her for what happened, it's not really her fault.*

*So that's what happened."*

*"What you think, Guv?" I asked.*

*"Pack of bloody lies beginning to end," he said. "If that's how it happened I'll jump off the sodding hill with one of those bloody parachute things myself!"*

*"Paragliders." I offered.*

*"Whatever!" he replied.*

*I didn't push him, he's got a right nasty turn on him when he's riled. "So what we do now Guv, we can't just let him walk off."*

*"Nah, he's a wimpy little sod, you could see him bricking it as we talked, all that crap about 'Poor Mark', my ass. Let's show him all we've got in our hands, we ain't got anything else to try with. Let's see how good his nerve is without his bloody parachute."*

*So we did just that.*

The Guv played Mr. Nasty and I played Mr. Nice, typecast again. We showed him the video the old couple had shot. It was dead lucky for us they'd stopped and recorded them flying, bloody lucky for us in fact. We played him the bit where he charged across the sky, straight at the other pilot, any number of times. The Guv yelling at him that he was just *"aimed at the other guy like it was 9/11 all over again"*.

I showed him the nicks we had found on Mark's lines. Yeah, sure, they could have been accidental, but forensic reckoned they were fresh and that the lines had been banged in the tailgate of the Ute at least four times. More than just an "accidental weakening" then. Oh, and the small fag burn where the lines met the wing were a dead giveaway. Mark didn't smoke and they could have happened at some other time, but we didn't tell him that.

We told him how both Carole and Chas were telling us that he'd been urging Mark off the hill, pushing and joshing with him, stopping him checking his kit. Also, what Carole saw from the Ute confirmed the headlong dive towards Mark. From a moving vehicle that's a bit dodgy as evidence, but who cares.

We told him his dabs were on everything, that we could show all that happened by forensics, that we had him bang to rights. We told him how we'd push for a murder charge if he mucked us about any more, and that if he was a good boy we'd settle for manslaughter.

A decent brief would make mincemeat of all we had. Luckily his brief was some old legal aid timeserver. He didn't have a clue about half of what we were talking about, and the Guv even had to tell him what the prize "really" was. So we banged it into him, a bit of imagination was exercised on the weight of evidence we had, and in the end he coughed to the lot. He sat there like the short fat ugly loser he is, cried like a toddler.

He gave us a whole lot of balls about how he only wanted to put Mark's kite out of shape a bit, just to win. He told us he never wanted to hurt Mark, that it was all a great mistake that he'd have to live with till he died. Typical of the crap his type comes up with.

Just as I was leaving though the little sod looked up at me and smiled; *"Carole needed some comforting that night,"* he grinned, *"I got to spend the night with her after all."*





# SOME DAYS ARE DIAMONDS

## – a Novice's First Cross-Country Experiences

Greg O'Sullivan

AFTER GAINING MY C CERTIFICATE IN SEPTEMBER 2003, MORE THAN A YEAR AFTER I STARTED GLIDING IN AUGUST 2002, THE TIME FOR SOME CROSS-COUNTRY FLYING AND BADGE FLIGHT ATTEMPTS HAD FINALLY ARRIVED.

I had carefully avoided the club cross-country coaching weekend at Bacchus Marsh by virtue of having a bad cold over that weekend. Armed with an almost complete ignorance of the finer points of cross-country gliding (apart from the basic safety skills I was sure to need – paddock selection and safe outlanding technique) and a longest duration flight to date of a mere two hours 17 minutes, I set off for the Geelong Gliding Club Christmas camp at Nyah, Victoria.

I thought I would be smart and fly an out-and-return flight with a leg of more than 50km for my Silver Badge Distance, using an IGC logger. The traditionalists at the club howled in protest, I should, they said, fly 50km and outland somewhere.

Saturday 27 December 2003, my first attempt was Nyah, Sea Lake and return, a 116km round trip, in the Geelong Gliding Club's SZD-51-1 Junior, VH-XOC.

It was all a lot harder than I thought it was going to be. I gradually crept away from the field as far as my height would allow, still firmly in the local flying mind-set, of having safe glide back to the airfield. It was a blue sky day, and I was having a lot of trouble finding and centring thermals. About 18km along track I decided to call it quits and high-tailed it back to the airfield. Everyone was really nice about it, claiming it wasn't much of a day, and it was a reasonable choice to come back. I suspect they were just trying to make me feel better, but at two hours 26 minutes, I had at least improved on my previous best duration.

Sunday I had another go. Conditions didn't seem any easier for me, worse if anything. A syndicate Open Jantar launched earlier in the day had returned to the field, circling like a harbinger of doom, trying to get away again. I spent over an hour in the vicinity of the airfield trying to get a decent amount of height to start the task.

Finally I set off. I made a conscious choice that I wasn't turning back until I reached the Sea Lake airfield turnpoint or ended up in a paddock.

The going got easier as I progressed. The thermals weren't quite as elusive as I had feared they would be, but they certainly were narrow and they weren't going all that high. I inched along between 5,000 and 3,000ft keeping a wary eye on the terrain below. It was necessary to fly steeply banked and as slow as I dared, just keeping the pre-stall buffet at bay, to climb. As one other pilot was heard to remark, it felt like you were, "screwing yourself into the ground".

I made Sea Lake airfield and started looking around for another climb to get me started on the way home. I was dead tired and my initial sniffs at thermals had been disappointing, weak and narrow. How easy it would have been just to land at this nice airfield and let the retrieve crew come and get me. An easy climb to 5,000ft removed my excuse for landing and I pressed on home.

About 35km out from Nyah I was down to 3,000ft and looking intently at paddocks again, when I stumbled into a wide four-knot thermal that took me up to 5,600ft, the easiest climb of the flight.

I knew the Junior could get me home from here, so I just dolphin-soared along at zero MacCready ring setting. I arrived back with a bit of height to spare, air-braked down and joined circuit straight away. A three hour 57 minute flight at a very slow 116km. I should have stayed up and done my five hours duration but I was dog-tired and I had neglected to make note of what time I got off tow. I thought the radio was playing up, so I didn't radio base for a tow release time. It turned out to be someone with their transmit button jammed down. That explained the "stereo" audio vario that seemed to be indicating more lift that I was actually getting!

I'd managed to get a Silver Height Gain on this flight too.

Monday I had a break from flying and helped out with ground operations for the day, including a retrieve of a syndicate Libelle from Goodnight.

Tuesday dawned windy and unstable. The wind was deemed too strong for any cross-country flying so I took the Junior up again in the hopes of getting my five hour duration locally. After a bit of sniffing around I found myself in a 10-knot plus thermal and arrived at 10,000ft before I could blink. I flew out west toward Ouyen for a while, looking at some interesting billowing clouds of raised dust headed our way. I took another climb in a strong thermal, then decided I was better off on the ground before that stuff arrived.

I headed back to the field with full air-brake out. It takes a while to get down from 10,000ft and I only just made it before the wind and dust arrived.

There was a disturbing lack of ground speed on late final, but a quick glance at the ASI showed all was well, though the extra 10kt I'd been carrying to allow for the wind had vanished as I flew through the wind gradient.

I'd been flying with my Colibri IGC logger for the duration attempt. The flight was a mere one hour 25 minutes. A post-flight analysis showed I had actually flown a gold height gain, because I had established quite a low point while looking for my first climb and I had inadvertently gone over 10,000ft in the second thermal. I would have cheerfully exchanged the unwanted height gain for my five hours duration.

Wednesday 31 December I decided to have a go at a 300km Diamond Goal task. I still needed to get my five hours and I figured this would keep me occupied. Nyah, Ouyen, Birchip, Nyah seemed to be the go, however a foolish early release from tow had me back on the ground in 12 minutes. Shamefaced I pushed the glider out on the line to try again.

I tried not to mess about this time, I had a long way to fly and the flight to Sea Lake had proved I was no cross-country speed demon. I took the first thermal to the top and headed out on task straight away.



This show of bravado soon had me down at 1,300ft, setting up to turn downwind leg into a fallow paddock. I came into lift as I started to turn and continued the turn and thermalled away. I'd like to think I would have committed to landing if I'd actually started downwind. The next half hour saw me flitting between landable paddocks, off track, desperately trying to get a decent climb again. I got up to 5,400ft and headed back on track again.

Once I turned at Ouyen and crossed the scrubby, sandy area, things seemed a bit easier. I was joined in one thermal by a pair of eagles who had obviously come over to check me out. I could have told them it wasn't much good where I was. They soon left, but since they didn't seem to be heading in my direction it was pointless trying to follow them.

A bit of really heavy sink near Lascelles gave me a fright but a 90-degree course change got me out of it and I found another climb.

When I was within glide range of Birchip, the whole area was in shadow from some cirrus cloud approaching from the south. I was a bit west of track still in the sun, and I had an uneasy feeling that if I went into Birchip I wouldn't be coming out again. I pressed on anyway. I arrived near the airfield at 2,000ft, yet to round the turnpoint. I started looking for any sign of lift. At 1,500ft all I could find was some zero sink barely showing positive on the vario. I loitered in this for as long as I could, ever mindful that I hadn't actually made the five hours duration yet. I was drifting further and further from the airfield: there was a limit to how long I could keep this up.

I'd climbed about 500ft back to 2,000ft but I was going to use most of that up getting into position for a circuit into the airfield. The magic five hours ticked over and I headed back to Birchip airfield – the fight had gone out of me.

There was no other traffic about so I landed on the tarmac, unsure of what landing lights or other stuff lurked along the grass edges. I dragged the glider off and phoned base on my CMDA mobile phone. In all a distance of 208km and a flight time of five hours four minutes after release. Some two-and-a-half hours later my crew arrived. We got back to Nyah just in time to see in the New Year. I'd completed the three legs of my Silver Badge!

Interestingly, I learned after the flight that one of the instructors had set off in his Libelle to surreptitiously tail me around the course, but had turned back prior to Ouyen because it was too much like hard work.

Needless to say I called another rest day for myself after all that excitement. It was New Year's Day after all!

Friday the second of January arrived. This was the last day of the camp for me and I was thinking of not flying. I'd achieved my Silver Badge which was the goal I had set for myself this camp. I'd made my first two cross-country glider flights and lived to tell the tale. I had a bonus Gold Height Gain. I was of a mind to quit while I was ahead.

The weather looked promising: we hit the trigger temp for predicted 6,000ft to 8,000ft thermals early in the day. I allowed myself to be persuaded to give the 300km another go. This time I declared it in the reverse order – Nyah-Birchip-Ouyen-Nyah because the forecast wind late in the day would be more favourable on the last leg.

No false starts this time, straight off tow into lift and a climb to 4,500ft. I set off straight on track and crossed the start line making steady, if not spectacular, progress to Birchip, straight into a 15-knot headwind. I stayed between 5,900ft and 3,000ft and averaged 44km/h to Birchip. I wasted some time at Birchip careening off west looking for lift over some clusters of buildings and heading back over the town when it didn't pan out.

I was making good progress toward Ouyen when I hit some really heavy sink near Lascelles (again!) 5,000ft to 1,500ft, I was in trouble before I realised it and the only safe paddock in reach was a ploughed one, not ideal. I found weak lift over the paddock and tried my hardest to get away again. I lost a lot of time creeping around here trying to get myself a better outlanding option. Finally, I got myself near a fallow field with some farm buildings, but chanced a reasonable thermal off the buildings and got away.

I was a bit lower than I liked near the scrub and sand just before Ouyen so I went a long way east trying to skirt around the area. Then I got the best climb of the day, 7,800ft, 18km out of Ouyen. I had to back track quite a way, more into the wind to get to the Ouyen airfield turnpoint. I turned Ouyen at 6,000ft, becoming slightly optimistic of making it home. Actually I never got low again. Since the wind was giving me a bit of an assist now, I was topping up when I could because the drift was in my favour.

At about 40km out, one of our gliders called me on the radio to see how I was doing. I told them I was about 40km out but I neglected to tell them how high I was – one has to maintain a certain air of mystery after all! I heard them relay a message to base that it seemed like I was



John Buchanan looks up dubiously at the struggling Open Jantar



Greg prepares XOC for flight

Photos: Helen Miller

going to make it. About 35km out of Nyah, I took one last unnecessary climb to 7,500ft. I cruised on a bit at best L/D speed, suddenly the field seemed very close and I was very high. I sped up to 80kt which is the maximum rough air speed for the Junior, but it wasn't making much impression on my excess height. At 10km out I called up to let them know I was in-bound. I figured the air was pretty smooth by now, the sun was low, so I sped up again to 100kt and a bit of fun to end the flight. I crossed the finish line with a ground speed of 200km/h at 2,500ft, keeping a wary lookout for OWL and GVE who I knew to be in the area. I had to loiter for a bit while our club Puchacz joined circuit and landed ahead of me. After over six hours in the air I was cursing every extra minute I waited for them to clear the Puchacz off the strip!

The average speed on the last leg was 75km/h. Average for the flight was 50km/h. Looks like I have some room for improvement!

I couldn't believe I had done it! I handed my logger over to my Official Observer, who was in a hurry to get off to dinner at the Tooleybuc Club, so I had to wait till they got back before I could look at the flight.



I was relieved to see that I had gone into all the turnpoint sectors correctly.

Some days are diamonds, some days are stones. This was a diamond goal day, and I'll remember this flight for a long time to come. Zero to Gold Badge and one diamond in four easy flights.

The secret of my success? In the absence of any great natural piloting ability, it all came down to careful research, planning and preparation. I carried my own Colibri IGC logger for the flights. I'd heard too many stories of ruined turnpoint camera photos, out of sector photos and other problems stopping people from claiming badges. I'd practised with the Colibri extensively during local flying at Bacchus Marsh. I was fully conversant with its operation and the method of declaring tasks electronically.

After suffering leg-numbing discomfort the first time I flew the Junior for over two hours, I had my wife make me up some Confor foam cushions designed to fit in any of the club's single-seat gliders. I can't emphasise enough how important this was and how much difference it made to my comfort during the flights.

I made sure I kept hydrated before flight, I did the daily inspection of the glider early

in the morning before it got too hot. I carried three litres of water to drink in flight via a drinking tube with a bite valve. I drank it all on the flight where I outlanded at Birchip.


Since some wise guy had removed the in-flight accessible storage pocket from the Junior in order to fit the mounts for the oxygen system used for wave flights, I wore a flight suit that had many easily accessible pockets to store maps, snack food, mobile phone, biros, notebook, etc. I made sure I had everything organised the night before, maps selected and marked up, logger programmed, etc.

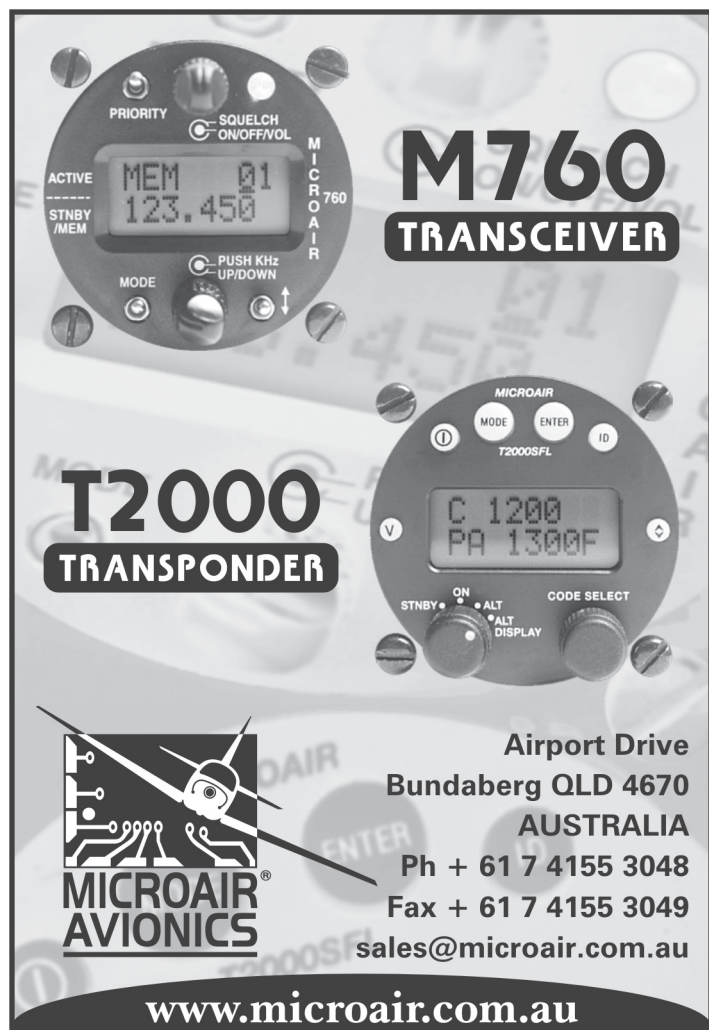
One area of preparation I neglected was peeing in flight. The Junior is fitted with a urine disposal system and I did check it was working correctly by running some water through it prior to flight, but I should have practised using it during local flying. It turned out to be harder to use than I anticipated. It didn't turn out to be a problem in the end because I outlanded at Birchip before my need became extreme. On the 300km flight I flew with a plastic bag full of absorbent material as a backup solution, but it went unused because I somehow managed not to drink enough water and my bladder capacity held out till I landed.

Even though I had missed out on the dual and lead and follow cross-country coaching at Bacchus Marsh, I had read Bernard Eckey's excellent series of articles in Soaring Australia and tried to put his advice into practice during my local flying.

I also made a habit of getting out to glide as often as possible during the winter, even on crummy days. I think this helped me develop more of a never-say-die attitude to staying up in weak lift that probably got me through some of the sticky situations I managed to get into.

A few thank yous are required: to my wife Helen, who as well as being tolerant of my gliding activities has actively supported me and assisted with club gliding operations; thanks to Jeff Farrow and Bill Johnston who fetched me from Birchip, especially since I didn't have a car of my own suitable for towing a glider trailer; to my OO Wayne Mackley who put up with me dragging him into the logger and computer age; and thank you to all the Geelong Gliding Club instructors, who must have done something right.

Finally, a special thank you to the "real" John Buchanan of Geelong Gliding Club, without whose advice and encouragement, I never would have come this far. 



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# GFA News

## Another World Record Falls

As of January 2004 the new world record for a 300km triangle stands at 222.9km/h. This fabulous speed was achieved in an ASH25E and beats the old world record by a huge margin. Strong wave lift was encountered over Omarama in New Zealand due to an approaching front and thanks to a close co-operation with Christchurch air traffic control most of the flight could be conducted between 15 and 23,000ft. Although pilots Theo Newfield and Grae Harrison reported minor problems with the electronic oxygen delivery system they were able to take advantage of strong wave lift and wind speeds of 58kt at cruising altitude. This allowed a task time of only 85 minutes and a speed of 425km/h above ground on the tailwind leg.

## GFA AIRWORTHINESS DIRECTIVES

### GFA AD 590 – Issue 2

*Type affected: Grob G103 Twin 11, Twin 11 Acro and Twin 111 Acro, all serial numbers.*  
*Subject: Issue 1 of this AD called for a reduction in operating speeds, prohibition of aerobatics and installation of new markings and placards in accordance with LGA AD No 2003-185 and Grob Alert SB No ASB 315-63/2.*

*Issue 2 reverses the instructions in Issue 1 with regard to the G103 Twin 11, and some but not all restrictions on the Twin 11 Acro or Twin 111 Acros. For full restoration of limits for Acro versions see AD 606.*

### GFA AD 606 – Issue 1

*Type affected: Grob G103 Twin 11 Acro and Twin 111 Acro, all serial numbers.*  
*Subject: Strengthening of rear fuselage to allow cancellation of flight limitations and speed restrictions imposed under AD 590, Issues 1 and 2.*



# GFA Badges & Certificates

## FAI List – March 2003

### A CERTIFICATE

Hennessy, Graham W	10939	Darling Downs SC
Pace, Anthony Pace	10941	Qld Air TC
May, Peter Joseph	10943	NSW Air TC
Henderson, Anthony P	10944	Narrogin GC
Feeney, John	10948	Boonah GC

### B CERTIFICATE

Sage, Karen	10923	Lake Keepit
Whitaker, James	10842	Narrogin GC
Jameson, Lauren Ellise	10907	NSW Air TC
Crawley, Samuel S	10867	NSW Air TC

### B AND C CERTIFICATE

Kirkham, Bill	10840	Southern Cross GC
Westlake, Mitchell H	10792	Qld Air TC
Farmer, David Allen	10949	GCV

### C CERTIFICATE

Whitman, John Frank	10799	Narrogin GC
McEwan, Shane D	10637	Boonah GC
Hayward, John Carlyle	10956	Adelaide SC

### A, B AND C CERTIFICATE

Munster, David John	10940	Caboolture GC
Jackson, Donald W	10942	Gympie GC
Mukai, Kiyoto	10945	Orana SC
Mullner, Albin Gaspar	10946	Beauford GC
Smith, Judith Anne	10947	Caboolture GC
Blazujevic, Igor	10950	Adelaide Uni
Oldfield, Michael John	10951	Boonah GC
Franklin, Robert C	10952	Sportavia SC
Sarbutt, Paul	10953	Sportavia SC
Causar, Timothy John	10954	RANGA
Heaney, Grant Murray	10955	Sportavia SC

### SILVER C

White, Damian	4521	Caboolture GC
Derry, Michael William	4522	GC of WA
Wendland, Geoffrey M	4523	Gympie GC
Cannan, Marc	4524	Sportavia SC
Robinson, Richard M	4525	GCV
Whitman, John Frank	4526	Narrogin GC
Farmer, David Allen	4527	GCV

### SILVER C CONTINUED

Kelly, James Kingswood	4528	VMFG
Bowring, Peter	4529	Bathurst GC
Fawcett, Stephen M	4530	Port Augusta GC

### GOLD C

Vincent, Geoffrey E	1581	Mangalore GC
Kelly, James Kingswood	1582	VMFG

### DIAMOND DISTANCE

Mason, John Maurice	Leeton GC
Solomon, Richard Raymond	Southern Cross

### DIAMOND GOAL

Arthur, Alan John	Narrogin GC
Cannan, Marc	Sportavia SC
Solomon, Richard Raymond	Southern Cross
Thompson, Jennifer Jane	Darling Downs SC

### DIAMOND C

Vincent, Geoffrey Edward	213	Mangalore GC
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### 600KM DISTANCE

Lennon, Scott	660	Canberra GC
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### 750KM DISTANCE

Kalin, Richard	114	Sportavia SC
Dyer, David Rhys	115	Sportavia SC
Yamada, Masakatsu	116	Orana SC
Holding, Simon Edward	117	Alice Springs
Hostettler, Christian	118	Sportavia SC

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>.



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Email <emfo@telia.co>.

Internet [www.emfo.se/]

## GLIDING FEDERATION OF AUSTRALIA

Airworthiness Inspection

## FORM 2 AND C OF A NOTICE

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

\* Fees include GST

## A) DOCUMENTATION REQUEST

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

Aircraft Type .....

Registration marks VH – .....

Address to which documents are to be sent is:

Name .....

Address .....

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

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



# THE SOUTH AFRICAN-AUSTRALIAN CONNECTION!

Len Birger



Coastal caves, a few miles north of Terrigal, NSW



Giraffe running wild in Botswana

IN 1994 I MADE A CONSCIOUS DECISION TO EMIGRATE FROM SOUTH AFRICA TO AUSTRALIA. THIS DUE TO THE UNSTABLE SITUATION IN SOUTH AFRICA PRIOR TO THE RELEASE OF NELSON MANDELA (WHOM I HAVE PERSONALLY MET), AND FOR THE SAFETY AND SECURITY OF MY CHILDREN. AS A RESULT OF AFFIRMATIVE ACTION, IT WAS ALMOST IMPOSSIBLE FOR A WHITE PERSON TO ENTER THE WORKPLACE.



Kabu Island is an 'island' in the middle of the Botswana salt pans. In some places the sand is over 100 metres deep, and is known to have swallowed Landrovers

Between my wife and I we have seven children (yes, we did have television!). The four minor children were included in our application, the other three decided to apply and come to Australia as well. By 2003 all the children and grandchildren were already living in Australia, and we decided to sell up all our assets and make the move.

We left behind lots of precious memories and exceptionally good friends, so the transition for us was traumatic to say the least. We arrived in Australia on 3 October 2003, and on 4 October we were ready to get on the next plane back to South Africa, even though we were made to feel very welcome by our Australian neighbours. We were amazed by their willingness to go the extra



**Photos: Len Birger**

mile to make us feel at home. Their hospitality made us feel even more homesick, as it reminded us of all the good people back in South Africa. But we then realised that there was really nothing to go back to, as our entire family was now in Australia.

It was an uphill battle for a few months, but now that I have started doing what I love best, instructing on microlights under the watchful eye of Kevin Magennis on the Central Coast NSW, I feel truly Australian.

The scenery is absolutely magnificent, and I often find myself comparing it to South Africa. I am used to flying at high altitudes, 6,000ft above sea level, and it is now a totally new experience for me flying at the coast. I have fitted in well with the Australian microlighters, and have now settled down. In meeting Australian microlighters I have come to the conclusion that we are of a similar breed. South Africans and Australians have a common bond – our sense of achievement and our spirit of adventure. We always think we are invincible! South African, Ernie Els (winner of the Heineken Classic Golf Tournament Melbourne for three years running), and the Australian cricket team are perfect examples of this!

It is my intention to fly a fair amount of Australia, with my wife as ground support, as she did for my flying colleagues and I back in South Africa when we did trips to Botswana. Unlike the coastal scenery, we flew tree top height over elephant, lion, buffalo, giraffe, hippo and crocodile in the wild (something that I will always long for and never forget). In Botswana we had lion and elephant walking right through our unprotected camp!

Flying over the plains of Africa seeing herds of wildlife was my greatest microlighting adventure – the ultimate, I thought. But now come the big boys, which I'm sure will make all microlighters, no matter their country or creed, feel as though absolutely anything is possible!

Two South African microlighters set off from South Africa in December 2003, for an 80,000km, 18-month trip around the world, encompassing 50 countries, and six continents! And all of this in two trikes with no ground support!

The pilots, Vic De Agrella and Alan Honeyborne, will be making history by establishing several World Records, some of which will be:



Coastline at Terrigal, NSW

- *The longest circumnavigation of the earth in the smallest aircraft*
- *The longest microlight flight in the world*
- *The first Africans and South Africans to have flown around the world.*

What makes two crazy guys set off on such a journey? Is it that, like Australians, they are winners and adventurers? Well, the reasons they give are:

*"As a celebration of the first 10 years of a democratic South Africa, and as South Africa's contribution to the commemoration of the 100th year of powered flight, we will embark on an eighteen month microlighting expedition around the world."*

The personal motivation for embarking on this amazing trip is:

*"To achieve the ambition of flying a microlight around the world and to share the experience and pleasures of the expedition with as many people as possible. To use the adventure to encourage people to recognise the opportunity today's world offers in the freedom to pursue any and every dream they have. To motivate these people to place time frames to their dreams and turn these into goals and realities."*

Following their daily diary on [www.freedomflight.co.za] makes any reader most envious! They would love having you post messages on their message board. I intend having a good old South African 'braai' (what you guys would call a 'barbecue' – only better!) for them when they arrive in Australia.

Vic and Alan, I salute you.



Elephant running wild in Botswana. In some places they actually walk along the highway, and at a town called Kasane, they walk down the main road, within minutes of the International Airport!



Elephant walking through our camp site in Botswana. No fences whatsoever to protect you, and when in bed one night we had a lioness and her cubs walking through the camp past our big log fire



## New HGFA Sub-editor Email Address

Richard Lockhart, the HGFA sub-editor for Soaring Australia, can now be contacted by email on <soaring.australia@hgfa.asn.au>. This brings our contact email address for the magazine into line with other HGFA email addresses. Please delete <skysail@ozemail.com.au> from your records immediately.

## Flying with Champions

Pilots Alex Hofer (World Champion), Oliver Rössel (German Champion), Jean-Marc Caron (French Champion), Americo Sousa (Portuguese Vice-Champion) and Ronny Helgesen (Nordic Champion) will be offering pilots from all over the world a unique opportunity to come and learn from the champions themselves, on location, in the air, while negotiating BIG (+50km guaranteed) cross-country challenges, all flying the new UP Sherpa 2 tandem paragliders.

These clinics are intended for already certified paraglider pilots wishing to learn and profit from the limitless knowledge accumulated in the minds of the world's best pilots. The clinics will take place in locations chosen by client and Champion in conjunction. They will all follow the same formula, regardless of the champion you choose to fly with, with two days effective learning time divided between pre-flight preparations (equipment, geographical, meteorological and mental preparation), the actual flights, and post-flight debriefing. During the flight there will be ample opportunity to discuss conditions en-route, actual route choice, piloting tips and tricks, etc. All flights will be done using our new tandem, the UP Sherpa 2.

With this event we wish to put the colossal accumulated knowledge of our acclaimed champions to use even for normal pilots. We consider it a great way to further UP's sporty image and promote the new UP Sherpa 2 in the process. The gospel will be published through the industry media and via our website.

Contact Lee Scott toll free 1800 063 648 for more information.

*"She's a delightful daughter, and we're extremely proud of her achievements so far; Millie can already recognise the difference between a Moyes and Airborne glider, and she is significantly more excited when shown photos of the superior brand."*

The office bearers elected at the meeting were as follows:

President: Dale Appleton, Secretary: Tony Hughes, Treasurer: Greg Holt, SSO: Rob Vanderklooster, Publicity: Geoff Coombs and Tracey Sandstrom.

Congratulations to Dynasoarers pilots and others who flew at the Birchip get together. Most pilots had great flights due to the fabulous weather that week – high twenties to mid thirties (the week before was strong winds and rain).

Then there was the 20th Anniversary Corryong Cup, and our cup truly runneth over – a big congratulations to Greg Holt, Warren McDonald, Geoff Coombs and Tracey Sandstrom for winning the Team Trophy! All flew beyond comfort zones at times, extending their abilities. Four valid days saw the boy pilots achieve goal five times collectively, and Warren's exceptional effort on day six kept the team in the lead. Warren and Greg have been dubbed "Kath and Kim" due to their incessant chatter on the radio whilst helping each other stay in thermals and out of sink. Tracey was also awarded Most Improved Pilot, passing first turnpoint on two days (PB). Congratulations to the organisers for canning Day 4, and to all pilots and tents that survived the extremely awesome 120km/h gust front that swept through the valley late that afternoon. Campers were hanging onto tent poles that bent at 45 degree angles, only to be forced to take refuge in cars. Pilots were heard to mutter, *"Don't know if it was such a good idea to camp under these trees..."* as the howling winds brought large branches showering down around them. The week ended with a delectable and entertaining Presentation Dinner at the Courthouse Hotel.

Tracey Sandstrom, Dynasoarers Publicity Officer



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*any wind condition (crosswind, back flow, or no wind)*

- Easy, light, quick, responsive handling
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Play for 2 has successfully completed all certification for ACPUL/AFNOR Tandem Class (with trim tabs on risers).

Prior to certification Play For 2 was used by a number of our dealers and their feedback is excellent.

## FAI NEWS

### CIVL Annual Plenary Meeting

The FAI HG & PG Commission (CIVL) held its February Annual Plenary Meeting in Croatia. Summary of important decisions:

CIVL President Olivier Burghelle was re-elected for a further one-year period. Vice-Presidents are John Aldridge (GBR), Flip Koetsier (NED) and Scott Torkelsen (DEN).

CIVL Delegates awarded the organisation of several new competitions. The FAI Sporting Calendar for HG and PG has been updated accordingly.

The 1st FAI World HG and PG Aerobatics Championship will be held in 2006 at Villeneuve (SUI).

Next Plenary meeting will be held in Guatemala, 18-20 February 2005.

### Naming of FAI Competitions

Following the introduction of the new FAI Strategic Plan, the Executive Board launched in May 2003 a project aimed to *"study and evaluate the possibility of including the name of FAI and/or sponsor's name in the designation of international competitions."*

Developed in close co-operation with the FAI Air Sport Commissions, this project has

## CLUB NEWS

### Dynasoarers

The Dynasoarers Annual General Meeting was held in December '03. A social BBQ pre-empted the meeting, held once again at Peter and Vicki Hannah's rural setting in Bellbrae, near the coastal town of Torquay. Our youngest future pilot, Millie McDonald (aged 6 weeks), also attended and slept soundly throughout most of the meeting, as did some of our more mature pilots. Mr and Mrs McDonald were quoted as saying,

26 Soaring Australia

## NEW PRODUCTS

### Play For 2 – New APCO Tandem

Play For 2 is the finest tandem wing APCO has yet developed and is designed to satisfy even the most discriminating tandem pilot.

Development was extensive and thorough; we are proud of the final results and will let the pilots be the judges.

Play For 2 targets the professional tandem market as well as recreational tandem pilots and its design is focused on:

- Perfect launch with trim close or open in



been finalised with the publication of a document entitled "Naming of Competitions – Policy for Air Sport Commissions and Competitions Organisers." The main objectives is to standardise the name structure of FAI-sanctioned competitions, to guarantee that these are properly branded and to allow Title Sponsors to appear in the names.

Introduced as per 19 February 2004, the new policy is fully applicable to new competitions entered in the FAI Calendar.

In order that competitions in 2005 and beyond appear under the same image, the organisers whose competitions have already been entered in the FAI Calendar 2005/2006 are warmly encouraged to adapt the name of their competitions to the new policy. Should such a change not be possible, in particular for financial reasons, organisers are invited to contact FAI at <championship@fai.org>.

### FAI Sponsorship Strategy

FAI has signed an agreement with the Vert-Pomme S.A. Communication Agency and Sports Marketing Consultants Adrenalink Management. This agreement is aimed at developing a new communication, sponsorship and partnership strategy, allowing sponsors and partners to be associated with the events celebrating the Centenary of FAI in 2005.

### World Record Ratifications

FAI has ratified the following Class 0 (Hang Gliders) records:

**Sub-class 0-5 (HG with rigid primary structure/movable control surface(s)) – General Category**

**Claim number: 7858**

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

*Course/location: Big Spring, TX (USA)*

*Performance: 51.42km/h*

*Pilot: Davis Straub (USA)*

*Hang Glider: Air Atos C*

*Date: 2/8/2003*

*Previous record: new*

**Claim number: 8411**

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

*Course/location: Big Spring, TX (USA)*


*Performance: 51.42km/h*

*Pilot: Davis Straub (USA)*

*Hang Glider: AIR Atos C*

*Date: 2/8/2003*

*Previous record: 48.9km/h (10/8/01, Robin Hamilton, UK)*

FAI congratulates the pilot on his splendid achievement. 

# Mr Zappy's Guide to Getting Off – Safely!

Adam Dixon

Well, we have all had the urge to do it with someone else, as doing it on our own is not as much

fun, but at times safer. But doing it with others comes at a price, even if it is only a short relationship where you may never see the person again (or, persons, if we are very lucky).

I consider myself pretty competent at getting other people off, and over the years have seen many people make a mess of it. I have seen people let go prematurely, yet others hang on just too long, and still others have not a clue. We all know the basics, but may be too embarrassed to ask friends or colleagues or even family for help with the finer points. So I will give a simple run down from both sides of the fence on how to make this great past time a more pleasurable and safer one.

## YOU, THE PILOT

Upon presenting yourself on the hill you decide today is a pumper and you are going to break all Rohan Holtkamp's records in one swoop. So you set up your glider and start to think it is too strong to self-launch and you begin to cast your eyes about for a helper. If you have a friend you trust, great, if not, have a chat to a few spectators and try to size up a reasonably intelligent one or two and ask them for their assistance. Bear in mind that if they were truly bright they would have a license and glider and be setting up next to you. So work with what you've got.

For ease I will assume the people you have chosen have never done it before. If the people are regulars, and will do it for any old pilot, you can modify your instructions accordingly.

If you have only one assistant, get them to take hold of a side wire and a nose wire. Explain to them that if they do not let go of the nose wire the glider will not leave the earth and carry them away. If you have two helpers get one on each side of you with a nose wire and side wire each. Before I turn the glider around I make sure they understand that on no condition should they let go of the wires unless I yell 'clear', and if I yell 'clear' they are to let go regardless and move away. Simple instructions, but be sure they understand them; I once had a pilot let go of me for no apparent reason with near disastrous results.


To turn the glider around you may need a person to lift the keel slightly. If you turn to your left have one of the helpers on your left wing. If turning to the right have a helper on the right wing. Once the glider has been turned around

and is clear, put it down. Then perform a hang check. Let your assistants know what you are doing and why. Being seen to be safe will instill some confidence in a possibly nervous assistant. Once the hang check is completed explain to them that you are going to walk the glider up to the face of the launch and attempt to get the wings level. In order to do this you will require them to do two things for you. One is to give you some input as to what their wing is doing and this is done by calling, 'I have pressure' or 'I have no pressure'. As simple as that; no other comments about the glider are really needed. (Unless they want to tell you how sexy you look in it, and this only happens every third or fourth time I launch.) The other thing they have to do is to move to the left or the right, back or forward, so as to ensure that the wings are levelled. Once the glider is level and you are happy to launch, yell 'clear' loudly and clearly and launch, calling thank you as you leave safely on your way to a new record flight. If you are not happy on launch, put the glider down and give everyone a break, have a chat, ask and answer questions. Finally, if not happy with things, pull the pin, fly another day. Don't feel obligated to launch to impress others. Yes, it is that simple. Don't get stressed and yell at your assistants. Take your time and speak clearly and coherently so as to make yourself understood, and you will find your wingmen a lot calmer as well.

## YOU, THE ASSISTANT

Nothing changes from the above, but if you see a new face ask a few questions and ascertain the level of site knowledge and flying skills of the pilot you are assisting. For example, my name is Adam the Amazing, you are? Have you flown here before? Do you want a hand off? Could you please yell clear when you want to go? And if you don't yell clear I won't let go at all.

Don't assume that the pilot is a gun; you won't look foolish if they are, and you will instill confidence if they are not. Ask if they want to do a hang check after turning their glider around. Easy questions, and for the sake of sharing a little information you may learn something if at a new site, and at the same time make the sport a much safer one for all of us.

I have learnt this the hard way; that is, by blowing my launch a couple of times and paying the price. Luckily only in the form of a banged up glider. I hope you can learn by my mistakes. So get out there and get it off. 





The grid at Waikerie

# 2004 National FAI Club Class Gliding Competition

**John Hudson, President Waikerie Gliding Club**

FOLLOWING MANY MONTHS OF ORGANISATION AND PREPARATION, THE WAIKERIE GLIDING CLUB HOSTED A SUCCESSFUL 2004 NATIONAL FAI CLUB CLASS GLIDING COMPETITION, WHICH WAS STAGED FROM WAIKERIE AERODROME BETWEEN 12 AND 23 JANUARY 2004.

**T**he club members and supporters who assisted in staging the competition can be proud of the outcome of the competition, which resulted in many visiting pilots commenting favourably on the organisation, facilities, meals and the “atmosphere” during the competition.

Pilots from Victoria, New South Wales, Queensland, Western Australia and South Australia travelled to Waikerie for the competition, together with two international pilots. With their supporters (wives, fathers, crew, etc) around 150 visitors relocated to Waikerie for the two-week period. It was great to see Don Woodward who travelled from Western Australia to attend the competition, with his Pik-20 glider.

The weather, which was unusually cool for Waikerie during January, provided the maximum number of 10 contest days. Unfortunately, no great “boomer” days, for which Waikerie is world renowned, were experienced, resulting in set tasks being shorter than was desired.

Following a few words of welcome, by the Mayor of the Loxton-Waikerie District Council Mr Dean Maywald, to the visitors, Ms Karlene Maywald, the Member for the seat of Chaffey in the South Australian Parliament, officially opened the competition.

Five tow planes were available to launch the competition fleet, including a Dimona

motor glider from Caboolture in Queensland. Other tow planes were made available by the Renmark Gliding Club and the Adelaide Soaring Club at Gawler.

Competition tasks were set each day after a review of the prevailing and prognosed weather. Pilots were briefed each day about the weather, flying safety and the set task before the gliders were marshalled for take-off. All of the competition fleet was launched over a period of approximately one hour before the “race” was started.

Results for each day were determined from dataloggers carried in each glider. The dataloggers recorded height and position which allowed distances and speed to be determined. To this information a “handicap” was applied, to take account of the individual glider performance and identifying the best pilot “on-the-day”.

The competition was set around a theme of “safe and friendly”. While there were a couple of minor landing incidents – in which there were no injuries – the goal was in the main satisfied. There were lots favourable



David Conway – Adelaide University Gliding Club



Emilis Prelgauskas in the Super Arrow



Keith Willis at Waikerie after logging over 1,000 hours on PW5s



Bert Persson in Super Dimona JLL launching a competitor at the Waikerie comps



## Photos: Noel Matthews

comments from the visitors, many of whom have already made arrangements for accommodation for the competition in 2005.

As the competition rules only allowed 10 competition days in the nominated 12-day window, two rest days were necessary. On these days, visits were made to the Riverland tourist spots, with the Banrock Station Wetlands Centre a very popular choice.

The Club had some great support and sponsorship for the competition. This was a major influence in the outcome of the competition and for which Waikerie Gliding Club expresses its sincere gratitude to Loxton-Waikerie District Council, Riverland Emergency Services (including Police, Ambulance, CFS and SES), Banrock Station Wines, who provided all prizes, Riverland Internet for internet services and facilities, Nippy's Fruit Juices for the provision of drinks, Internode, for internet facilities, Ricoh, for photocopying facilities.

The major results of the competition "in the air" were:

- First Place Phil Ritchie from Adelaide, with 922.9 points.*
- Second Place Tobi Geiger, from Victoria, with 908.7 points*
- Third Place Terry Cubley with 903.1 points*

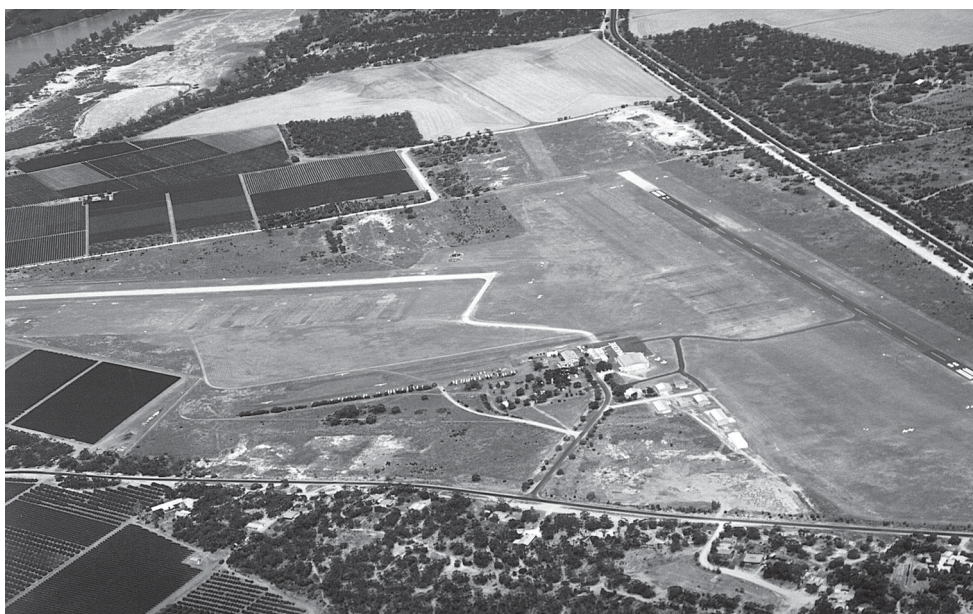
The Waikerie Gliding Club has the opportunity to host this competition again in 2005. Plans are now afoot to stage an even better competition.



Waikerie aerodrome from the Super Dimona



The Super Dimona waits to launch Keith Willis in VH-ZAW at Waikerie. Grant Hudson waits to hook on



## RE-SOLO TO NATIONAL COMPS IN THREE MONTHS

### Anna Gregory

MARTIN: "DID YOU KNOW THAT THE NATIONAL CLUB CLASS GLIDING COMPS ARE BEING HELD IN WAIKERIE IN JANUARY '04?" ANNA: "YES..."

**M**artin: "We could enter!"  
 Anna: "Uhhmm... have you noticed that I have not done any serious flying in about five years? I last flew cross-country seven years ago, am not current and have not had a solo flight in about two years?"

Martin: "No Problem. I've sent our entries to Anne. You've got three months."

Right. Three months!

Back to October 2003 and the first challenge was to get current and go solo. The instructors at Canberra Gliding Club checked me out, ab initio style, across five flights.

Early November saw me back into our Libelle, VH-GZS, however, a month of bad weather delayed training through to early December. A good hard look at the calendar

brought the realisation that my first cross-country task would be at Waikerie in January.

Meanwhile, we chipped away at my three pages of checklists titled 'Personal Preparation'; 'Glider/Trailer/Gear Preparation'; 'Family Holiday'. Martin spent Boxing Day dividing his time between watching the cricket and completely overhauling the lights and wiring on the trailer. On New Year's Eve at 10:45pm I was still polishing/waxing the fuselage, assisted by our neighbour Allen, who unwarily wandered into our garage.

Then on New Year's Day it was pack up gear, Caitlin and Tim, and hit the road for South Australia.

We made it to Waikerie, enjoyed the tremendous hospitality of all volunteers involved, and had a great time flying GZS.





Martin and Anna Gregory from the Barossa Valley Gliding Club shared their Libelle at the Waikerie comps  
Photo: Noel Matthews

On my first day I flew straight out into a paddock and landed alongside Warren and his son Jack who were out fencing. Warren's Dad arrived and described the excitement of the World Gliding Comps, Waikerie 1974. He was amazed to hear that our glider was flown by a Mexican chap in '74 who

outlanded every single day, apart from the very last day when he made it back for the first time.

For me it was a huge buzz to be flying again. Meeting all the criteria for entry was not too difficult, but working up the level of confidence to compete was a challenge. There were decisions I made in order to feel safe, and it came down to being mentally prepared to be uncompetitive. Performance coaches will be horrified, but here goes with my account of how to really enjoy yourself in a competition environment for pilots who are a bit low on experience or currency.

The first decision was to not fly at all if I did not feel ready. I felt that I had to be fully confident judging glide-angle distances (for straight-in approaches), able to spot-land, and able to handle a lot of gliders landing at the same time on busy finishes. Walking the airfield was useful, as there are literally dozens of places to land at Waikerie. It was good to spend some time on the ground identifying multiple landing options.

I also arrived with the cheerful intention of coming last. This goal was thwarted by some very determined individuals who overtook me on enthusiasm for outlandings – an attitude I admire greatly. Our early cross-country flying was influenced by our instructor, John Mills, who was so enthusiastic about outlandings that he would jump in his car and drive up to Stonefield from Adelaide just to take part in retrieves.

My next action toward being highly uncompetitive was to completely ignore other pilots' speed goals and concentrate on setting my own realistic targets. Assigned Area Tasking is an excellent innovation in catering for a wide variety of glider types and

levels of experience. I set my pre-flight planning to a modest goal of flying somewhere between 60 to 70km/h and on my second day came in at 65km/h. This included 20 minutes digging up from a low height over Loxton in a dismally weak thermal. Then on my third day I managed to reproduce the 20 minute grovel over Loxton, and came in at 67km/h. Factoring in the expectation of a Loxton grovel on my fourth day, I got a pleasant shock when I flew past Loxton at a reasonable height, then had the problem of arriving back early with oodles of height to spare. This decimated the speed scored.

My next tip for uncompetitive pilots is to add unnecessary height to final glides. This is a guaranteed way to slow you down. Time spent climbing is time spent not covering any distance. Given the seven-year gap since I had flown any cross-country tasks, I made a conscious decision to set my 'arrive back' target higher than usual. My chart of final glide calculations has an 'arrive back' height of 300ft. I added 500ft with the plan to arrive back at 800ft. I overestimated the headwind on a daily basis and encountered ridiculous quantities of lift on the 16km run from Woolpunda into Waikerie and kept arriving back at 1,500ft. A good problem to have if your primary concern is safety!

Despite all my efforts to be uncompetitive I did mention to Martin that my goal for 2005 would be to hit the first page on the score sheet at least once next year. Then on the final day of the competition I finally cracked 75km/h **and** snuck onto the first page of the scores posted for the day. If Joy enlarges the font next year on the 'landscape' format printouts of scores I will be in strife.

Despite my dubious levels of currency on arrival at the start of the comps, I was surprised at how comfortable and safe I felt throughout the entire competition period. I've always felt that pre-start gaggles are more dangerous than the gaggles encountered out on task. Everybody milling around at low heights, before both the thermals and pilots get organised, tends to be a pre-start feature. Allocation of multiple start points to disperse the fleet is a definite safety improvement. Gaggle flying is the one skill that is difficult to practice back at a small club with only a few gliders around, but you can still practice courteous, visible, controlled joining in thermals EVERY time, regardless of how many gliders are in the sky at the same time.

You don't have to be competitive to fly in competitions. You do have to fly safely.



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# New Directions

Jenny Thompson

Following an initiative by Ralph Henderson, the GFA Executive and State Vice-presidents met on 6 to 8 February to discuss a proposal on the best way to move forward for GFA in becoming more relevant to members, improving communication, and improving on the current problems perceived by the membership.

Currently, there is a lot of debate around the gliding movement on what GFA actually does, and the poor lines of communication. There is increased expectation from members on the performance of the organisation.

The sport is geographically and organisationally diverse. Each gliding club has its own identity within the sport itself – clubs are small and large, coastal and inland, non-profit and commercial. Despite the fact that the ability to travel and communicate (via a number of means) has never been better, there are still significant barriers to two-way communication in the organisation:

- *A complex, and not easily understood, organisation structure.*
- *Significant workloads for the GFA Executive (seven people) over and above routine business (eg CASA Regulatory Reform, the New Airspace System (NAS), implementing new office systems, converting GFA to an incorporated body, etc)*
- *Reduced functionality of some State Councils*
- *Societal change where people have less time*
- *Increasing business performance pressure*

The proposal identified and discussed the need for GFA to

- market the sport of gliding,*
- establish 'gliding' as our marketing brand,*
- reform the GFA executive and council, and*
- make the national organisation relevant to its members.*

## Marketing

A new marketing committee should be established as a permanent part of the GFA structure, to market gliding and continue the development role. The marketing committee would produce a range of marketing collateral that members, clubs, state associations and other groups can adopt and use. This would include signs, brochures, website templates, videos, etc.

The committee would consist of a marketing representative from each state and the committee chair.

The committee would work with the large clubs that are doing well and that have people with the skills to produce many of the marketing products that we all need.

The aim would be to reduce duplication and

maximise the return on effort and produce the resources that are needed nationally. If we could harness this

effort to produce more generic materials for all GFA clubs to use, we would all be better off. GFA could then act as the conduit for getting this collateral to the other clubs that do not have the capacity to deliver their own. This would lead to a cohesive national effort to support growth and development of our sport.

We operate in a very competitive environment and we must show potential members that we have the professional resources available. By developing these centrally we can reduce the workload across the organisation.

## Branding

In the interests of branding, only the word 'gliding' would be used (not the word 'soaring') in all marketing and external communications, and our name changed to Gliding Australia, just as Cricket Australia, Tennis Australia and other mainstream sports have done. A modern new logo would be a key part of the image makeover.

To continue the consistent branding theme and in the interests of simplicity, the State Associations would be encouraged to change their names to Gliding Queensland, Gliding New South Wales, Gliding Victoria, Gliding South Australia and Gliding Western Australia, etc, and encourage all clubs to do the same.

## Structural Reform and Relevance

The diagram above right is a simple depiction of the current organisation.

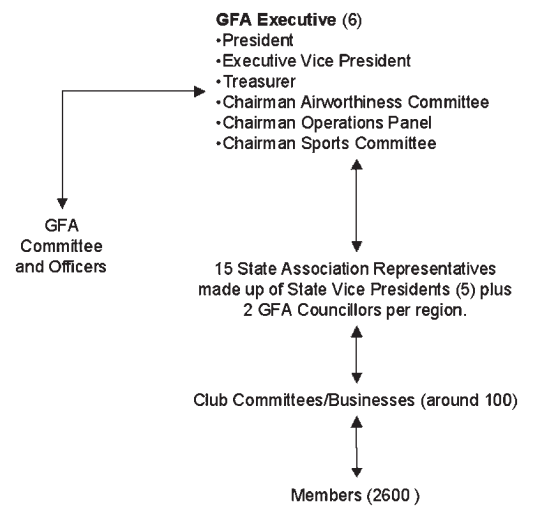
The State Vice-presidents (SVPs) suggested a new structure for the GFA organisation at the top level, renaming it to a Board. Its advantages are to:

- *Spread the workload of the executive functions*
- *Introduce marketing and development as a core executive function, and give representation for this function to each region.*
- *Improve communication lines to the members by streamlining a layer of the organisation.*
- *Achieve a better understanding of organisation structure and function, due to simplification.*
- *Provide more frequent and better regional representation at the top organisational level.*

The five board members from each region would logically be the presidents of each region (ie: Presidents of Gliding Qld, NSW, Vic/Tas, SA/NT and WA).

The state representatives would continue to be elected by their state associations. The committee chairs would continue to be elected by their respective committees. The President, Vice-president and Treasurer could be elected by the other board members or by a vote of all members.

The reduced size of the Board will provide real advantages without any significant



loss of representation for the regions. Reducing the management team from 22 down to 12 will ensure more effective and productive meetings and give the option of holding more frequent meetings without incurring significant additional travel expense, if any.

To further modernise our organisation and make it easier for members to understand, the word 'technical' would be deleted from all elected position titles. Instead there would be state officers (eg: Queensland Operations, Qld Sports, Qld Airworthiness and Qld Marketing Officers).

Each committee would consist of the state officers and the national chair. The operations and airworthiness committees would continue their current roles. The new marketing committee would take on the role of attracting new members and raising the community profile of gliding. The sports committee would continue its current coaching and competition roles with the broad aim of developing and retaining members and helping them achieve their gliding goals. The marketing committee would also be responsible for communicating the work of Gliding Australia and its committees to the members.

The full board would meet quarterly for a one-day meeting. This would give state representatives a direct say on the board. The state representatives would have the responsibility of communicating board deliberations and decisions to their members.

Paralleling the restructuring of the organisation will be a total review of the Council regulations and development of responsibilities and accountabilities.

This proposal, which received unanimous general support at the meeting, will be further developed by Ralph Henderson in the coming weeks, and presented at the next executive meeting for review, and then the Annual Council Meeting in September for ratification.

Please direct comments to Ralph Henderson <rhenderson@austarmetro.com.au>, Jenny Thompson <libelle@optusnet.com.au>, or your regional council member or State Vice-president. The GFA Council email address is <businessplan@gfa.org.au>.







# THE FIRST THERMAL

## – it's been 75 years since thermals were first utilised for soaring... or is it 76?

Martin

LET'S DIG DEEP INTO THE ANCIENT HISTORY OF SOARING. WHEN IN FACT SOARING WAS JUST DEVELOPING FROM GLIDING. AND ALMOST EVERY FLIGHT WAS A LAUNCH INTO NEW DIMENSIONS. LET'S LOOK AT ONE DEVELOPMENTAL PIECE IN THE JIGSAW.

Everyone knows of Otto Lilienthal, the man from Berlin (Germany) who was the first to master gliding with self-made apparatus. All he did was shifting and twisting to steer the lot using his body weight, quite similar to hang glider pilots. In doing so he mastered 250 metres gliding down the slope of a hill. And shortly before dying he mentioned that it should be possible to stay aloft longer if only figure eights could be flown in the updraft of the hill. Yet, as well, he was certain that man would never soar from hill top to hill top. Unfortunately in 1896 his glider stalled. Running out of control he couldn't balance it and crashed with his glider. A few hours later he died from his injuries.

Aviation paused for a short while until the brothers Wright made headlines with their flyer. Selling their idea, as they always intended, started an avalanche in aviation. In 1909 the ILA – “*Internationale Luftfahrt Ausstellung*” (International Aviation Exhibition) held in Frankfurt am Main (right in the middle of Germany) propelled the idea of hang gliding and sailplanes. Clubs sprouted up, particularly in the near vicinity. Oskar Ursinus founded the “*Frankfurter Flugtechnische Vereinigung*” (Aircraft Engineering Society of Frankfurt) and in the neighbouring Darmstadt (50km to the south, on the eastern slopes of the Rhine valley) the “*Flugsportvereinigung*” (Aviation Sport Society) was established. Mostly high school students and students of the technical university joined. They built not less than 14 types of un-powered aircraft during that same year and tried them out on the slopes.

In 1911, for the first time they transported one of the crafts to the area of Gersfeld, 150km north-east, with the intention of finding better slopes. The Wasserkuppe was found to be the best area.

The dark years of World War I saw a dramatic improvement in powered aircraft. After the war Germany was not allowed to have powered aircraft. Still the hunger to fly was strong and led to the first gliding and soaring competition held in 1920. In recognition of the Darmstadt comrades, the Wasserkuppe was chosen as the competition site. A spirit arose and Wasserkuppe became the cradle of soaring; a place and stronghold throughout the storms of history. A man named Prof. Dr Walter Georgii came to the competition to give meteorological advice. Since then he remained linked to soaring and became a backbone for soaring and meteorology likewise.

In 1920 everything was new and unknown. The whole layout of the aircraft was a big questionmark. How many wings? What shape? Span? Depth? Thickness? Airfoil? Struts? Cover material? Fuselage or no fuselage? Where should the pilot be situated? Undercarriage or skid or pilots own legs? Every theory had its supporters and the discussions were vibrant, sometimes hot. These discussions were not just held amongst the young soaring pilots, either. Experts from many fields found their way to the competition to watch, discuss and get involved. Since then it ever was and will be: soaring is a melting pot for pilots, technicians, scientists and craftsmen. Still, or because of that, soaring developed quickly into a leader for aviation and meteorology.

However, on 31 August 1921, a most outstanding performance took place: the first glide of five kilometres, taking 13 minutes, was made. Over the next days the achievement was improved many times. Wind blowing up valleys was utilised and gliding transformed into soaring.

In 1922 a large amount of prize money was set for the first flight of 40 minutes

soaring, return to launch point to set out straight away for a distance of not less than five kilometres. Everybody thought it couldn't be achieved the same year. Nevertheless, Martens found the answer. Don't fly straight into wind. Keep close to the slope and fly figures of eight. He stayed aloft for an hour and six minutes, with a best altitude of 108 metres above launch and a distance of 8.9km. During the following days record after record was set. But the big achievement of Martens was the idea. It was the key to ridge soaring and all the achievements over the next years and up until now.

Prof. Georgii called it “the birth of soaring.” It seems simple today, but then it had to be realised that the Wasserkuppe, being 400 metres taller than the surrounding area, forced the wind upward. This flight also launched a still lasting bond between soaring and meteorology. Think of the Mountain Wave Project or the Stratosphere Wave Project, both established to find out how atmospheric processes at high altitude influence lower levels and global weather. Sailplanes and glider pilots collecting data for meteorological scientists, as they have now done on numerous occasions for decades.

Up to 1926 flight duration improved continuously, to more than five hours. However, the distance was hardly improved upon at all. A record had been set during an expedition to Italy, measured at 24.4km. Then in the afternoon of 12 August 1926, Max Kegel launched into a just developing thunderstorm. With the clouds low and the Wasserkuppe high, suddenly he vanished into the clouds. Torrential rain and hail set in, everybody was fleeing to shelter. When the storm had passed there was still no sign of Max and worries crept to a climax. Phoning around the local area didn't bring relief – no record of man or machine. At





Heading east from Apollo bay to Skenes Creek.  
Hans Van Santen leads the way

Photo: paul Ryan

5:30pm the telephone jumped and Max reported himself and the glider unscratched. Checking the distance provisionally it was found to be an unbelievable 54km. This was the first cross-country flight in a sailplane leaving the slopes of the launch area behind.

Two years later the performance of sailplanes had improved again. More and more gliders of the day tried to string the lift of numerous hills and ridges together. Out and returns became regular. While doing one such flight, Edgar Dittmar flew through a bubble of lift and achieved a new altitude record. In the same year, 1928, the emphasis was in use of frontal systems: get into one, climb to altitude while blown over the land, then glide down for more distance when the storm collapsed. Still, soaring was mainly clinging to the hills. The newspaper "Grüne Post" announced a high price for the first flight of more than 100km in a straight line.

Let's briefly turn our view to the scientists. As we can learn from Wegener's Book, 'Vom Fliegen; Das Element des Fliegens', published in 1922: "of air movement up or down... resulting to mechanically balance temperature differences... an aircraft propelled horizontally by a prop getting into rising air, will get a knock under the wings and is pushed upwards heftily, so that the pilot will feel the same pressure in his head as if in a fast ascending elevator." But it took six more years and Prof. Dr. Walter Georgii's attitude: "Soaring is not a pitying substitute for powered aviation, but has to find its own place within aviation... valuable to engineering and science... with a particular job for meteorology." According to his book 'Forschen April 2004

*und Fliegen*' (Exploring and Flying) thermal lift was discovered 30 April 1928. Let's have a closer look. "The sky was rich with nice little cu's. Above one corner of the Old Darmstädter Airfield a cloud had formed where I had observed it so often. The decisive day had arrived... I called Johannes Nehring and a few of the Darmstädter students to meet me on the airfield. I ordered Nehring, test pilot of the institute, to fly to the base of this repeatedly observed cloud with the G.M.G. 1a (a light aircraft). He was ordered to shut down the engine completely once he had arrived and fly in shallow banked orbits underneath it. We watched Nehring's flight with some tension. He approached the base, switched the engine off and flew in shallow circles along the margin of the cloud. What happened? The G.M.G. didn't glide down, she didn't lose altitude, but remained for 10 to 12 minutes in soaring configuration with the prop still standing under the cloud. After the landing we jumped onto the barograph to see the flight trace. Undoubtedly it showed the flight without loss of height in spite of the prop standing still. It allowed us to calculate a lift of four to five metres per second at the cloudbase; without doubt a much stronger vertical velocity than ever found while soaring the hills of the Wasserkuppe. The afternoon of 30 April 1928 delivered a great moment for soaring." The very same day Walter Georgii headed for the Wasserkuppe and advised the young instructor Robert Kronfeld to fly with the new sailplane "Professor" to one of the cumulus clouds and circle in the thermal lift. Georgii asked Kronfeld to keep it a secret until the Wasserkuppe competition of the same year.

So, why didn't we see everybody soar like a bird, but staying in the ridge lift as described above? Facts of history show that until the summer of 1931, most likely only Groenhoff and Kronfeld had a variometer and they kept it highly secret. Undoubtedly the strongest lift is found under frontal storm clouds. With only the aid of a bottom it was likely to be the only lift to recognise.

And what happened to the reward for the first 100km flight? Nehring thought to achieve it along the black forest sloping down into the Rhein valley. He would need nice westerly winds, strong enough to give him enough altitude to jump valleys breaking through the slopes. Kronfeld, however, preferred the Teutoburger forest; rather shallow slopes, not as long and nicely set as the black forest. Still, they would provide some lift to stay aloft. More important to him, the area was well known to produce nice, rich, small cumulus. Kronfeld's idea was to use a mix of both to snatch the reward. The ridge lift area along the Teutoburger forest was rather small, difficult to work and interrupted by four large gaps. He had already had a few attempts when willingness of supporting comrades and his holidays were rapidly drawing to an end. Then on 15 May 1929, against all hope, he achieved the distance and got the reward.

However, the real breakthrough regarding thermals came in 1931 as aerotow, autotow and winch were introduced, along with better instruments, thus allowing the free-flight pilot to leave the ridges behind and pioneer the flatlands.







# HERDING CATS

## – Reflections of a Past HGFA Board Member

Rob Woodward

AT A RECENT BOARD MEETING IT WAS AGREED THAT BOARD MEMBERS WOULD CONTRIBUTE REGULAR ARTICLES TO SOARING AUSTRALIA, SO THAT THE HGFA MEMBERSHIP MAY IN SOME SMALL WAY GET AN IDEA OF WHO THE PEOPLE ARE THAT ARE MAKING DECISIONS ON THEIR BEHALF AND WHAT THEIR POSITIONS ARE ON VARIOUS MATTERS.

From the March Board meeting I will no longer be a Board member and I take this opportunity to share a few of my experiences and thoughts. I have been a member of various boards on and off for over 20 years, and have had the pleasure of meeting many of the luminaries of our sport.

For a Board to operate and be functional it requires members who reflect the diversity of its members, both in their attitudes and philosophy. There have been some amazing people who have served on past (and present) Boards. I have been at meetings where Board members have walked out in protest, never to be seen again; where presidents have resigned (jumped before being pushed); where the sleeping arrangements were sometimes less than satisfactory; where people showered without getting out of bed and your room mate may have an audible nasal condition.

In the distant past, when there were two representatives from each state, some of the Saturday night dinners were quite an event and paid for by the organisation. I'm sure you'll be pleased to hear that Board meetings

for some time have been a lean, mean affair, where the delegates get an airfare, accommodation, and maybe a breakfast. The Board members give freely of their time and expertise in grappling with the many and varied issues that face our organisation, in an attempt to get the best possible outcome for our sports and fellow pilots.

The Board itself relies heavily on the Executive Director for day-to-day operations of the HGFA. The HGFA has been well served by, initially, Administrators such as Richard Dakers, Bernie Baer and Steve Hocking; and subsequently Executive Directors Ian Jarman, Craig Worth and currently Damien Gates. The office staff over the years, from Melbourne to Sydney to Tumut and now Hallidays Point, have provided invaluable input to keep the basic services flowing to the members.

The point in this diatribe, is that there have been, over the years and currently, people who give many hours of their time so that pilots can fly without having to worry about anything else. But though these people may be elected members or employ-

ees of the HGFA, they are not the HGFA – you are!

I surmise that most of the advances in our sports have not been effected by committees, but by individuals that saw an opportunity or had an idea and had a go. That's not to say that some of our organised clubs haven't achieved great things, but even there I suspect that they are carried along by the enthusiasm of one or a couple of individuals.

My own theory is that, generally, pilots are an individualistic bunch of people who would rather be flying than just about anything else – if we weren't required to be controlled by Federal air laws, or if we didn't need public indemnity insurance to fly, I don't think the HGFA would have many members.

I heard a quote, referring to organising surfers, as being "like trying to herd cats". I believe pilots are of a similar mould. Our opinions are based on our own experiences and we can be pretty myopic in discussions about flying. This attitude can cause great angst as we try to self-administer our sport and discipline members who consider they know best.

If every pilot about to launch answers "Yes" to the question "Is it safe?" (apologies to Dustin Hoffman) and takes responsibility for their personal safety, our sports will go a long way to protecting themselves from over-regulation. After all, what greater motivating factor to fly safely than the prospect of death or injury to one's self?

We are indeed fortunate at present: our aircraft have been refined over 30 years, we have advanced equipment and instruments, our skies are as open as ever, and we have an organisation in place which allows us to operate with minimum interference from government agencies. So to each and every one of you I say... Go Fly!





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# Soaring Calendar

## AUSTRALIA

### 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.

### PG State of Origin 2004

9-11 April (Easter)

Mt Borah, Manilla, NSW. This competition is aimed at the nov/int pilot looking to try a competition in a friendly and relaxed way, with the opportunity to even win with the use of a handicapping system. Novice pilots have won the last two years, last year a novice from NSW and the year before from Qld. HQ is The Royal Hotel, first briefing 9:30am Friday 9 April. Sanction, Grade C (pending). Contact: James Thompson 02 49468680, <james.b.t@hunterlink.net.au>.

### 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.

### 2004 Tumut Easter Fly-In

9-12 April 2004

Tumut, NSW. Join us for as long as you like. Based again at Tumut Aero Club. Pilots are encouraged to donate a 5'er to the aero club, for the use of their facilities. Daily meet-up's/briefing at the aero club 10am. Aero club will be open all day/every day for pilots to mingle. The BBQ at the aero club will be available to anyone that wants to "cook their own" at any time. We'll have a \$12 BBQ on Saturday night (you can still "cook your own"). Story telling competition on Sunday night (Pizza night?). Just remember the supermarkets are closed most days due to public holidays. Open to all licensed HG/PG/microlight pilots. No "Fly-In" fee's, just show up and fly. Most of the launches 4WD only. Bring your 4WD if you have one or offer a 5'er to get a ride up the hill.

Tove Heaney will be going out to the easy sites, with the novices and other pilots wanting to come along. Peter Wilson will be offering aerotows at the aerodrome (for a charge). Advanced pilots will fly the spectacular Talbingo. Aero club open for camping, only toilets available. Riverglade Caravan Park: 02 69472528 (most pilots will stay here). Blowering Holiday Park: 02 69471383 (6km out of town, nice, we stayed there last year). For more options see [www.tumut.nsw.gov.au/trv/accommodation/accommodation]. Please contact Tove for more information: <chpgpc@goulburn.net.au> or mobile 0419 681212. If you are not current, see an instructor before Easter, get re-licensed, and then come along. This is a great opportunity to get back into the sport.

### VMFG Easter Camp

9-17 April 2004

Victorian Motorless Flight Group will be holding its annual camp at Mt Beauty from Friday 9th April. Launching will be via aerotowing (Pawnees). Visitors are welcome. For more details please contact: Tom van Blaricum, 03 9626 7648 (w), 03 9877 7557 (h) or email: <tom.vanblaricum@dsto.defence.gov.au>.

### Easter Gliding Competition

10-17 April 2004

Chinchilla, QLD. Practice day: Friday 9 April. Contact: Robert Hart <hartr@interweft.com.au>.

### Queensland State Gliding Championships

26 September – 2 October 2004

Kingaroy, QLD. Practice day: Saturday 25 September. Contact: Doug Flockhart <doug@ozgroup.com.au>.

### Australian Multi-Class National Championships

6-15 October

Dalby, QLD. Practice days: Monday 4 October and Tuesday 5 October. Contact: Ralph Henderson <rhenderson@austarmetro.com.au>.

### Alice Springs Masters' Games

16-23 October 2004

A low key and social competition for anyone over the age of 35. To register or for any enquiries contact Darren Edwards, ph: 08 89550014, or Simon Holding, ph: 08 89534100.

### Sunraysia Gliding Club – 50 Years

30 October to 2 November 2004

To celebrate 50 years from its formation in 1954, the club is running a back-to event over the Melbourne Cup weekend. We invite past members and others who may like to re-visit the past and help celebrate the future. A low-key competition is being planned, vintage gliders welcome. Social activities, dinner, novelty prizes for the most outrageous retrieve story and so on. Contact David Nugent for further information on 03 5024 5865 or visit the website [www.vicnet.net.au/~gliding].

### Australian Junior Gliding Championships

28 November – 4 December 2004

Temora, NSW. A handicapped, single-seater event, water ballast is permitted. Pilot pairs are encouraged. To be eligible you must be a junior pilot under the age of 26 with a Silver C and

current cross-country rating. Two-seater coaching will also be available for juniors below this standard. For further information please contact Mitchell Turner on 0413 444614 or email <Executive.director@telstra.com>.

## OVERSEAS

### 2004 Flytec Championship at Quest Air

16-24 April 2004

Quest Air Soaring Center, 6548 Groveland Airport Road, Groveland, Florida, 34736, USA. Our 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 online at [www.flytec.com] or for help ph: (352) 4290213 or fax: (352) 4294846. Limit of 90 pilots. Sanction: USHGA Class A and applying for CIVL/WPRS points meet. Flex, Rigid and Swift Class. Fees: \$475. 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. Requirements: previous USHGA aerotow comp experience or written meet director or safety director approval, 10 aerotows on glider model in comp conditions, USHGA int rating and membership with aerotow sign-off, Garmin or approved GPS. Meet format is cross-country race to goal with or without turnpoints. USHGA rule book along with local meet specific rules will be used. Scoring Race – GAP/GAP modified. See online registration form for more information.

### 1st Asian PG Championship

15-23 May 2004

Hadong, Gyeongnam Province, Korea. FAI sanctioned Cat 1 Continental Championship in Korea. Tasks: PG cross-country. Rules: Local Regulations based on FAI Sporting Code Section 7. For more information and entry form see [www.flyhadong.com]. Comp director: Sooyeol Lee, <egyosu@dreamwiz.com>, <worldpara@korea.com>.

### IGC World Gliding Championships Calendar

2007 and beyond

2007 WGC – Juniors, Bid selection 2005\*  
2007 WGC – Women's, Bid selection 2005\*  
2007 Alternative Events, Bid selection 2005\*  
2008 WGC – 15m/18m/Open, Bid selection 2005  
2008 WGC – Std/Club/World, Bid selection 2005  
2009 WGC – Juniors, Bid selection 2006  
2009 WGC – Women's, Bid selection 2006  
2009 Alternative Events, Bid selection 2006  
2010 WGC – 15m/18m/Open, Bid selection 2007  
2010 WGC – Std/Club/World, Bid selection 2007  
\* Sites for these WGC's will be selected in 2005. After 2005 sites for all WGC's will be selected three years prior to competition.  
2011 WGC – Juniors, Bid selection 2008  
2011 WGC – Women's, Bid selection 2008  
2011 Alternative Events, Bid selection 2008  
2012 WGC – 15m/18m/Open, Bid selection 2009  
2012 WGC – Std/Club/World, Bid selection 2009  
2013 WGC – Juniors, Bid selection 2010  
2013 WGC – Women's, Bid Selection 2010  
2013 Alternative Events, Bid Selection 2010  
2014 WGC – 15m/18m/Open, Bid selection 2011  
2014 WGC – Std/Club/World, Bid selection 2011

NOTE: This calendar is shown as running through 2014 for illustrative purposes only. The calendar and structure of the World Gliding Championships will continue on as shown after 2014 (until changed or modified by the IGC Plenum).



# Thermal Sources and Streets

James Cooper – State Coach Western Australia

HAVEN'T WE HAD SOME GREAT ARTICLES BY BERNARD ECKEY!  
THE ARTICLE ON ABENDTHERMIK STIMULATED ME INTO WRITING  
THIS ARTICLE. BERNARD DOES NOT LIKE IRRIGATED ORCHARDS  
(SOMETHING WE DON'T GET IN WESTERN AUSTRALIA). SOMETHING  
WE DO HAVE IN COMMON WITH MANY AREAS OF AUSTRALIA  
IS SMALL PATCHES OF BUSH AND TO ME THEY ARE GREAT SOURCES  
OF THERMAL ACTIVITY.



James Cooper

I have considered over some years my theories as to the development of thermals and streets as the two blend together and these theories consistently appear to be proven correct. Most of the ideas are from my personal observations but stem from a concept mentioned in Wallington's Weather for Glider Pilots. The use of the lee side of bush as a thermal source works from the very first thing in the morning to the end of the day.

Many years ago when reading Weather for Glider Pilots I noted the absolute concept of how thermals develop.

- The sun heats the ground.*
- The ground heats the air in contact with the ground.*
- The air does not immediately rise but is stored in the form of a hot air reservoir for a period of time until some function causes it to break away from the surface.*
- The depth of this layer of hot air depends upon the environment.*

So what governs the depth of the hot air reservoir? If the air is over an area of rock, or road, the layer will be very thin: you can see it as a mirage when driving on a hot summer day. Over some grass the layer is a little thicker, in crop the layer can build up to the depth of the crop and finally in bush the layer can be deeper still.

There is another influence that will affect the depth of this layer and that is the wind.

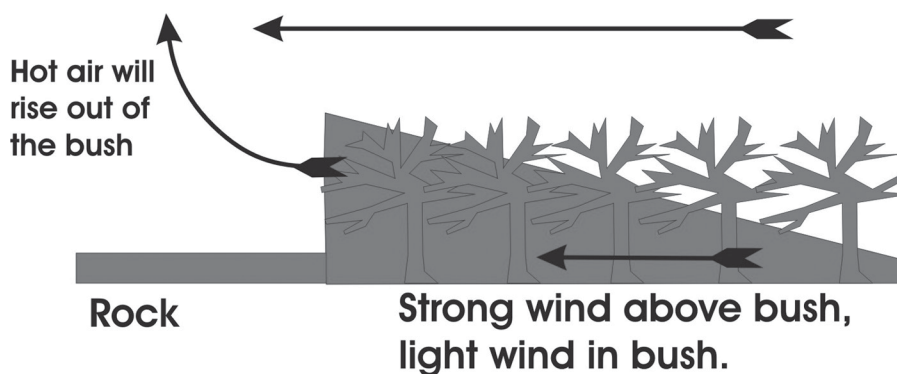


Figure 2

If the wind is strong it will turbulate the hot air adjacent to the ground and force it to break away and rise. If the wind is light the hot layer can build up to a greater depth until it has reason to break away. We will see what causes it to break away later.

Let us picture a day where the wind is blowing from right to left. When the wind meets the bush it will slow down to a light breeze through the bush. This light breeze will assist in filling the bush up with hot air. In addition the sun will still be adding to the reservoir of hot air within the bush. Thus the layer of hot air will build up within the bush over a period of time. Now when hot air comes to the lee side of the bush, where it may border some crop or even better some rock. There will be a large volume of hot air

flowing out of the bush that cannot be sustained over the rock, (remember point d above). Therefore this huge volume of hot air that has been stored in the reservoir of the bush must escape. It will tend to do so in a continuous stream from the downwind edge of the bush. Similar situations occur where a rocky environment exists in the middle of the bush.

So now we see that the leeward side of bush will give a good thermal source, it works nearly every time for me. Now what happens downwind?

We have a large bubble of air rising vertically, but drifting down wind. The bubble has considerable mass and momentum and will, as it rises, create a low pressure underneath that will suck any residual hot air off the surface of the ground below. Now we can see that the layer of hot air over the rock or crop down wind is not so large in volume as the one that has just exited the bush but it will now be persuaded to leave the grip of the earth. The thermal will be continually fed by this energy supply as it drifts downwind.

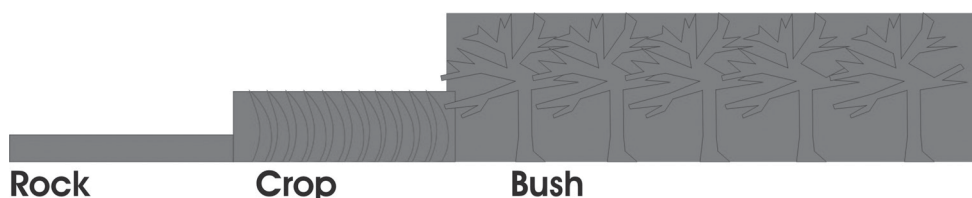


Figure 1





Simon Hackett flying his Stemme S10 over the riverland at Waikerie during the Club Class Nationals

Photo: David Conway, taken from Bernard Eckey's ASH25

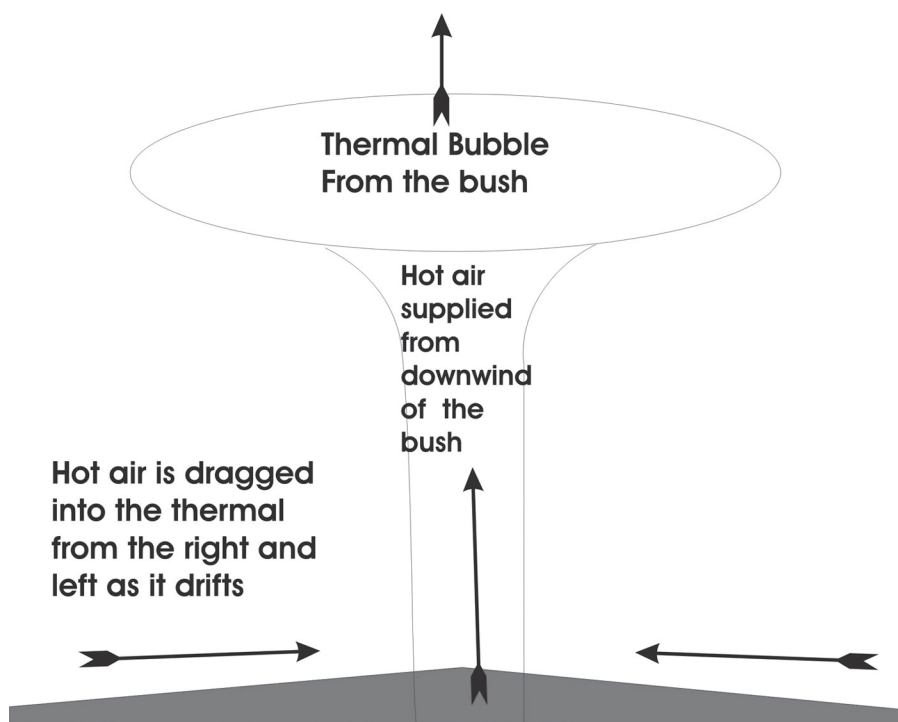


Figure 3

Further, as the thermal drifts downwind it is being further stoked by the hot air below from the crop that it is passing over. As the volume of air that has been stored up over the crop does not have such a large volume, the strength and size of the thermal will be weaker and narrower. In addition, as the thermal drifts downwind it will consume any available air to the right and left of track, and as this is a continuous process a thermal street will be created. To the right and left of the thermal for some distance there will be little hot air available to create another thermal, all the hot air having been consumed.

To look now at the situation we have seen develop.

- *We have a strong thermal reservoir in the bush.*

- *The thermal escapes on the downwind end of the bush.*
- *As it rises it draws up further fuel from the paddocks below.*
- *This part of the thermal is not so strong.*
- *As the air is drawn from the sides there is little or no chance of other thermals developing for some distance either side of the thermal street.*

So what do we gain as glider pilots from this knowledge?

- *On a day with sufficient wind to generate streets we will probably find lift if we turn crosswind to fly away from the sink.*
- *When we find lift, if it is weak, we will need to fly upwind to the thermal source.*
- *This part of the street may be narrow, broken and rough; so fly straight into wind with all your senses switched on.*
- *Do not turn until you find the thermal bubble that is stronger and smoother. This will be the bubble that has left the lee of the bush.*
- *Once you have gained sufficient height, if you leave into wind you will probably run out of lift very soon as you leave the main thermal bubble. So pick up speed before you leave the lift*

As a picture tells a thousand words

I have created a simple movie that can be viewed on Quicktime Player. If you email me I will send it to you <james1@vianet.net.au>.





# WHAT A RETRIEVE!

## Woolley Pup Pup

THERE I WAS EATING A LOVELY CHILLI CON CARNE WITH LOVELY COMPANY AT THE GLIDING CLUB OF VICTORIA'S CLUBHOUSE WHEN THE YELLOW PHONE RANG. I ANSWERED THE PHONE TO FIND OUT THAT JAY REBBECK HAD OUTLANDED AT WAGGA WAGGA AERODROME, AFTER FLYING FROM YBLA - CORRYONG - ORANGE - 50KM NORTH ON TRACK BACK TO CORRYONG TO DIVERT FOR WHAT HE AND I THOUGH WOULD BE A LONG, BUT EASY, RETRIEVE. WE WERE TO LEARN OTHERWISE!

I got a lift out to the Benalla airfield to pick up his 'Rent-A-Rocket' car, so I could go onwards to Derrick Westwood's house to pick up the multi-purpose trailer keys and be on my way. Got them with no dramas, went back, picked up the trailer, grabbed a map and was off in half-an-hour on the three-hour drive to Wagga Wagga

I ended up stopping at Albury to fill up with gas and grab an ice cream, then jumped back in the car. It wouldn't start! I thought great, this is just what I need! Thinking that the battery had failed I asked a bloke at the servo for some jumper leads. He had none but thought he'd have a go at starting 'er, so jumped in and started it first go! So off I went again and when I had to stop, I left 'er running!

Got to Wagga Wagga at 11:30pm pretty smoothly after that, stopped the car and de-rigged Jay's LS-8 under a light next to a Dash 8! Where's a camera when you need one! Jay wanted to drive back, so we jumped in, same thing, the old girl wouldn't start! Tried every combination to start 'er - doors closed and all! Gave it another couple of minutes, lots of good vibes flowing, and it started! We were on our way at 1:00am.

Cruising back, no dramas, until we got to Albury! We had swapped drivers and I was now driving. Suddenly we both heard

a funny sound coming from the car and thought we should stop to check it out. About a minute later, in the fast lane on the Hume Highway, we got a sharp deceleration for a split second followed by us coming to a screeeeching halt on all four wheels - both Jay and I were hanging in our harnesses! After getting out of the car, saying a few choice words, we ended up being quite lucky as we weren't hurt, the car and trailer combination were in one lane, and there wasn't a semi up our tail when it all happened.

A bloke stopped on the side of the road to see what was happening, but couldn't help so drove off. Soon after the coppers turned up, which we were pleased about, and said that we shouldn't be there! Really!

Anyway, the coppers got one of their guys in to tow us off the busy highway and the car and trailer ended up at a police compound for the night where they were locked in until eight o'clock the next morning.

Jay and I walked until we came across a motel, but were told that we couldn't get a beer off the bar but could buy take-aways if we stayed there for the night! We took up the offer straight away and downed four VBs in front of a movie before getting to bed at 5:30am, Friday.

After a couple of hours sleep we organised a cab to pick us up to take us to the

police compound and got there with no dramas. The 'Rent-a-Reck' company was told it would cost \$150 for the previous night's tow and a further \$350 to tow it back to Benalla. R-a-R said for that price they'd send one of their guys out to pick us up.

At 11:00am, a crappy old Supa Salvage Ford F250 rocked up to tow us home. At 11:30am we were on our way again in this, one seatbelt, crappy F250 with a **huge** turning circle!

Roughly five kilometres and five minutes later, this time on the inside lane of the Hume Highway, still in Albury, we stopped about 150m from some lights and the retrieve car suddenly stopped. The bloke, after just hearing our story, reckoned we were jinxed!

At this point, Jay and I were in fits of laughter, rolling around in our seats, with, literally, tears flowing down our cheeks! I think we must have been a little crazy after the previous night's episode and two hours sleep!

We stopped laughing and offered our help, but were basically told that we were no help to him and we should keep ourselves busy. So, we roamed around Albury looking for jumper leads, and people to tow the trailer around the corner to avoid being hit by speeding semis coming over the hill!

We ended up asking a mate, Derrick, to come to the rescue (one hour from Benalla) as we just wanted to go home, as you could imagine!

Jay and I waited and found out that the retrieve vehicle itself was being hauled onto another larger retrieve vehicle! Derrick arrived, we hooked on the trailer and were finally on our way home! Thankfully there was no dramas with the good old trusty XD!

We arrived home at 3:30 after what I think would just about be a world record for a retrieve - twenty-and-a-half hours!





### DVD Redline Sky

Redline Sky is a high quality production featuring action from the U.S. Open Class Nationals, aerobatic expert Manfred Radius performs his daredevil inverted ribbon cut and features images from White Planes presented to music. Visit our site to view a movie preview. \$39.95



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# IGC Membership Table

## John Roake – New Zealand

The following notes should be read in association with the membership table. A determined effort has been made to achieve accurate as possible figures. New data provided this year has allowed me to correct errors in previous years.

**Argentina:** A 45% increase in membership can possibly be related to the extreme interest being created by pilots from other countries flying in the Andes.

**Australia:** A small decrease, an almost continuous trend since 1992.

**Austria:** A small decrease over the previous year.

**Belgium:** A major increase due to 430 pilots from the Belgium Air Cadets now under the control of the Belgian Gliding Federation.

**Brazil and Bulgaria:** A concerted effort made to get their figures, without success.

**Canada:** A substantial drop in flying membership, their lowest level in 20 years.

**China:** For the first ever time we have found a contact who speaks/emails in English. A surprisingly small number of pilots.

**Croatia:** A concerted effort made to get their figures, but without success.

**Czech Republic:** Stable membership with a small increase over the previous year.

**Denmark:** A 4% drop over previous year.

**Finland:** A 2% drop over previous year.

**Germany:** The world's largest soaring country. A small but continuing drop in membership – year after year since 1992. Germany's membership loss over 12 years amounts to 9.4%.

**Greece:** No response from the delegate so used previous year's figures.

**Hungary:** Accuracy in membership hard to achieve. Delegate's estimate.

**Iceland:** Two clubs only. Maintaining membership numbers.

**Ireland:** Up 6 % on last year.

**Israel:** No response from the delegate so used previous year's figures.

**Italy:** Provided clubs, hours, number of gliders – everything except membership. Used previous year's membership figures.

**Japan:** A 4% drop over previous year.

**Kenya:** First time contact achieved. One club (commercial operation).

**Korea:** First time contact achieved.

**Latvia:** No response from the delegate.

**Luxemburg:** First time contact achieved.

**Lithuania:** Another small increase – has achieved increases every year since 1998.

## World Membership Report – Year Ended 2003

Compiled by John Roake, Chairman of the IGC membership committee – Figures from member countries

	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
Argentina	381	351	286	251	268	253	242	252	264	186	174	316
Australia	3,661	3,519	3,532	3,349	3,240	3,139	3,089	2,976	2,785	2,725	2,673	2,606
Austria	4,130	4,096	4,038	3,986	4,028	3,990	3,965	3,599	3,690	3,711	3,724	3,686
Belgium	1,488	1,561	1,577	1,580	1,571	1,557	1,570	1,591	1,530	1,520	1,472	1,916
Canada	1,322	1,288	1,257	1,292	1,257	1,319	1,321	1,313	1,290	1,350	1,295	1,232
China	Figures not available for these years											120
Czech Republic	3,500	3,202	3,311	3,385	3,531	3,540	3,591	3,190	3,142	3,114	3,206	3,246
Denmark	2,138	2,052	2,046	2,036	2,005	1,984	1,927	1,950	1,892	1,875	1,841	1,766
Finland	2,565	2,540	2,595	2,533	2,442	2,670	2,474	2,602	2,814	2,600	2,548	2,493
France	13,789	13,248	14,165	13,809	13,256	12,554	11,813	11,100	11,510	12,020	12,155	13,300
Germany	38,900	38,465	38,444	37,592	37,624	36,724	36,768	36,687	36,414	35,852	35,650	35,236
Greece	59	52	52	50	50	49	49	51	52	53	60	60
HUNGARY	4,700	3,110	2,097	1,881	1,881	1,881	1,664	1,664	1,628	1,637	1,643	1,602
Iceland	97	91	94	100	97	96	96	101	80	70	68	65
Israel	220	225	225	204	193	189	190	190	183	184	175	175
Ireland	69	71	74	75	78	79	81	85	94	98	111	118
Italy	2,220	2,140	2,165	2,135	2,105	2,120	2,135	2,125	2,110	2,122	2,129	2,129
Japan	774	744	733	719	705	697	686	675	663	684	670	643
Kenya	Figures not available for these years											7
Korea	Figures not available for these years											10
Luxemburg	Figures not available for these years											49
Lithuania	Figures not available for these years							471	469	472	494	510
Netherlands	4,358	4,259	4,200	4,024	4,090	4,046	4,125	4,079	4,065	4,088	3,816	3,617
New Zealand	1,036	1,007	1,069	1,109	1,047	1,017	987	889	867	901	917	919
Norway	1,574	1,696	1,701	1,707	1,618	1,701	1,599	1,574	1,550	1,578	1,760	2,469
Pakistan	Figures not available for these years							23	25	28	29	27
Poland	2,131	2,310	2,466	2,422	2,697	2,808	3,062	2,902	2,892	3,048	3,058	3,058
Russia	325	215	145	130	130	130	115	115	112	126	127	127
Serbia/Montenegro	Figures not available for these years											43
Slovak Republic	Figures not available for these years						780	769	774	777	750	765
Slovenia	Figures not available for these years						885	874	861	872	924	949
South Africa	696	577	612	655	651	641	688	728	579	597	613	635
Spain	462	452	459	467	478	490	493	498	496	435	436	560
Sweden	3,515	3,534	3,595	3,322	3,088	3,249	3,013	3,025	2,700	2,950	2,700	2,912
Switzerland	4,159	3,786	3,779	3,574	3,654	3,647	3,666	3,680	3,145	3,040	2,977	2,871
United Kingdom	9,623	9,409	9,522	9,757	9,409	9,225	9,225	9,164	8,802	8,848	9,166	8,341
USA	31,424	30,557	30,636	30,252	29,764	29,565	29,464	29,025	28,997	28,960	29,040	29,390
<b>Total</b>	<b>139,316</b>	<b>134,557</b>	<b>134,875</b>	<b>133,311</b>	<b>131,855</b>	<b>131,025</b>	<b>130,235</b>	<b>127,959</b>	<b>126,495</b>	<b>126,569</b>	<b>126,456</b>	<b>127,981</b>

**Netherlands:** Previous year's membership total as advised was incorrect. Now corrected but recording a drop of 5.2% between 2002 and 2003.

**New Zealand:** Recording small but insignificant increases since 1999 – 3.2% over four years).

**Norway:** The significant increase since the previous year is believed to be only a temporary situation caused by a specific law relating to compulsory membership for introductory gliding activities. Expecting the rule to be changed and the number to revert to the previous trend.

**Pakistan:** A small decrease.

**Poland:** No response from delegate, so used previous year's figures.

**Russia:** No response from delegate, so used previous year's figures.

**Serbia/Montenegro:** First time contact achieved.

**Slovak Republic:** Reasonably stable membership.

**South Africa:** Increase of 3.5% over the previous year.

**Spain:** Encouraging 28.4% increase

over the previous year.

**Sweden:** Increase of 7.85% over previous year.

**Switzerland:** Almost continuous downturn in membership since 1992. Down 30.9% over the past 12 years and 3.56% for the year under review.

**United Kingdom:** A major drop of 825 members over the past year (9%).

**USA:** There has always been difficulty attempting to get factual figures from the USA. Soaring pilots do not have to be a member of the SSA. I have established that the FAA only recorded gliding pilots with medicals over past years, their statisticians believing this to be the prime requisite for a soaring pilot. (Incorrect). Their statisticians have just realised the error, so for the first time we are able to record an accurate figure for USA. We have applied a world average percentage (+ and -) to all previous USA figures to achieve a more representative count for that country. The new figures reveal that SSA represents less than 50% of soaring pilots in the USA.





# HGFA General Manager's Report

## General Manager's Office

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## Damian Gates

### Old Bar, Mid-North Coast, NSW

At a recent Greater Taree Council Meeting, the Honorary Secretary of the Old Bar Heritage Airstrip Committee, Mr. Tony Ryan, was approached by a community group in request to help reduce the annoyance of low flying aircraft in the vicinity of the strip and Farquhar Park. The concerns revolve around low level orbits for extended periods in close proximity to the picnic area in the park and around residences in the area.

Mr. Ryan has requested and encourages all pilots (not just trikes) using the facility to be mindful of the expectations of others and to avoid flying low (500ft) over identified gathering areas unless taking off or landing. Once airborne, as with any facility or aerodrome, pilots should vacate the area to prevent any continuous noise becoming a concern to residents and others recreating in the area.

The committee fought for over six years to have this strip re-opened, and do not wish, as volunteer managers and maintainers, to give any small number of opponents ground on which to complain. All responsible members of any aviation discipline are more than welcome to use the facility.

### Board Meeting

The next HGFA Board Meeting will be held over the weekend 17-18 April at the Tullamarine Motor Inn in Melbourne. All members are welcome to attend. At this meeting we will see the induction of the new with some of the current Board remaining for 2004/2006. They are: Rohan Grant (TAS), Rohan Holtkamp (VIC), Mark Thompson (WA), Kathy Robinson (WA), Carla Pierce (VIC), Bill Moyes (NSW), Andrew Polidano (NSW), Hakim Montes (VIC) and Stewart Dennis (ACT).

Any members with items they wish discussed at the meeting should correspond with the Board representatives so that they may add it to the agenda.

## Parachute Repacks

Some points noted by Chris Fogg after attending one of Angelo Crapanzano's (Metamorfosi Chutes) Clinics are worth reproducing here:

1. Repacks should be conducted at three month intervals. Angelo indicated that a chute recently packed has a far greater deployment speed and reliability than one that has been stowed for longer than three months. Even if you do not do a full repack you should at the very least check the bands holding the lines. We witnessed perished rubber bands on almost all the chutes that were deployed during the clinic.
2. The preferred sequence of events during deployment is bag, bridle, lines, chute inflation. Many of the chutes we witnessed came out all at once. This super loads the chute during the inflation and causes significant shock loading to the system and presents greater chance of entanglement. Packing should be managed in a manner that avails the sequenced deployment of the bag followed by the bridle followed by the lines followed by the chute inflating. Angelo demonstrated techniques of folding the chute so that a single gore would pull open before the remainder of the chute, thereby pushing the chute open, rather than having it pulled open by the forces of air surrounding the chute during descent. (The forces of air around the chute are the main factor that makes the chute open – pulling it open which generates much more shock than pushing it open from within.)
3. Many of the chutes we saw (particularly for the paragliders) were attached to the harness bridle by threading the chute lines through the bridle loop. Angelo indicated that this may lead to material burn during inflation due to the friction created during the opening shock. We were advised by Angelo to use a metal shackle to make the join.
4. Positioning the parachute on the harness is a critical factor in accessing the chute for deployment, especially during a spin. Angelo noted that the side of the harness is his preference. Although this has the limitation of being accessible to one hand it is more likely that the hand in question will be able to reach and pull the handle than if the handle is positioned on the shoulder, back, bottom or front of the harness.
5. The thumb should be used to grip the handle, sliding it through the inside of the loop rather than tugging at it with

the fingers. It is a smoother and more powerful action to push the thumb into the handle opening and push outward with the deployment bag than it is to grip with the fingers and tug at the handle.

6. The handle length is a critical feature to safety in deployment of the chute. The longer the handle straps the slower and greater the effort required to deploy the chute. There is also more potential for the handle to interfere with the successful deployment of the chute.
7. Velcro is a no-no. If possible find an alternative method to securing the closures of the chute other than with Velcro. Velcro can be abrasive to the lines and material. It can also stick in the wrong place while the chute is being deployed. At a minimum make sure that the Velcro on the handle is female (the fluff side) and that the male part is sewn to the harness.
8. A chute should be retired after three years. The material starts to weaken thereafter, even when stowed in the best possible manner. At the clinic we witnessed chutes that were 16 years old!
9. Ultraviolet protection should be incorporated into the packing of the chute by placing foil around the deployment bag. Even when stowed into the harness, ultraviolet can penetrate through to the chute, lessening its overall lifespan.

## UP Paraglider Safety Notice

### Safety Notice – 12/02/04

In the light of Peter 'Putte' Peterson's fatal accident (further info on the DHV Drachen und Gleitschirmforum > Sicherheit) on a Gin Gliders Boomerang 3, we would like to urgently remind all UP Targa and Trango Race pilots to adhere to the given maintenance intervals. 'Putte's' tragic accident should be a reminder that pilots may too often fail to follow the prescribed maintenance instructions.

### Line Material

Both the UP Targa and the UP Trango Race are equipped with Aramid(R) lines from Edelrid (series 7000 and 8000) with a diameter of 0.6, 0.9 and 1.1mm. These lines are all unsheathed and must therefore be treated with extra care and attention. Gliders equipped with these lines are in no way suited for acro flight! One year check interval, UP Targa and UP Trango Race. The UP Targa and the UP Trango Race must have the lines checked at least every year, or after 100 hours (whichever occurs first). This



mandatory check can be done here by UP Europe. We are also ready to check your equipment at closer intervals should your particular usage of the equipment warrant it (flying in extra-abrasive environments, performing acro on the wing, etc).

For your own safety we highly recommend that you follow the prescribed service intervals and that you treat your equipment with the care and attention that it deserves!

**Team UP Europe**

## Operations Manual

By the time you read this, the HGFA Operation Manual will be available online at the HGFA website. It is in Adobe PDF format; you will need to download the Adobe reader or have adobe software.

## Accident Reports

I must stress that all accident reports received and published here (and even those not published here) are not and have never been meant to apportion any blame or fault upon any person; they are reproduced only in the interests of safety and to ensure that we may all become better pilots and find more satisfaction, less grief and frustration in pursuit of our flying passions.

### No 1

*Pilot:* Advanced PG  
*Experience:* 57 hours total, 6 hours last 90 days  
*Glider:* DHV 2  
*Pilot injury:* Fractured bones in left foot  
*Glider damage:* Nil  
*Location:* Inland soaring site  
*Conditions:* 6-8kt headwind, moderate turbulence

#### Description:

Pilot launched and after experiencing mainly sink headed for the LZ. When just below the tree line of the paddock, flying into a headwind, the wind dropped and ground speed increased. When at about 20ft agl the pilot encountered lift and rose to about 35ft and was now a fair way into the LZ paddock and unable to land straight ahead due to a gully and trees. The pilot did a 90 degree right hand turn and landed heavily after the flare on a sloping rock.

#### Comments:

Inland thermal flying at its nastiest; no doubt the decrease in headwind and possible tailwind was caused by thermal activity and perhaps some wind shadow or turbulence behind the trees. All landings in thermal conditions need to be treated with particular care and forethought. "Options" is the most important word in a soaring pilot's vocabulary. When you run out of options, an accident or incident is far more likely to occur. Landing in areas bounded by or behind trees needs extra care taken for wind shadows, mechanical turbulence and

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thermals triggering. Choose an area to land where these phenomena are less likely to occur. If that is not possible, then have some options should you find yourself with extra (or not enough) height. Inevitably, as thermal pilots, we will all sooner or later find ourselves landing tailwind into what should be the predominate wind direction. With options up your sleeve you are more likely to be able to reassess the whole approach as it proceeds, to make any safe changes available for a safe landing.

### No 2

*Pilot:* Intermediate HG  
*Experience:* 600 hours total, 14 hours last 90 days  
*Glider:* Advanced HG  
*Pilot injury:* Minor abrasions  
*Glider damage:* Upright, LE, sail damage and glass tip  
*Location:* Coastal soaring site  
*Conditions:* Not provided

#### Description:

Pilot was keen for a fly after not flying for a month or so and had inexperienced wire assistants with no other pilots available. When assistants advised they had no weight or input on the wires the pilot launched and the left wing immediately dropped. The glider turned and impacted rocks below launch downwind.

#### Comments:

Poor communication and inexperience of assistants appear to be the main cause of this incident. Clear and concise instruction of what is required by any assistant should be given, and conduct of a 'dry run', especially with inexperienced persons, should always be undertaken. Use of clear and concise language ("Clear") and what is required when those instructions are given should be covered in any practice and briefing. On giving the "clear", the briefest of moments should be taken to ensure that the wings are in fact level with no input from assistants. (These comments reproduced from a similar incident reported in November 2003 Soaring Australia.)

### No 3

*Pilot:* Restricted HG  
*Experience:* 18 hours total, 4 hours last 90 days  
*Glider:* Intermediate HG  
*Pilot injury:* Sprained wrist  
*Glider damage:* Uprights and basebar  
*Location:* Coastal soaring site  
*Conditions:* Not provided

#### Description:

Pilot was first to take off and did so well. Pilot turned 180 degrees at end of first beat. Following close to the hill the pilot entered into a gully and misjudged downwind speed and failed to turn away from the terrain. Landed downwind in prone.

#### Comments:

Lack of experience and recognition of airspeed vs. ground speeds left the pilot with no **options**. Restricted pilots should always maintain a safe and conservative distance from terrain, commensurate with their skills, until such time as skills, ability, knowledge and experience lets them enter situations which they can handle with ease and confidence.

### No 4

*Pilot:* Restricted PG  
*Experience:* 22 hours total, 3 hours last 90 days  
*Glider:* DHV 2 paramotor specific  
*Pilot injury:* Cracked vertebrae  
*Glider damage:* Nil  
*Location:* Airstrip  
*Conditions:* 3kt headwind, nil turbulence

#### Description:

Pilot was attempting to launch with a home-built trike base when the left rear wheel lifted and they did not counter with the brake. The trike base rolled around the cage at low speed and the pilot did not touch the ground. Pilot had previous spinal injuries, hence the use of the trike base.

#### Comments:

20 hours is not enough experience for paramotor flying, certainly not for use of trike bases. The engine may have been under powered for the job, with the added weight of the trike base. Also the wing was unfamiliar to the pilot. As the pilot had previous spinal injuries the vertebrae may have been weakened, and in such cases they may suffer from osteoporosis. There was surprise that such a slow, low/no impact incident as this caused any damage at all, but for the previous condition.

### No 5

*Pilot:* FEI PG and passenger  
*Experience:* 500 hours total, 30 hours last 90 days  
*Glider:* Tandem PG  
*Pilot injury:* Nil  
*Passenger injury:* Sore neck  
*Glider damage:* Nil  
*Location:* Coastal soaring site  
*Conditions:* Headwind, nil turbulence

#### Description:

Tandem pilot and passenger had landed after a successful tandem instructional flight. On deflating the wing the canopy pulled the pilot and passenger off balance and the passenger fell head first into sand.

#### Comments:

Take care; the flight is not over until you are out of your harness. Be prepared, as the canopy will still require your attention even during deflation. Despite the lack of seriousness of the injury, the FEI insisted that the passenger remain calm and still while assistance was called in order to prevent any further injuries.





# GFA UPDATE

Jenny Thompson

## OPERATIONS

### Safety

There have been a number of landing accidents in recent months where late decision-making on landing was the main factor. The other significant incident trend is where canopies open in flight. Safety briefings were held for all competitions this season, including the lookout factors. The importance of lookout is still a factor in competitions and continues to be monitored and reviewed. Unfortunately, there was a gliding accident at each of the National competitions, both with no injuries.

Following the previous issue of safety directive on lookout, Instructor notes for lookout are being prepared. If you haven't seen the safety directive on lookout at your club, see your CFI.

GFA will be implementing an Annual Statement of Fitness requirement, with details to be communicated later.

### Pilot Development

Pilot certificates (card) will be available for issue from now on, in addition to the existing FAI certificates. The basis of receiving a Gliding Pilot Certificate will be on achieving the A-certificate standard. Those pilots already holding an A certificate who wish to have a pilot certificate should apply to Beryl Hartley.

A syllabus for the much-needed area of pilot development beyond solo is under development. Clubs that may have undertaken programs along these lines are urged to send information to Daryl Connell.

### Sport Aircraft Types

The CASA regulatory review program underway can provide an opportunity to rationalise the administration of various sport aircraft types. Essentially, the proposed Civil Aviation Safety Regulations may enable aircraft, such as ultralight gliders and some aircraft currently only able to be registered as ultralight aircraft (AUF registration) to be operated as gliders/motor gliders by GFA member pilots. Such freedom will provide opportunities for a wider range of gliding/flying experience and cheaper towing. CASA has formed a project team for the emerging type Light Sport Aircraft (LSA) of which Daryl Connell is a member.

Airworthiness and Operations are working jointly on expanding aerotow capabilities for powered sailplanes, more practical use of uncertified engines and the possibility of "ultralight" aircraft to aerotow gliders, following work done in Germany.

### Airworthiness

All airworthiness Directives are now available on the GFA website.

A comprehensive amount of work is being done on the content of airworthiness and technical procedure manuals. All the airworthiness documentation requires extensive review in order to meet the proposed Civil Aviation Regulations (CAR) Parts 47, 103 and 149. Progress is being made on standardising the biennial RTO(A) checks.

Work on the GFA-owned Blanik VH-GTN is complete, and the aircraft will soon be certified airworthy, and is for sale. Thanks go to Mike Burns for completing the work.

Visual training aids for instructors on how to run an airworthiness course are available from the GFA or VSA. Contact Len Diekman or your RTO(A) on any of these issues.

## SPORTS

### Competitions

The two national competitions held this season will be reported in other areas but in summary:

- *The Multi Class Championships were held at Gulgong from 28 December to 9 January with both 15m and Open Classes. There were eight competition days, 21 pilots (19 Australian) and 20 aircraft.*
- *Club Class Championship – Waikerie from 11 to 23 January. There were 10 competition days and 40 pilots (37 Australian).*

### Overseas Team Selections

The following people have been selected to represent Australia:

- *Women's World Championship in Germany in 2005 – Kerrie Claffey, Lisa Turner and Lisa Trotter*
- *World Club Class Championship in Norway – Terry Cubley, Phil Ritchie and Peter Buskens.*

### Coaching

There has been significant activity in the area of coaching. The Sports Committee is adopting some of the British Gliding Association (BGA) strategies, which are to:

- *Coach at all levels of the sport, to improve pilot cross-country performance*
- *Encourage and support juniors, and*
- *Encourage cross-country flying among all pilots including instructors.*

To this means, the activities this season have been significant:

- *Coaching the Coaches week with Martyn Wells (UK) for State and National coaches*
- *International Team Coaching by Brian Spreckley (UK) for Junior, Women's and Club Class pilots.*
- *Regatta Coaching – Narromine Cup by Paul Matthews; Horsham Week by Peter Trotter*
- *Club Coaching at Lockhart with pilots from Lockhart, Leeton, Harden, Tumbarumba and Mt Beauty clubs.*

It is intended to get the state coaches to further implement coaching in clubs. Contact Lisa Trotter (National Coach) for more information.

### Development

GFA has commenced development of supplementary resource material for instructing.

Beverley, Cunderdin and Narrogin Gliding Clubs have entered into a partnering alliance with other aviation groups in the Avon Valley in Western Australia for shared marketing and promotion. Contact John Welsh (Western Australia Vice-president) for more information.

Did you know:

- *GFA loans are available for clubs, not just for aircraft purchase, but also can be used for legitimate development assets such as land purchase and hangarage.*
- *The Australian Institute of Sport (AIS) has a number of resources and courses to help clubs. In particular, the course "getting your club off the kitchen table" is a help for treasurers. Contact Beryl Hartley for more information on these two items.*

### Insurance

There has been concern expressed by competition organisers that some volunteers will not be covered at all and some may only have access to the BBL (limited to \$250,000). Hangar-keepers liability insurance only covers organisers for incidents occurring on the airfield site itself.

Accordingly it has been decided to require all entrants into National competitions to hold third party liability insurance



including a specific inclusion of competition organisers on this insurance. (Kevin Chamberlain has been approached and he is confident that this inclusion can be made automatic on request at renewal of the policy.) Whilst GFA has no jurisdiction on state-organised competitions, they will advise the State associations to also make this a requirement. Bryan Blackburn, the GFA Insurance officer, is preparing an information paper.

Options for cheaper insurance for the gliding movement continues to be explored but at this point, the current arrangements appear to be the most cost-effective. One avenue for cheaper insurance being explored by a number of clubs is joint coverage for a number of sites.

### Why be a member of a club?

The question was asked at the meeting on why a person with a Level 2 independent operator qualification would have to be a member of a club, and why they couldn't simply pay GFA only.

The main reasons for this is because GFA is self regulated outside the regulatory area of CASA and one of the bases on which this is done is that gliding safety (operations and airworthiness) is managed by the clubs and GFA. It would be administratively onerous for the respective GFA officers to ensure all operation and airworthiness information was getting to the various individuals. Glider pilots do have the option of taking the parallel pathway and fly through CASA rules.

The AUF currently allows many independent pilots to operate with no operational control, and is consequently experiencing high accident rates.

### CASA Regulatory Reform

The CASA Regulatory Reform program demands a lot of time from GFA executive members with attending meetings, preparing responses and reporting. After considerable difficulty obtaining a satisfactory basis for regulation, the direction of the program is now satisfactory, and progress is now rapid. The reform discussions to date have reinforced the traditional role of the GFA, allowing the gliding movement to continue with self-regulation free of any onerous administrative oversight by CASA.

Recreational licences will not be required for gliding.

### Airspace

With the new airspace regulations, a glider is required to carry a transponder if flying within 40nm of a Class D tower. (The

towers that affect gliding operations in this circumstance are Albury, Tamworth and Maroochydore). Bob Hall is negotiating options with regard to getting a more flexible solution for gliders.

Negotiations are being carried out on the issue of Block Clearances above FL200 (20,000ft)

### Youth Soaring

There will be a State Junior competition held in Queensland this year and the feasibility of such events is being considered by other states. A Junior Nationals Competition will be held in Temora in late November-Early December this year.

Two states are now holding youth fly-in days.

### GFA Administration

A membership database will be implemented by the end of April 2004. Membership currently stands at 2606 and with the implementation of the new database, better reporting of the makeup of membership will be available to report on.

The new GFA website is well underway and members will see a great improvement in this area of communication.

The process of incorporation of the organisation is still continuing. Progress has been slow due to dealing with the various departments and changing personnel in those departments.

### Financial

There appears to have been a downturn in overseas visitors this year, with a consequent drop in GFA revenue from this source. However, there is a much bigger take-up on one-month and three-month membership. Many more clubs are using the one-month and three-month memberships as a promotion tool.

The budget outcome for the year is likely to be on target.

For more information or queries on any of these issues contact the feedback forum. The next GFA Executive meeting will be held this month..



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# Contact Addresses

## GFA

### NSW Gliding Association (NSWGA)

#### Australian Air League

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

#### Australian Soaring Centre

PO Box 1315, Byron Bay NSW 2481.

#### Bathurst Soaring Club

PO Box 1682, Bathurst NSW 2795.

#### Byron Power Gliding Club

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

#### Byron Soaring Centre & Aeroclub

PO Box 549, Byron Bay NSW 2481  
02 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 Altola Rd, Modbury SA 5092.

#### Bordertown Keith Gliding Club

PO Box 377, Bordertown SA 5268.

#### Gawler Gliding Club

PO Box 135, Cockatoo Valley SA 5351.

#### Millicent Gliding Club

PO Box 194, Millicent SA 5280.

#### Murray Bridge Gliding Club

PO Box 1277, Victor Harbor SA 5211.

#### Northern Australian Gliding Club

PO Box 38889, Winnellie NT 0821.

#### Port Augusta Gliding Club

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

#### Renmark Gliding Club

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

#### SA AIRTC Gliding Club

PO Box 2000, Salisbury SA 5108.

#### Waikerie Gliding Club

PO Box 320, Waikerie SA 5330, 08 8541  
2644, 08 85412761.

#### Whyalla Gliding Club

PO Box 556, Whyalla SA 5600, 08 8640  
4432, 0413 127825.

### Victorian Soaring Association (VSA)

#### Albury Corowa Gliding Club

PO Box 620, Wodonga VIC 3689.

#### Beaufort Gliding Club

116 Tennyson St, Elwood VIC 3184.

#### Bendigo Gliding Club

62 Lawson St, Bendigo VIC 3550.

#### Corangamite Soaring Club

Kurweeton, Derrinallum VIC 3325.

#### Geelong Gliding Club

PO Box 197, Bacchus Marsh VIC 3340.

#### Gliding Club of Northern Tasmania

58 Hales Street, Wynyard TAS 7325,  
03 64422108.

#### Gliding Club of Victoria

PO Box 46, Benalla VIC 3672, 03 5762  
1058, 03 57625599.

#### Grampians Soaring Club

PO Box 468, Ararat VIC 3377, 0417 514438.

#### Latrobe Valley Gliding Club

PO Box 625, Morwell VIC 3840.

#### Mangalore Gliding Club

PO Box 80, Avenel VIC 3664.

#### Mount Beauty Gliding Club

44 Roper St, Mount Beauty VIC 3699.

#### Murray Valley Soaring Club Ltd

PO Box 403, Corowa NSW 2646.

#### RAAF East Sale Gliding Club

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

#### Soaring Club of Tasmania

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

#### South Gippsland Gliding Club

PO Box 475, Leongatha VIC 3953.

#### Southern Riverina Gliding Club

PO Box 78, 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

(Operates out of Baccus Marsh aerodrome)  
GPO Box 1096J, Melbourne VIC 3001, 0402  
281928, 03 98486473.

#### Wimmera Soaring Club

PO Box 158, Horsham VIC 3402.

### WA Gliding Association (WAGA)

#### Beverly 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 9881795 (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@  
iinet.net.au>.

#### Rohan Grant (Vice President)

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

#### Rohan Holtkamp (Secretary)

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3373, ph/fax: 03 53492845, 0409 678  
734, <Rohan\_Holtkamp@hgfa.asn.au>.

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08 82325405, 0408 808436, fax: 08  
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positioning.com.au>.

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<sdd20@telstra.com>.

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Cathie NSW 2445, ph/fax 02 65854723,  
0419 442597 (m).

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2024, 02 93875114, fax: 02 93693342,  
<Bill\_Moyes@hgfa.asn.au>.

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

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

### Microflight 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@inet.net.au>

### NSW Hang Gliding Association

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

### North Queensland HG Association

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

### South East Queensland HG Association

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

### South Australian HG Association

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

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

### Hunter Skysailors

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

### Illawarra Hang Gliding Club Inc.

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

### Kosciusko Alpine Paragliding Club

[www.homestead.com/kapc]; Pres: James Ryrrie 02 62359120, <ryrimalago@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 Phillips 0413 108091, <stephenphillips@optusnet.com.au>; Trs: Jim Gaal 0414 799 822, <jimg@acay.com.au>; Sec: Owen Pearce 02 99133547; SSO (HG): Glen Salmon 02 99180091; Wayne Fitzgerald 02 99827094; SSO (PG): 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.

## Victoria

### Dynasoarers Hang Gliding Club

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

### Melbourne Hang Gliding Club Inc.

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

### North East Victoria HG Club Inc.

[www.hgfa.asn.au]. Pres: Paul Harrison 0428 356239; Sec: Garrit Verway 0427 551074; Trs: Jill Borst 0438 328636; Web: Barb Scott 0408 844224; Meetings:

## 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**

Check [www.home.aone.net.au/gilbert/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 Gingell-Kent, Alister Johnson, Adam Neinkemper. Meetings: 1st Wed/mth 8pm, Retreat Hotel, 226 Nicholson St, Abbotsford.

### Southern Microlight Club

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

### Western Victorian Hang Gliding Club

PO Box 92, Beaufort VIC 3373, [www.vhpa.org.au/vrhgc]. 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, <candrew.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@primus.com.au>.

### Central Queensland Skyriders Inc.

915 Yeppoon Rd Iron Pt Qld 4701. Pres: Bob Pizzev 07 49387607; Sec: Grant Suthers 07 49361790; SSO: Alister Dixon 49861984; Towing Bilola: 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.

### Sunshine Coast Hang Gliding Club

PO Box 227, Rainbow Beach QLD 4581; <intheair@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.

### 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.

### Clodbase 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 Cepuritis 08 9022 2084, <pcepuritis@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.



# Classifieds

## NOTICE TO ALL GFA ADVERTISERS

All advertisements and payments can be sent to Angel Administration at the following:  
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Ph: 0407 593 192 Fax: 03 9379 5519.  
Email: <frowe@optusnet.com.au>

Advertisements may be emailed in high resolution (300dpi at 100% size) using TIF or EPS formats. Photographs may be provided in either photo print or disks. Disk photographs are not suitable. Photographs, slides or slides may be returned. Please include a self-addressed and stamped envelope for the return of any promotional material. All GFA advertisements must be paid for prior to publication. (Payment by cheque, money order or credit card). Don't forget Classifieds deadline is the 25th of the month, for publication five weeks hence.

## GFA

### Single-Seater Sailplanes

ASTIR CS, GDT. 2,750 hrs. B50, Microair radio & Joey. Trailer in excellent cond. Old oxy gear & tow-out gear available. Heartbreaking sale. \$22,000. Current Form 2. Ph: Dave Donald 07 38143886 or <dondonald@dodo.com.au>.

DISCUS 2b "76". This glider has absolutely everything. Factory prepared for the WGC in Bayreuth. In immaculate cond. As new Cobra trailer with all extras. This glider has achieved three national records. Unique purchase arrangements to suit buyer, term payments over 12 mths possible. Vendor finance available. Extras to suit buyers budget. Buyers in NZ: this glider was originally on the NZ register. Shopping to NZ is possible. Ph: Miles Gore-Brown 07 55789904 or <mgsbia@pacific.net.sg> for further details.

JANTAR JUNIOR SZD-51-1, 15m, XOB. For sale due to fleet re-organisation. VGC. Based at Benalla & always hangared. Aerobatic, delightful handling \$19,500 ono. Ph: Stu Smith 0428 191079.

JANTAR STD 15m, IIT. Sn. NB994. Low 750 hrs TT, fresh C of A. Enclosed trailer wing dolly & dust covers. Excellent cond, Ricoh vario, Edo Aire 720, \$28,000 ono. Ph: 03 94371155.

K6e, SSR. Based in Gulgong NSW, enclosed trailer, \$8,500 ono. Ph: John 07 49756613 (evenings) for details.

LS1D, CTG. 2,900 hrs. 3,000 hrs life extension completed. This glider was always privately owned, never pranged, is a delight to fly, excellent cond, competition tuned, c/w basic instruments, radio, closed fibreglass trailer & tow-out gear. \$23,500. Ph: Tobie Geiger 03 5428 6991, <tobie@useoz.com>.

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MOSQUITO. One owner, nil damage history, good competition record. Price of \$31,000 now incl. all instruments, trailer & radio. Ph: Bruce Tuncks 08 82527905.

NIMBUS 2. Excellent cond, low hrs, original gel-coat, winglets, Slimpack, lambswool int, full wing & tail covers, all tow-out gear, new tyre, factory dual axle, fibreglass trailer, 800 Zander flight computer, etc. Dual batteries, nose hook, new canopy, dual cameras, ready for 1,000k flights. \$50,000 ono. Ph: 03 93053872 (w), 03 5783 2794 (h), <brimold.aabaa@bigpond.com>.

### Two-Seater Sailplanes

DUO DISCUS, GIE. Serial Number 178, 1,700 hrs, 700 launches. Immaculate cond. with full competition instrumentation and Cambridge logger. Glider can be inspected at Tocumwal. No trailer. \$169,400 incl. GST. Trade-in of good LS4 may be possible. Sportavia Soaring Center. Ph: 03 5874

2063, fax: 03 58742705, <info@sportavia.com.au>.

K7 RACING SAILPLANE, GFR. Excellent cond, paint & fabric both will be maintained. Recent Form 2, incl. wing & fuselage covers, good trailers. \$25,000. Ph: Jim or Anne 02 98768176.

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DIMONA h36 L2000 1,300 hrs TT, engine 550 hrs with new heads, newer aileron system with seals, Becker radio & xponder, llec audio, 14v AH, etc. \$A86K. Ph: Ian McPhee 02 66847642.

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ICOM IC-A20 MK 2 handheld radio \$400. TERRA TPX 720 handheld radio \$300. BORGELT B-21 vario, B-24 averager, B-25 glide computer (Calib Jantar Std 2) \$400. All in very good cond. ALL REASONABLE OFFERS CONSIDERED. Ph/Fax: 08 98814283.

NEW CANOPIES: Dimona H36 \$2,970, Grob twin rear \$1,650, Std. Libelle \$1,650, LS \$1,980. Incl. GST. Windows & vents available. Aviation Acrylic Mouldings Pty Ltd. Ph: Ian or Cecilia Linke 08 82513780, <aamoulds@senet.com.au>.

TRAILER. Fully enclosed, aluminum. Suit any 15m glider. Very well built. \$6,000 ono. Ph: Stu Smith 0428 191079.

### Gliding Publications

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

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

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

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

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

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

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

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

## HGFA

Classifieds are free of charge to HGFA members up to a maximum of 40 words. One classified per person per issue will be accepted. Classifieds are to be delivered to the HGFA office for membership verification/payment by email, fax, post or phone (see club page for details). The deadline is 25th of the month, for publication five weeks hence. Submitted classifieds will run for one issue. For consecutive publication, re-submission of the classified must be made, no advance bookings. When submitting a classified remember to include your contact details (for prospective buyers), your HGFA membership number (for verification) and the State under which you would like the classified placed. (Note that the above does not apply to commercial operators. Instructors may place multiple classified entries, but will be charged at usual advertising rates.)

### Hang Gliders & Equipment

#### NEW SOUTH WALES

AIRBORNE CLIMAX 13 adv, 22 mths old, 70 hrs, blue/white US, two spare DTs, XC bag, manual, batten profile, some C2 mods, ground & aerotows sweetly, testflights can be arranged, \$4,500 ono. Ph: 02 48682869 after 5pm; 0417 420956; <aljebrad@hotmail.com>.

AIRBORNE CLIMAX C2 adv, blue/white US, airfoil basebar, 50 hrs, EC, flies very sweetly, owner gone overseas, \$5,500 ono. Ph: Tish or Jason 02 49206484; <tish@surf.co.nz>.

ATOS — Rigid wing HG. Bargain price, \$7,900 ono. GC, great XC performance, 19:1 glide & good sink rate. Easy to fly & lands like a floater. About same set-up time & weight as topless flex wings. Incl. factory tail. Now get my performance fix flying sailplanes so MUST sell. Ph: Paul 0404 851876; 02 96997720 (h); 02 82323853 (w); <huntp@ozemail.com.au>.

BRÄUNIGER COMFORT vario with HG bracket, \$450. Icom radio 40S, \$400. Basebar, suit Fun 190, \$50. Ph: 02 49644571.

CLIMAX C2 13 adv, white/yellow US, only flown 3 hrs, reluctant sale due to no time, \$6,800 ono. Also, Skyline Zero Drag Racer harness, suit 160-170cm, same hrs, \$2,000 ono. Both in brand new cond. Ph: 0419 413741 (w); 02 97927172 (h).

EXPLORER harness, almost new, one year old, 7 hrs, royal blue color, electric starter motor with the pull start option incl, foldable carbon fibre prop, dual fuel tank, manual (& parachute optional add \$450), \$5,800 ono (a savings of \$1,125-\$1,400 from new). I am upgrading to nano-trike as it's difficult to run with arthritis in knee. Also, Xact Moyes harness in OK cond. with recently packed chute (will separate), \$400. Ph: "Evan" 0409 660716 or 02 93692967.

MOYES CSX5 adv, as new, 40 hrs airtime, manufactured July '98. Colours: black/blue/black. MS: Powerib. \$2,000. Ph: Vicki Cain 02 93164644.

MOYES SONIC 190 int, 48 hrs, VG, flared DTs, Mylar PX20 LE, all original parts, \$2,800. Ph: 02 99757627; 0438 265961 (Frenchs Forest); <tristanwatz@froggy.com.au>.



## VICTORIA

KPL AEROS STEALTH 161 (topless) as new, low hrs. Also, one Ball vario 631 with dual batteries, & one Thommen altimeter. Going into trikes. \$1,900 the lot. Ph: 03 51223630.

MOYES XT165 Pro, speed bar, faired k/post & DTs, EC, very well maintained, 160 hrs, manual, batten profile, spare DT, XC bag, Mylar LE, purple/light blue US, as seen on front cover of March '04 issue, \$2,000. Also, Moyes Tracer harness to suit ~6', EC, colours match glider, \$400. Ph: 03 93833933.

## QUEENSLAND

AIRBORNE CLIMAX C2 14 adv, 70 hrs, yellow/purple, flies great, VGC, \$6,000 ono. Ph: Dave 0419 446199.

AIRBORNE SHARK 156 adv, black/grey US, GC, mostly flown inland, approx. 150 hrs airtime, \$1,200. Ph: Ken 07 55435631.

MOYES XTRALITE 164 adv, frame & sail in EC, \$1,200. Ph: Tony 0402 093377; 07 38063447.

## ACT

MOYES LITESPEED 4 adv, built 24 Dec 2000, has over 200 hrs of inland XC flying & is tuned well for easy thermaling & fast glides. C/w airfoil basebar & thin wires. Colour US is blue/white/black. \$4,300 for quick sale. Ph: Michael 0415 920444; <michael.porter@jllrld.com.au>.

MOYES SX5 adv, 10 hrs only, as new, pink/yellow US, speed bar, batten profile, manual, \$2,500 ono. Also, Moyes Xtreme harness, to suit 172cm (5'8"), black, VGC, \$450 ono. Keen to sell, make an offer. Ph: Craig 02 62921956 (h); 0418 232 920; <hoppy1@cyberone.com.au>.

## WESTERN AUSTRALIA

VARIO Aircotec Alibi, \$150. Reserve parachute, large, \$200. Icom IC40 UHF radio with spare battery, headset & switch box, \$150. Ph: Ken 0402 249014; 08 94582021.

## Paragliders & Equipment

### NEW SOUTH WALES

AERODYNE JUMBE DHV 1-2, 64-84kg (small), 5 hrs airtime, one Skyline harness Project (medium) blue/white, reserve Parachute de France (small). All in EC. \$3,500 the lot. Ph: 0410 593900 (w); 0408 974082 (h).

APCO ALLEGRA DHV 1-2, 100-120kg, 175 hrs, EC, with test report! Many hrs on warranty. Still one of the best performing 1-2s. Only \$1,395. Also, Edel SR111 reserve, late model, EC, \$425. Tandem pilot's harness, medium, \$250. Ph: 0427 210993; <LindsayWootten@bigpond.com>.

## QUEENSLAND

REFLEX 30m<sup>2</sup>, suitable for paramotor or powered parachute, 370kg load, VGC, cost \$5,000, sell \$1,200. Ph: 07 49480032.

## Trikes & Equipment

### NEW SOUTH WALES

AIRBORNE EDGE EXEC 582 T2-2618, new 4-blade Brolga prop, all instruments, covers, Icom 22E radio, stone guard, wing recently serviced. Meticulously maintained. Just had engine service, trailer incl. all in VGC, \$14,500 ono – URGENT SALE. Ph: 0418 648105.

AIRBORNE EDGE EXEC 582 T2-2837, 165 hrs, electric start, all standard instruments, 4-bladed prop, UV covers (never used), custom trailer, \$13,800. Optional equipment incl. compass, full radio/intercom/headsets, kevlar helmets, GPS. Just had factory service, deep blue with lemon & white. Ph: 02 65858276 (Port Macquarie).

## VICTORIA

AIRBORNE EDGE X 2002 T2-2492, blue, 582 Wizard II with electric start, Microair radio, full log book history 65 hrs, full instruments. Full pod with spats & leather side covers, EC, always kept in hangar, \$32,000 ono. Ph: Leigh 0407 354477.

## QUEENSLAND

AIRBORNE EDGE 582 T2-2632, Edge wing in GC. EGT, ASI, ALT, tacho & water temp. Radio, intercom, helmets, headsets, training bars, tow system, covers, trailer, larger radiator & rear wheel brakes. Always hangared & well maintained. \$15,000. Ph: Russell 07 54450084; 0407 966260.

AIRBORNE Streak wing, blue/fluoro green, 45 hrs, as new, \$5,000. Ph: John 07 54915571.

## SOUTH AUSTRALIA

PEGASUS Q T2-2704, 462cc water cooled. Only done 118 hrs. New wizard wing. Very light, easy to fly & economical. Red pod with red/white wing. Full instruments, helmets, intercom, GPS aircraft radio, full trike covers. Quick sale required to buy new trike. Only \$11,950. Ph: 0408 812555.

## Wanted

### VICTORIA

FOR TRIKE: Right angle drive electric starter to suit Rotax 447. Ph: 03 52432374.

## Lost

### IN VICTORIA

ICOM IC-40G UHF radio (display & dials on top), Sat 3 to Sun 4 January 2004, somewhere between Running Creek Valley, Tawonga Gap or Bright areas. Has my licence number (V41380565) engraved on it. Ph: Jorj 03 93043114; 0428 288552.

## Stolen

### FROM NEW SOUTH WALES

Paraglider & van, with harness & all gear, from outside a hospital in Randwick, Sydney. Any help in locating van & gear would be greatly appreciated. Freex Spear PG, purple, medium. with Supair harness. The vehicle is an ex-Australia Post red diesel Mitsubishi Express van, rego number (WA): 7PM-333. If you can help please contact Jason Callaghan on 02 99053226, 0412 087455, <callaghanjason@hotmail.com>.

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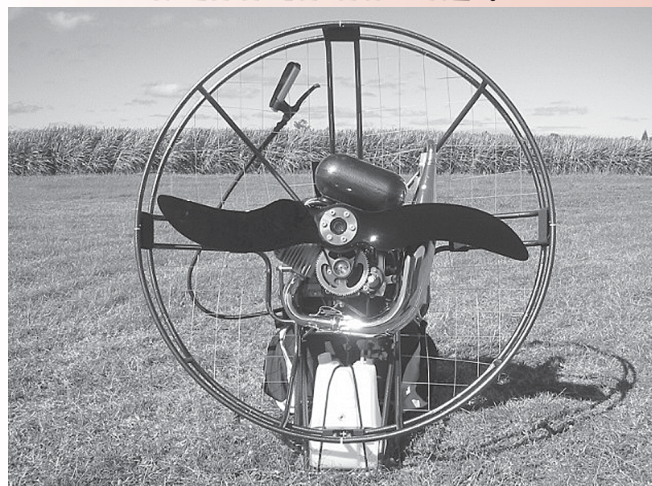
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