



Soaring AUSTRALIA

May 2004



612km in a
Standard Libelle



Rooftop of
Australia



Bright Tour
2004

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Photo: Craig Dilks

Soaring AUSTRALIA



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



EDITORIAL CONTRIBUTIONS

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

GLIDING

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

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



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

CREDITS

Cover: Debbie over goal at the Wanaka Paragliding Festival 2004
Photo: Debbie Maher
Design: Suzy Gneist
Printing: Pirion Printing, Canberra ACT
Mailing: Pirion Printing, Canberra ACT

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Club News	clubnews@hgfa.asn.au	Information is forwarded to Soaring Australia and the maintainers of the HGFA website.
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Articles, advertisements	soaring.australia@hgfa.asn.au	Soaring Australia only content and other content

How I flew my Silver C Distance, Gold C Distance and Diamond Distance in the space of three weeks



Stuart Duncan

A MEMBER OF THE ROYAL AIR FORCE GLIDING AND SOARING ASSOCIATION'S "WARREGO WONDERER" EXPEDITION TO THE DARLING DOWNS SOARING CLUB, QUEENSLAND, FROM 4 TO 28 NOVEMBER 2003.

The closing date for applications to participate on this expedition was November 2002. The poster circulated throughout the Royal Air Force Gliding and Soaring Association (RAF GSA) clearly set out the absolute minimum criteria for selection. At the time, my gliding qualifications and pilot experience were well below the minimum requirements – so I applied for a place! Why not? I had nothing to lose. The Chief Flying Instructor (CFI) at the Wrekin Gliding Club, based at RAF Cosford and where I fly, endorsed my application form believing that I would have gained the required qualifications by the time the expedition came along. Little did he know that he couldn't have been further from the truth!

December 2002 came along, and so did an Out of Area Detachment to Kuwait. I wasn't really bothered about how this would affect my gliding progression as it was winter – not the best time to fly record-breaking flights in what are effectively aircraft without engines! Unfortunately, due to a minor disagreement between Tony Blair, George W Bush and Saddam Hussain, my tour in Kuwait was extended until the start of Jun 2003 – missing fantastic gliding weather during the late British spring and early summer – what a setback.

June 2003 and I was back at the gliding club showing off my suntan and telling war stories! A couple of check flights just to make sure I could still fly, and I was back up in the air own my own, doing more or less what I wanted. It is just like riding a

bike – you never forget! I took total advantage of the fantastic summer we had this year to add more flying hours and qualifications, to my name. However, I was still short of the requirements for selection.

July 2003 and I attended the RAF GSA AGM held at RAF Halton where I was presented with the 'Malcolm Club' trophy; an award for the junior rank in the RAF who has progressed most with their gliding in the past year. Also, I awoke one morning to find I had received an email from the expedition co-ordinator offering me a place on the trip to Australia – a dream come true. Of course, I wasted no time in confirming my acceptance.

The next few months were used to sort out some minor administrative tasks and to prepare for the trip itself. By November, I had received over £1,200 in grants, to help finance the trip. I also gained the 'Bronze C' qualification in gliding, as well as two out of three qualifications required to be able to class myself as a 'Silver C' pilot.

The big day finally came along – 4 November 2003, and most of the expedition participants met up at RAF Bicester to meet onward travel to Heathrow Airport. We got as far as Bicester Service Station when the bus had to pull over because we suddenly realised we were unsure of who actually had the airline tickets! Several dozen phone calls later and we were on our way; the ticket holder would meet up with us at Heathrow.

We touched down at Brisbane Airport on 6 November, where we were met by members of Darling Downs Soaring Club

– our hosts for the trip. And, after finding a few people who were sober and awake enough, we began the two-and-a-half hour journey west into the great Aussie outback. After all the reasons why I shouldn't have been on the trip, I was finally there – a miracle in itself. Let the gliding commence!

It was quickly established that I was the youngest, least experienced, not to mention best-looking pilot on the trip. Well, to be perfectly honest, that was established before we even left Heathrow. This meant that I had to complete one or two check flights with the club's cross-country chairman – Allan Latemore, before I could be let loose above the great Aussie outback.

When the opportunity arose for one of us to have a back seat ride in the Duo Discus with one of the local members, our CFI, Martyn Pike, suggested I should go, as I was the least experienced. With Ralph Henderson in the front seat we flew a 500k, which gave me a good look around the area. We shared the flying and according to Ralph my cross-country flying skills improved markedly during the day.

On 10 November I was tasked with flying a 50km cross-country flight. I had to fly to a point 50km away and back again. Easy? Well not if you had to fly round a massive rain shower to get to your destination. Eventually, after one hour 53 minutes, I made it back to the airfield having covered a total of 114km. With this flight under my belt, I now qualified as a 'Silver C' pilot.

Having completed several more cross-country flights and conversions (where you

fly another aircraft for the first time) I was ready for the next big one – Gold Distance, a flight of more than 300km. Just like in my 50km flight, my task was out to a point at least 150km away and back again. I succeeded, 302km in a time of four hours and 38 minutes. As I also made it back to my own airfield, I also qualified for the Diamond Goal award. Upon landing, I was greeted with many counts of congratulations by my fellow expedition pilots and cheers to the extent of, “Is there nothing this kid can’t do?” I was on fire – there was nothing stopping me!

Unfortunately, you can’t just wake up in the morning and go flying, especially if you intend to complete another mammoth distance task. It takes hours to prepare your aircraft for the flight, attend briefings, plan your task and get your aircraft to the launch point. I found this out after I slept in on the morning I planned to make a 500km flight! I was so rushed that I had to abandon my task only 30km into it after allowing myself to get so low – in fact, I struggled to stay airborne! After what seemed a lifetime trying to get back to a credible, and safe altitude, I decided to call it a day, headed back to the airfield and put this one down as a “learning experience!”

Eventually, the big day came – 24 November. I managed to get out of bed on time! My route planned, aircraft prepared and I was first on the grid – first to take off. The cumulus clouds started to form at a ridiculously early time of the morning and the take-off time was brought forward. A 2,000ft aerotow later and I was on my way. I struggled somewhat 30km into the task. Deja vu? Several kilometres off track I took a fantastic climb and continued on task. Everything was going brilliantly until my

final turning point. It was only after I flew round my final turning point that I realised I was so ridiculously low – about 900ft above ground level! I knew I would have a tailwind on my final leg back to the airfield so I made a conscious decision to dump my water – both wings were filled to the gunnels. It was then I worked out that the wind had changed direction – and I had a headwind component on my final 100km home. I headed towards the nearby town of Warra. I had flown over Warra on a few previous occasions, so I knew I should be able to find a good thermal there. I found a thermal, however, it wasn’t as good as I had hoped. I was climbing very slowly and it took like what seemed an eternity to regain a decent altitude. I did, and set off home.

By now, it was getting late in the afternoon. The beautiful fluffy white cumulus clouds that had got me so far along my task had now turned into what can only be described as ‘Grey Poo in the Sky!’ The ground along the most direct route home was totally overcast. It was time for another unplanned diversion over land on which the sun was shining. I was unable to climb above 2,000ft and what little climbs there were, were very weak. I kept pushing onwards, finding the odd weak climb. I had already started to look at where I was going to land. Every kilometre I flew closer to home, I had two or three different fields picked out – just in case. Eventually I arrived over the town of Dalby – the nearest point of civilisation, 30km from our airfield.

Again, the climbs were so weak here; I more or less stayed at the same altitude. There is an airfield at Dalby, and several times I resisted the temptation just to lower my undercarriage and land. I talked myself

out of it. After all, I had managed to fly 70km in these conditions; surely I could manage another 30km to get home. And that I did. I found an average strength climb which felt like it would take me higher than every before, unfortunately, airspace restrictions meant I had to abandon the climb at 5,800ft – which was more than enough to get me home. I lowered the nose and flew my final glide at well over 100kt. The airfield that started off as a dot on the horizon rapidly came into view and, before I knew it, I was flying over the windsock that we used as the start/finish line for all our tasks. I was still at about 2,500ft at this point so I completed my pre-landing checks, opened the airbrakes fully and sideslipped to maximise my rate of descent.

I turned downwind and said the words over the radio that I was so longing to say – “All stations, McCaffrey Field, glider Mike Victor downwind to land, runway One Two, left hand circuit all stations McCaffrey Field.” I was first to take off that morning but soon realised I was one of the last few to land! After landing, I was again in the spotlight – on the receiving end of many handshakes and congratulations. Allan Latemore later informed me that that no one had ever achieved what I had in so little time at his club. The flight lasted six hours and 50 minutes and I was making reasonably good progress until my nightmare final 100km. Later on that night in the bar, my expedition colleagues bought me lots and lots of beer! I knew that I’d be in a bad way in the morning. I also knew that I’d probably be in no fit state to fly, but I didn’t care. What else could I have achieved? I wonder how many others have progressed from 50k to 500k so quickly?



2004 GFA Best Distance and Height Flight Awards

The GFA Trophies Officer, Fred Foord, is calling for applications for the three flying trophies contested annually for outstanding flights made between 1 May 2003 and 30 April 2004, the Wally Wood, Martin Warner and Bob Irvine Trophies.

The criteria:

Wally Wood Trophy – for the greatest outright distance achieved in one flight within Australia.

Martin Warner Trophy – for the greatest height gain in one flight within Australia.

Bob Irvine Trophy – for the greatest distance points score after application of the appropriate handicap factor in one flight within Australia.

The awards are for solo flight; the pilot must be alone in the aircraft even though multi-seater sailplanes are not excluded.

The outright distance trophy is for any category of sailplane. The handicap distance trophy is intended to give pilots of less competitive sailplanes a chance, therefore it will not be awarded for the same flight as the outright distance. The handicap factor will be that

published on the GFA DCE web page. If you know someone else has made a longer or higher flight than you, do not be deterred from putting in your application, that other pilot might choose, for whatever reason, not to make a claim by the published closing date.

Applications must include normal verification details by an FAI Official Observer.

Note that these awards are not a part of the Decentralised Competition; they are not administered by the DCE Convener, so separate applications are necessary.

Send your application to the GFA Trophies Officer, Fred J Foord, 18 Fremantle Road, Port Noarlunga South SA 5167, or email to <fjpfoord@senet.com.au>

The closing date, which will be strictly enforced, is 31 May 2004.



Enjoyment

Allan Ash

MOST PEOPLE WHO FLY FOR SPORT DO SO FOR ENJOYMENT AND SATISFACTION. THIS SEEMS TO BE TRUE NO MATTER WHAT TYPE OF AIRCRAFT IS FLOWN, BE IT LIGHT AIRCRAFT, SAILPLANES, HANG GLIDERS, PARAGLIDERS, TRIKES OR BALLOONS.



Allan Ash

Of course, there is also the added pleasure of achievement, and achievement varies with the skill and experience of the pilot, the type of craft being flown and the physical and meteorological challenge being faced.

Reading the pages of Soaring Australia each month I am able to share in the excitement and satisfaction of those who take part in contests in sailplanes, cross-country flights in hang gliders and paragliders and tours in trikes.

What constitutes a good performance is, of course, very subjective and depends on the aircraft, the pilot and the challenge to be overcome, and the enjoyment depends on one's personality and temperament.

Successfully flying a 500km distance in a sailplane must be a great thrill and satisfaction for those who achieve it, but such a flight would be roughly equivalent in required skill, I suppose, to flying 200km in a hang glider or 100km in a paraglider. Take a trike on a long interstate tour must be equally exciting and satisfying to those who choose this variety of air sport. One cannot always equate enjoyment with distance and speed. What counts is the emotional response it provides for the pilot.

My intense interest in flying began when I was in primary school, when Charles Kingsford-Smith, Charles Ulm, Bert Hinkler, Amy Johnson, and other pioneers were carving highways in the skies, and it continues to

this day. I began as a glider pilot in 1945 and was fairly active for some 20 years, gradually becoming less active as a pilot as the requirement of family and career increased. For about three years I held a private power licence.

Despite this long-term interest and involvement I can't say I've done much that is noteworthy, but I've thoroughly enjoyed it all. And I guess the same applies to the majority of recreational pilots.

It is obvious that pleasure and satisfaction are found not only in the distance, height and speed of a flight. They are available also from things like making an accurate spot landing, a smooth take-off or landing, increasing one's climb rate by accurate circling, or exiting a spin on a pre-determined course.

Some of my most satisfying and enjoyable flights were very modest in terms of what many pilots see as impressive. Like, for instance, the time I made a 50km cross-country in a vintage sailplane against a 30kt wind, and the time I landed successfully in a sports oval after an approach that involved crossing a railway line at 50ft, passing below a powerline at three feet, zooming over a three-metre fence and then scraping low across a tier of wooden benches.

Enjoyment and satisfaction come also from the very atmosphere of flying – the sheer delight of being in the air. Among my pleasurable memories is the thrill of looking straight down from 10,000ft in a Kingfisher, floating around in a no-sink in warm, heavy haze in a Skylark and watching the sun go down from 8,000ft in a Kookaburra.

It is because most sports pilots fly mainly for enjoyment and satisfaction that they oppose regulations on their choice of recreation that stifle their operations, imposed by officials who control aviation mainly for the benefit of commercial operators.

Certainly, commercial operators are entitled to introduce and enforce rules that benefit their activities but they need to

remember they are not the only users of air space and their needs must fit in with, but not override, the needs of recreational pilots.

Adding safety and economies to commercial operations while introducing potential hazards to recreational flyers is just not on. While commercial operators are naturally looking for increased financial benefits, sports pilots are just as naturally looking for increased enjoyment. Both sides have legitimate rights, but both must be satisfied by applied regulations.

If the enjoyment of flying is diminished or destroyed, something valuable will be removed from aviation – not only private but commercial too.

For instance, the risk of legal action against pilots who unwittingly offend in terms of noise, unplanned landings, harm or disturbance to livestock, can in the long run deter some people from taking on an aerial sport or restrict those who are involved.

As long as there is enjoyment and satisfaction in sport flying it will continue and flourish but without these benefits for the participants, the various forms of our chosen sport will perish into history.



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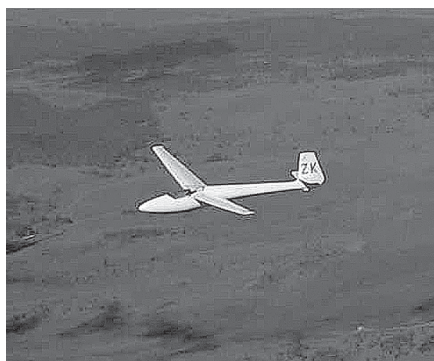
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GZK on approach

Photo: David Villiers

612 Kilometres in a Standard Libelle

Scott Lennon

I TRAVELLED TO TEMORA THIS YEAR WITH THE AIM OF LONG DISTANCE FLIGHTS FOR THE FIRST TIME SINCE COMPLETING MY

500KM BADGE FLIGHT IN 1996. I HAVE HAD A FEW ATTEMPTS AT A 600KM FLIGHT OVER THE LAST FEW YEARS BUT MOST SERIOUS FLYING HAS BEEN IN COMPETITION SPEED TASKS, NOT DISTANCE FLIGHTS. THIS SEASON I HAD MY SIGHTS ON A 750KM FLIGHT IN MY STANDARD LIBELLE. WITH SOME THOUGHT TO PREPARATION AND WEATHER, I ENDED UP WITH A SMALL WINDOW OF OPPORTUNITY TO TRY FOR SOME LONG FLIGHTS OVER A THREE-DAY PERIOD EARLY IN JANUARY. THIS FLIGHT CERTAINLY IS NOT THE GREATEST FLIGHT THAT WILL HAVE BEEN DONE THIS SUMMER BUT IT IS MY LONGEST AND ACHIEVED NEARLY ALL THE GOALS THAT I HAD SET MYSELF.

To set the scene I arrived at Temora at about 10pm on the night that Lou Szabolics landed his Nimbus 2 in a paddock after about 700km of a 750km attempt. With thoughts of hearing 'you should have been here yesterday' ringing in my ears, I slept a little before being woken up by the wildlife at about 5:00am. I eventually gave up the idea of sleep altogether a bit after 6am with the sound of an ultralight firing up. I set about getting organised and started rigging out of the trailer. Eventually, I managed to get help putting the wings on and filled my new bigger wing bags to achieve maximum take-off weight. After all the setting up in the hot morning conditions with a forecast 41°C, I was not sure I was ready to attempt 750km. The forecast was okay, but not mind blowing, so after the briefing I decided that 600km would be a good stepping-stone to refine my distance flying. I particularly wanted to gain some skill picking the best time to launch, the tactics to use when you are only racing the weather, and concentrating on flying the whole of the convective day.

Graeme Rickert offered a potential 600km FAI triangle with a remote start half way along one leg. It looked okay and lined up with the expected winds for the day, so I set about marking maps and organising a photo declaration board in lieu of owning an IGC approved logger. Good practise for a Barron Hilton Cup entry. I managed to have everything sorted out and ready by about

10:30am but still needed a trip to town for camera batteries and lunch. I had grand plans of taking off at 11:30am but with some last minute chaos and worrying about what other people were doing, I ended up ready to launch by 12:30pm.

The tow straight into five-and-a-half knots was almost disappointing, as I knew that I should have been more organised and launched in the previous hour. I am used to assessing conditions in the hour before starting in the competition tasks, then changing into racing mode for the start gate. This time I climbed up to 5,500ft* above the field, took a photo and was straight into racing mode towards my first turnpoint near Cowra. The leg was slightly downwind and uneventful with fairly consistent five-knot climbs. I was able to settle into the flight by staying in the top third of the sky before I encountered the first of the clouds past Young. At this point I stepped up the pace with better climbs at six to seven-knots and had a good run around the turnpoint, in shade, at nearly 10,000ft agl for the first time in the day. The next turnpoint was Tullibigeal about 200km distant to the west and my lovely cloud cover ran out within 30km of Cowra near Grenfell. I tried to drift high under the last of the clouds not knowing what strength my next thermal might be. The rest of the day would be in blue thermals.

This leg was mostly crosswind and the thermals were a little harder to pick. By only

selecting the best surges to turn in, an average of about five-and-a-half knots was maintained. My course ran directly over Lake Cowal, which is not a lake at this time, just slightly greener fields with a circular border around them. I decided not to divert off track and in fact two of the better six-knot thermals for this leg were found at each side of the lake. Tullibigeal eventually dropped under the nose however it was a lot closer to my nose vertically than I would have liked. Although the thermals on this leg had remained in the five-and-a-half knot range, I was now using more than half the convective height to find the best thermals. The run to Lockhart was more into wind, and I was now slowing down and being less picky about what strength thermals to take. I was now working a band from 2,500 to 6,500ft agl with only about five knots average. Fatigue from the morning activities was becoming a factor and concentration in the unrelenting afternoon sunlight was very difficult. If I had been travelling in a car I would have stopped for a little rest and an ice cream.

A good five-and-a-half knot thermal took me from a low point of 2,500ft agl just north of the Murrumbidgee to 7,500ft giving hope that I could speed up again. This, however, was the start of a steady decrease in height and thermal strength south of the river where I was now settling in for the next 50km to Lockhart in two to three knots and topping out thermals at only 3,000 to

4,000ft. The speed to this point had been a little disappointing at less than 100km/h and realising the next 170km might be pretty slow, I started looking at finish times and whether the task could be completed. I started the day thinking that 110km/h would be a good speed and I would be home by about 6pm. The late start and slower conditions translated to after 7pm, and if the speed got even slower for the last leg then it might be closer to 8pm which was going to be far too late.

After digging out of a low point of 1,200ft agl in three knots and dumping half my water, I decided that I had come this far round the task and I would not give up until I was putting the wheel down to land in a paddock. I kept telling myself this for the next 30km, as I tiptoed between the patches of lift. I was still passing up the rough one-knot surges but I would take the smoother two knots lift. When the lift dropped back below one-and-a-half knots I continued on track pushing in to the 15kt head wind. After another two 1,200ft saves I dumped the last of my water across the circuit area at the Lockhart airstrip, two kilometres short of my turn point. A mental battle was occurring, deciding whether to keep climbing in this thermal drifting away from my silo or take the chance and fly into the turnpoint. When I summoned up enough courage measured by the altimeter, I drove for the silo into the 15kt headwind I had been battling all this leg, before retracing my path through the lift to, thankfully, resume thermalling with the same rate of climb.

Only 110km to go with a tailwind and a start of 5,000ft gave me new resolve. I set off at the staggering cruise speed of 55kt and planned to take everything over one-and-a-half knots to keep high before the Murrumbidgee. This ceased to be a problem as the tailwind helped me cover lots of ground and I found a couple of three-knot thermals to keep me high towards Coolamon. At 5,000ft agl I only needed another 1,500ft to have a final glide. I got 1,000ft but a welcome three-knot thermal soon after provided another 2,000ft and lots of margin that allowed a good fast 80kt run home and a 120kt fly past the clubhouse. As usual a great flight deserves a disgusting landing and I lightly bounced the glider several times up the bitumen centre line, but it did not really matter because I was home safe.

I had flown 612km on my task or 609km as an FAI triangle with an average thermal strength for the first 400km of about five-and-a-half knots and then the last 200km of only three knots. The speed for the task was 94km/h, between 12:30 and 19:10pm. I had

high points of 9,800ft under the clouds and three low points of 1,200ft south of the Murrumbidgee. In hindsight the flight was not technically difficult, even the weak thermals at low level turned into three knots and gave sufficient height to make good progress. I think I managed my water ballast well for the flight keeping as much weight as I could pushing into the headwind in the weakening climbs, then acting like a cork to drift home on the tailwind. The main challenge was having enough preparation before take-off, and having the mental resolve during the flight to keep pushing on and only take the best lift. There was about 50km where outlanding was a real possibility but belief that there is lift better than one knot at 2,500ft led me on to the three-knot thermals that ultimately enabled the successful completion of the task.

The next challenge will be the 750km task, but I will need to sort out my pre-flight preparation and be ready to launch when the lift starts. Next year I will try not to rig on the morning of a long flight in hot conditions. For this year at least I have achieved a memorable goal, and I can start planning next year's tasks.



** All heights listed as agl.*



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BRIGHT TOUR 2004

Lee Scott

YOU'VE HEARD THE SAYING

- YOU SHOULD HAVE BEEN THERE!

IT WAS ONE OF THE MOST PERFECT
WEEKS OF FLYING IN A LONG TIME.

The 13-hour drive from Laurieton to Bright started out well, until the axle came adrift on my paraglider trailer at over 100km/h, two hours north of the Victorian border.

I ended up stuck on the side of the road for three and a half hours in about 40°C heat until a tow truck arrived to assist me to the local NRMA depot to get me mobile again.

We arrived in Bright late Saturday afternoon to be invited to the Australian Paragliding Championships prizegiving ceremony at the Wandie Pub behind Mystic mountain in which I was a sponsor. It's always a treat to see our elite athletes unwind at the end of a comp. Apparently they flew in rough north wind conditions nearly all week, with the largest task being 72km.

First prize was a Garmin GPS; second prize, dinner for two at a Bright restaurant; and third prize was a T-shirt. The guy that won the dinners was leaving that night and was from the UK... he wasn't impressed, but we had a laugh. It was raining all that night during the ceremony and the forecast wasn't looking good. Daryl Beattie, who accompanied me to the ceremony, was saying for sure he was cursed in this sport and he said before leaving, *"Knowing my luck it will rain all week."*

We awoke on the Sunday with a thick overcast sky and wet ground. I opened my room door to see Daryl looking skyward and asked him if that was rain falling down on



Briefing at the Pines

his face. But by 10am it cleared and clouds were moving slow.

We were scheduled to meet Mad Dog Ted Jenkins at the Alpine Paragliding office to sign up with the local club and to obtain information on the do's and don'ts of flying in Bright. Ted, as always, was thorough and entertaining. After our briefing we moved out to the landing area for a familiarisation and then proceeded up to launch. Conditions were ideal, and as the competition had finished, all visiting and local pilots were heading that day to Manilla, so we had the site to ourselves with perfect two to five knot cycles straight up the face.

Out of the 15 pilots on our tour (14 paragliders and one hang glider) we had total pilot airtimes from about four hours to 20 hours, and some hadn't flown for two months

or more, making them a little anxious to say the least. As conditions were perfect we sent the least airtime pilots off to get familiar with the site and the landing area. Most settled quickly into the site's idiosyncrasies.

Each time when I arrived at the landing area there was a mad rush of packing gliders and people fighting to get into my truck to head up the hill. I thought, wow, what a bunch of enthusiastic pilots. But it was later I found out most had trouble adjusting to Ted Jenkins driving style. They exclaimed how amazing it was that Ted, through his X-ray vision, could sense that no trucks or cars were coming from the opposite direction up and down the mountain. Ted was sympathetic, and said if you don't like my driving you can walk! Or something to that effect...

As each day progressed, so did the pilots. Everybody could thermal quite competently without radio instruction within three days. The progression of each pilot exceeded my expectations, and I found it hard to be continually looking up to heights of 6,000 to 9,000ft, looking for my students.

I'd like to mention some of the stand out performers on the tour.

Zarir, from Sydney, accomplished one of the longest flights for the month of February in Bright and consistently flew well each day (he was later nicknamed Zorro, due to his mysterious radio calls and the fact that no one could get his name right!).

Tom Berryman, who after the Eungella trip wasn't sure about this thermalling caper, overcame his fear of the lumps and bumps of thermal flight and excelled each day with good launches and decisions in flight throughout the week.



Happy Flyer



Well-Appointed



Launch from Mystic

Peter Mac, who bounced back literally after doing a 360 degree turn too close to the hill, to show Maderson Ford which way to go.

Daryl Beattie also excelled on his last day (could only make three days) making the most of it to do an out and return of the Wandiligong Valley. I have heard since from Daryl that he recently went a for a ride in Mick Doohan's helicopter to plan his cross-country flight from his home – now that's keen. Daryl also said he doesn't like being out-glided and passed, so has ordered a faster glider so he doesn't feel he's handicapped anymore... Daz, you have only five hours. It was a red one you're after, isn't it Daz?

Towards the last days of the tour we ventured to Mount Emu launch, which is 3,300ft above the landing field and is situated in the stunning Kiewa Valley. We found conditions on the day to be outstanding, to say the least. Jeremy Young, Tom, Marika, John K, Kieran, Zarir and Maderson Ford had the longest flights. Jeremy Y had the biggest collapse of the tour with a 90% asymmetric (remember, counter the turn, pump out the deflation). And everyone was happy to launch from such a beautiful location to look out towards the robust hinterland of the Victorian high country and wide valley below.

Another day was a flight from the Pines, which is a nice unobtrusive site with wide launches and large wide fields below, and stunning scenery looking back to Mount Buffalo. During the week I was asked if we would fly there again, but conditions never prevailed for the site. The day we did fly it was great with nice rides to about 5,000ft, with some pilots doing their first cross-country.

So in total we ended up flying every day and at three different sites. Perfect conditions. I would like to thank everyone who

has participated in these tours thus far, and hope they all feel they have gained greater experience and feel more confident in their personal flying ability. I know from my personal experience that having someone just keeping an eye on you, tuning your flying skills, and helping extend your comfort zone, has actually helped me a lot in my 25 years of flying. I was fortunate enough to have such world class instructors as the Duncan Brothers from Airborne during my first hours, and I see from this how much quicker one can gain a higher skill level with people that can impart years of acquired knowledge and skill.

The camaraderie with these tours is hard to beat, and it makes my job a pleasure to do. I would like to also thank the Alpine Paragliding guys and local Bright pilots for their friendly, welcoming attitudes, and would like to offer the same when they head north to Laurieton.



Bright Ones



Bright Peak



The view from up there...

Rigid Wings and Flex Wings: Differences, limits, opportunities

Christian Ciech

FOR MANY YEARS, RIGID WINGS WERE SEEN ONLY RARELY AT THE POPULAR HANG GLIDING AREAS. BUT TODAY THEY ARE GRADUALLY SHOULDERING IN AMONGST THE FLEX WINGS, INTRODUCING NEW AND INTERESTING IDEAS INTO THE WORLD OF HANG GLIDING. OVER TWO DECADES HAVE GONE BY SINCE THE APPEARANCE OF THE MANTA FLEDGE IN THE 1970'S, A RIGID WING THAT OFFERED EXCELLENT PERFORMANCE AND OPTIMUM STRENGTH. THE FLEDGE WAS USED A GREAT DEAL FOR ACROBATICS, AS A RESULT OF ITS ROBUST STRUCTURE. TODAY'S NEW RIGID WINGS ARE SOARING MACHINES OFFERING A HIGHER PERFORMANCE THAN ANY OTHER TYPE OF HANG GLIDER OR PARAGLIDER, WHILE CONSERVING THOSE CHARACTERISTICS OF PRACTICALITY AND FUNCTIONALITY ESSENTIAL FOR ALL HANG GLIDER AND PARAGLIDER PILOTS.

Personally speaking, the thing I appreciate most of all in a rigid wing hang glider – apart from its unparalleled performance – is the fact that it makes the search for “lines of thermal energy” more important, and more rewarding. By “lines of thermal energy”, I mean the lines along which ascending columns of air develop, enabling the pilot to optimise his speed. Modern rigid wings and the correct exploitation of lines of thermal energy make it possible to perform flights that would have been unthinkable, even just three or four years ago, with any other type of hang glider. In addition, the more efficient the machine that we are using, the lower the effect of our mistakes. I don't

mean just that the better the wing, the easier it is to fly further: that's obvious. What I mean is that, considering an equal period of time, we make less mistakes when we fly with a wing of greater efficiency compared with another of lower performance. As a result, we will be able to fly faster and further, not just because the greater efficiency of the hang glider enables us to, but also because we will have flown better.

A few years ago, during cross-country flights, pilots often deliberately abandoned a promising cloud street when it took them a few kilometres away from their ideal course. Today, that sort of decision would be increasingly disadvantageous. To provide a concrete

example, we can compare two champion wings, a flex wing and a rigid wing.

Let's pick a pilot at random, say... Manfred Ruhmer (four times world champion, etc). With his gleaming new Laminar 07, he flies at 75km/h, or about 20.8m/sec, with a descent rate of two metres per second – you may think that this is over-optimistic, but it's not far off. He flies into a cloud street where the air is rising at one metre per second. This means that his glide ratio doubles – because his descent rate drops to one metre per second from the initial value of two metres per second – from 10.4 to 20.8.

Now, let's consider your brand-new Stratos. At the same speed, your descent rate is 1.5m/sec. To be honest, there's not an enormous difference... but this is just an example! When you enter the same line of rising air, your glide ratio will treble, because your descent rate will be just 0.5m/sec, and your glide ratio increases from 13.9 to 41.7. Never mind, Manfred!

As I mentioned above, I have often decided not to follow a promising cloud street because it would have meant increasing the distance flown. But in recent years, this decision has increasingly proved to be a mistake. It is easier – and far more enjoyable – to look for lines of thermal energy using a high performance wing instead of a lower efficiency craft, because our efforts reap greater rewards.



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Moreover, in a rigid wing, the ease of control, or rather the force necessary for controlling the craft, is virtually independent of the speed at which you fly, and in any case, the force required is very low. All considered, it should come as no surprise that with a rigid wing, you can soar along cloud streets better than any (and I mean any!) flex wing pilot. On a line of thermal energy, you can slow down, keeping the wing at the angle of incidence for maximum efficiency, and maintain perfect control. This is not always possible with a modern flex wing, because when the tension of a variable geometry flex wing is set at its maximum – in order to achieve maximum efficiency – control is harder at lower speeds.

But the flex wing has a few points in its favour:

- *It responds directly and immediately to your commands, and this gives the feel of it being a part of your body.*
- *A flex wing transmits exciting sensations. You feel the air rising faster and faster around you, and you understand the pattern of its movements, metre after metre. From this*

point of view, your sense of feel alone is sufficient to monitor what is going on.

- *And of course, flex wings are a little more practical in terms of transport and assembly, even though there is not much difference.*

At the present moment, limitations on the development of hang gliders depend on a number of factors. Economic factors are probably more significant, in this respect, than structural considerations. The hang glider market is relatively small, and this means that manufacturers cannot invest large sums into research. This sort of investment is costly, particularly in the case of rigid wings. Development continues, of course, but the limited resources available mean that the timescale is longer. Other limiting factors depend on the fact that the glider has to be foot-launched and foot-landed. This calls for airfoil sections that permit flight at very low speeds, which are therefore less efficient at high speeds. For the same reason, gliders cannot be too heavy, and so wingspan and wing loading cannot exceed certain limits. A light structure with a high aspect ratio would be far more costly to build.

I think that the greatest opportunities for development, as regards flex wings, lie in the introduction of certain structural modifications. These would not even require the use of new materials. Such a hypothetically revised structure should ideally offer a different wing-loading distribution, in order to achieve better performance in rising air and in “dolphin flight”.

As regard fixed wings, there is also a lot of room for improvement, but the correct compromise between development and costs has to be identified. Though not a new idea, the market for this type of glider could receive a notable impetus from the production of a machine in which the pilot is enclosed in a profiled cabin. It would have to be highly functional, and not too expensive.

Of course, the optimisation of techniques – and a consequent reduction in costs – for the production of those composite materials increasingly used in hang gliders will also offer a powerful contribution to the development of both categories.



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HORSHAM WEEK 2004

Craig Dilks

IT'S A PILGRIMAGE, OR MAYBE IT'S JUST A HABIT FORMED BY GLIDER PILOTS FOR THE PAST 30 YEARS OR SO TO MAKE THE ANNUAL TRIP TO HORSHAM WEEK.

Forty-five gliders gridded up for the last day

The first Saturday in February is, traditionally, the start of this competition run by the Wimmera Soaring Club. Last year the pilots, as a group, stepped in to have a go at running the event. In 2004 they came back again to do the same, also incorporating the Victorian State Championships.

Pilots, from New South Wales, Victoria, South Australia, the United Kingdom and Europe, competed in four classes – Club, Standard, Racing and Open. A total of 45 gliders were present, ranging from a Boomerang, a PW5 to LS8s and Duo Discus.

DAY 1:

After a long briefing, which normally happens on day one, 35 gliders gridded up on the short strip and waited for the first tug to pull in front. Sports Class led the opening day's flying with a 194km task ahead of them. Standard Class set out on a 222km task, while both 15m and Open Class went out on a 279km task with a 20km AAT. One of the main highlights for the day was Peter Buskens' climb to 12,000ft in his ASW 24, when pushed further north.

DAY 2:

This started with everyone gridding and the commencement of Sports Class launches. After six aerotows a strong 30kt westerly came in which cancelled the day for competition flying. Most of the gliders which were already airborne climbed to 10,000ft, and a few even contacted some weak shear wave.

DAY 2 (ATTEMPT TWO):

In a few words – 'it rained', but strangely enough more gliders turned up, taking the fleet from 38 to 45 in total.

DAY 2 (ATTEMPT THREE):

There's nothing sadder than glider pilots who have to stay on the ground. All around Horsham, in shops, pubs or coffee lounges one would find pilots and their crew looking for something to do to just fill in the time. The rain just had to go away to at least give us one more day of competition.

DAY 2 (ATTEMPT FOUR):

We were told that there might be a window of time to get the task in which was set for Goroke, Dimboola with a 20km AAT around each one. After the morning briefing the day was cancelled due to the fact that the weather was not its best and the task would have been nearly a straight out-and-return with the AAT. Putting 45 gliders into such a tight task had some safety concerns.

DAY 2 (ATTEMPT FIVE):

It was on, day two for real this time, and the first day where the organisers had smiled since Sunday. Forty-five gliders and three towplanes all lined up on the runway was an inspiring sight. When you set yourself up to 7,000ft at the start point, push out towards



Morning briefing



Pilots' meeting at the pie cart



Geelong Puchacz, OWL, providing some shade

Photos: Craig Dilks

the first turnpoint and keep hitting lift, you know it's going to be a good day. And it was, for most. Claire Rudolf in her Libelle did the Sports Class 177km task in two hours to win the day.

DAY 3:

After finally getting day two in everyone was really looking forward to heading out on a task. But it wasn't to be. After launching Tony Tabart in the Janus as a sniffer flight the whole field watched him struggle around for about half-an-hour only reaching a bit over 2,000ft, and not much higher. The day was finally cancelled at 2:30pm because of the low heights. Some pilots took to local flying and late in the day, about 5:30pm, reached 3,500ft.

THE FINAL DAY:

The ones who flew only two days now had to make today's flight to really be counted. In the morning briefing David Wilson gave his met report which showed it was going to be a scorcher – 45°C for Horsham and 48°C in Mildura. The rest of the state was going to be just as hot. At 12:15 all 45 gliders gridded up and waited for the day to

start. At 1:00pm Jeff Vincent went up in his Pik 20 for a sniffer flight. It looked harder than the day before, so David Wilson launched in his ASW24 and confirmed that it was difficult. In the extreme heat, keeping the water up and keeping in the shade was a must. Some clouds slowly marched towards us on the horizon, but not fast enough. The day was cancelled at 2:00pm, making it a non-competition. At 3:30 the conditions arrived and a few pilots had trouble closing canopies through heat expansion. Those pilots who did fly said that the sky was great and the best way to get away from the heat.

The weather is the only thing that we can't control! Although it was not the best, the whole week would not have happened without the following people – Noel Vagg as Contest Director and Jan, who ran the bar; Operations Director was shared between Colin Adams and Colin Gamble; Safety Officer for the week was Joe Luciani; David Wilson kept us up to date with the weather. Bruce Cowin did the scoring, Tony Tabart the tasksetting, and the morning briefing was run by Terry Bellair. And, what would a competition be without Brian Wood as the tugmaster. I'm sure that I have missed some

people who also put in a huge amount of effort so to those, a big thank-you. The host club, the Wimmera Soaring Club, once again ran the kitchen, putting on the high standard meals that they serve every year.

Next year's competition will commence on 5 February. Hope to see you all there.



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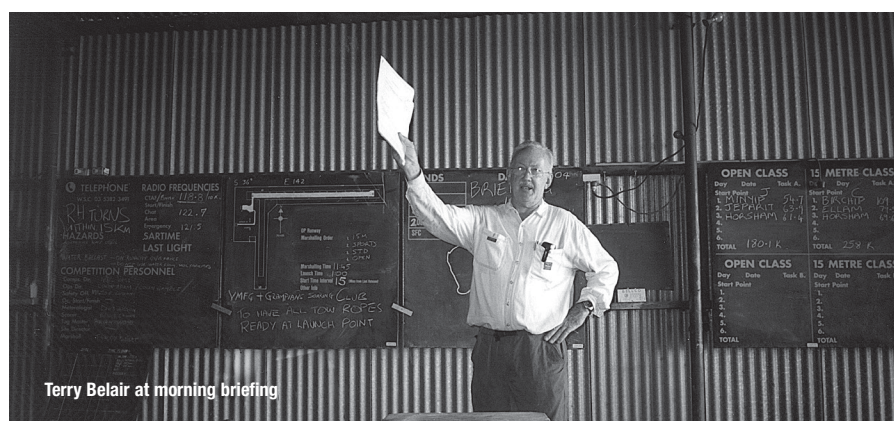
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Terry Bellair at morning briefing

ASAC Response to NPRM NAS Characteristic 29 – Stage 2c

(Dr) RJ Hall – ASAC Airspace Coordinator

ASAC (Australian Sport Aviation Confederation), representing all of Sport Aviation, including the GFA, HGFA, APF and ABF strongly support (without change) the introduction of US CTAF procedures at non-towered aerodromes as part of the NAS and the proposed legislative changes required to implement these changes.

As the NPRM (NPRM 0401 AS) amply demonstrates these changes will improve safety outcomes by addressing the matters of concern regarding operations at MBZ highlighted by ATSB, while introducing flexibility, facilitating VFR operations with no reduction in safety outcomes for IFR operations and still providing CASA with undiminished powers to take appropriate action against any pilot not observing these procedures.

The introduction to the NPRM makes, almost provocatively clear, the significant changes both in actual procedures and safety culture introduced by this proposal. The body of the NPRM then proceeds to demonstrate clearly that the inevitable concerns some will have for these changes are all addressed by the proposal. And further, that the concerns many have had regarding the safety outcomes achieved by MBZ procedures, as highlighted by ATSB, are addressed without reducing the ability of CASA to take action when this is appropriate to ensure these new procedures are followed.

ASAC is aware of the very deeply-held concerns some parts of the Australian aviation industry will have for the replacement of mandatory radio procedures with recommended procedures. ASAC trusts that CASA will resist any attempt to inhibit these important changes by explaining these facts to those who have concerns for these changes.

GENERAL COMMENTS

ASAC believes that the introduction of US CTAF procedures at non-towered aerodromes will achieve significantly improved safety outcomes as a result of the combination of the following factors:

1. *The introduction of a single set of procedures at all non-towered aerodromes will improve compliance, reduce confusion and reduce unnecessary stress at the more busy non-towered aerodromes, concentrating pilot attention on lookout and good airmanship not unfamiliar procedures.*

2. *The change from pilot arranged separation to pilot alert, particularly in the structured environment applying in terminal airspace, will greatly improve situation awareness, especially at airfields with heavier traffic, while reducing radio traffic congestion and the potential for mistakes*

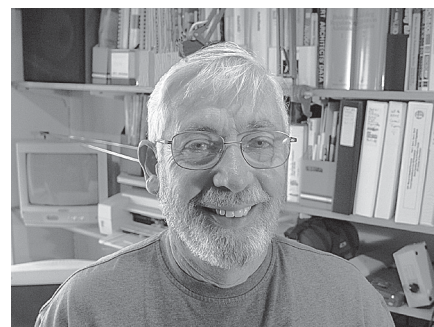
3. *The introduction of US CTAF procedures will remove the causes of the well-documented complacency and dependency on radio arranged separation induced by MBZ procedures (see the ATSB report). This complacency is caused by two factors. Firstly, trust in the “certainty of mandatory procedures” and, secondly, and perhaps more significantly, the strongly-held belief, sponsored by MBZ and other related procedures, that unalerted and, even alerted, see-and-avoid does not work in practice, even in the terminal area.*

Experience at busy non-radio airports (sport aviation and GA) show that both unalerted see-and-avoid and alerted see-and-avoid work much more efficiently in the circuit area than is often accepted. This is not only because of improved pilot alert and knowledge as to where to look provided by standard procedures but also because the improved structure applying in terminal airspace allows a significant reduction in the decision time in the event of a conflict. (Time to detect the fact of a conflict and time to decide what to do about it – see p 19 of the BASI report “Limitations of the See-and-Avoid Principle”) This reduces the minimum time required for collision avoidance which, in turn, drastically improves visual acquisition to approach 100% in most circumstances of relevance in the circuit area.

The very significant improvement in visual acquisition as the minimum time for avoidance reduces is because of the rapid increase in the visual target area as the miss distance decreases. This effect has not been taken into account in calculation of the effectiveness of see-and-avoid in the circuit area – ARM modelling.

This complacency and lack of trust in alerted see-and-avoid, largely sponsored by MBZ procedures, have essentially destroyed the effectiveness of see-and-avoid at our busier non-towered aerodromes (MBZ and busier CTAF) with a consequent reduction in safety outcomes.

4. *There is one exception to the conclusion that see-and-avoid is effective in the terminal area and that is head-to-head conflicts between inbound and outbound aircraft. The NAS*



Bob Hall

procedures correctly highlight this hazard with pilots being advised to take particular care.

Circuit procedures are designed to minimise the likelihood of these conflicts and this is backed by radio alert. Non-radio operations need to take particular care to avoid the likelihood of these conflicts by careful observation of appropriate joining and departure patterns. Pilot T&E needs to highlight this situation.

5. *The replacement of mandatory procedures with recommended procedures removes the need to specify a zone within which these procedures apply. This allows better targeting of protection to actual traffic patterns. This better targeting directly improves safety outcomes but it also reduces the negative effect of restriction on other airspace users. This improves the credibility of the procedures and improves willing compliance further enhancing safety outcomes.*

Targeting of the actual hazard requires the pilot to be aware of the traffic patterns around the particular airport. In some cases this depends on local knowledge. This means that in general, the itinerate pilot is a larger hazard than a local pilot (with local knowledge). This is a well recognised fact in US experience – however itinerate aircraft are much less numerous and the improved outcomes resulting from these flexible procedures in the case of pilots with local knowledge outweighs the small additional hazard created by the very few itinerate aircraft.

6. *There are a number of changes to circuit procedures aimed at segregation of aircraft – especially aircraft with different circuit speeds which enhance safety outcomes. With one exception – straight-in approaches (7 below) – these are not controversial and are supported by ASAC.*

7. *The extension of the right to a straight-in approach to all aircraft and the removal of a mandatory requirement for radio associated with this procedure does introduce some concerns. Clearly, it is not intended that this procedure become the norm. This matter is of no direct concern to sport aviation as sport aircraft are well accustomed to the need to clear the approach path prior to the turn onto final, looking for aircraft on a longer final than used by sport aircraft. Under these circumstances, aircraft representing a conflict are clearly visible independent of radio alert.*

Overall, these are a package of procedures and approaches which combine to achieve the improved safety outcomes. These cannot be unbundled without destroying part or all of the advantages achieved by these procedures. This view is further developed below.

MANDATORY RADIO OR NOT

The central issue in this debate would seem to be whether to replace mandatory radio procedures at some aerodromes with recommended radio at all aerodromes.

Excluding radio procedures and straight in approaches, the other altered procedures do not seem to be controversial and are at least as good as current procedures and in most cases are arguably better. Clearly these changes should be implemented.

Radio Procedures

There are two aspects to the proposed radio procedures. The first is a change away from self-arranged separation to alerted see-and-avoid depending on much improved situation awareness provided by radio alert. The second is the change from mandatory radio procedures at some airfields to universal recommended radio procedures.

1. Self-arranged separation or improved situation awareness via radio alert

The change from self-arranged separation to alerted see-and-avoid with improved situation awareness is essential. In many cases this has already effectively occurred at the busier non-towered airports. Self-arranged separation only works when there are only two aircraft in the terminal area. At our busier airports – some of which use CTAF not MBZ procedures (contrary to the theoretical situation assumed in the NPRM) – it is not uncommon for there to be three or more aircraft in the circuit.

If an attempt is made to use self-arranged separation under these circumstances the common outcome is as follows – much of the available radio time is used while the first two aircraft arrange separation. The other pilots then have a choice, either to break the law and remain quiet and simply avoid the first two aircraft or to call and make it clear that the laboriously negotiated self-separation already achieved is invalid with no time to arrange separation of three or more aircraft. The former is most common and is most practical but is obviously undesirable. Firstly, it means that pilots are routinely breaking the law and secondly, it results in poor situation awareness and any error in the communication between the first two pilots leaves all aircraft exposed to an unalerted see-and-avoid situation where pilots do NOT expect another aircraft.

At first sight some might think this changed approach is not controversial – however it is every bit as big a culture change for some of our pilots as the change to recommended procedures, as it depends on an acceptance of the effectiveness of alerted see-and-avoid in terminal airspace.

Nevertheless, as international experience shows and current experience in Australia confirms, we have no choice at the more busy airfields. The last thing we need in such a circuit is an IFR pilot who expects that everyone should get out of his/her way while he/she comes in and departs. This attitude is not as uncommon as some might think and it derives from a total lack of confidence in alerted see-and-avoid in the terminal area. A view fostered by current MBZ procedures.

This change in culture is essential to improving our safety outcomes to reach international best practice. Without it we will continue to lag behind – depending on our very low traffic density for the only moderate safety outcomes we currently achieve.

2. Mandatory or Recommended Radio Procedures

There are two issues here. Firstly, the central issue of the failure to use alerted see-and-avoid because of lack of confidence in the outcome and, secondly, the effect of mandatory procedures on the scope and flexibility of radio procedures allowing these to target the actual hazard under individual circumstances.

It is perhaps most illustrative to look at the consequences of mandating radio procedures.

If radio procedures are to be mandated then it is essential to define:

1. At which airports these mandatory procedures apply

Australia is dotted with strips at which recommended radio procedures using the multicom frequency apply. It is clearly impractical to mandate radio usage at all these airfields. Every aircraft would always be within 10nm of an airfield with no way of knowing where the inbound and outbound traffic would be – if it existed.

2. Where at (how close to) affected airports these procedures apply

This requires specification of the zone where calls are to be mandated. Depending on the size of these zones, these will either not include all the areas of significant hazard in many important cases or these zones will be excessively restrictive on other airspace users and the airspace design too complex for all – as the LLAMP project proved.

3. And which calls are to be mandated.

It is impractical to mandate all recommended calls. Selecting some and not others will reduce flexibility and reduce situation

awareness and lead to attempts to return to self-arranged separation.

Whatever choices we make, in today's culture, pilots will assume that only those rules which are mandated are "important" and the rest are not essential. Any attempt to mandate some radio procedures will simply perpetuate the current approach.

The basic problem is that either we achieve the change to recommended procedures placing the primary responsibility for safe operation in the hands of the pilot or we do not. We cannot go half way. Either we attempt to devise an adequate set of mandatory rules or we provide a flexible set of recommended procedures and rely on pilot responsibility and good airmanship.

MANDATORY RULES OR PILOT EDUCATION AND RESPONSIBILITY

The issue is – can we devise a set of mandatory rules which will create a safe system and does this result in the best safety outcomes. Or, is it better to devise a set of recommendation combined with pilot education and make it clear that the primary responsibility for safe outcomes sits with the pilot in command.

Over the last 20 or so years safety systems in essentially all industries have changed from a dependency on centralised regulation based on the assumption that it is possible to devise a set of mandatory rules which will ensure safety to a system based on operator education and responsibility. I will not debate this change here – but suffice to say this change is now essentially universal because it delivers much-improved safety outcomes.

This proposed change is in this category. I hear many pilots say – "this will not work in Australia, I would operate well under these circumstance but most or many will not." If the Australian general aviation industry is as irresponsible as this then we should address this serious deficiency. We will not be able to produce anything but a very mediocre outcome unless we do.

Operations at the busier CTAF aerodromes involving sport aviation pilots and GA pilots, many of whom are low hours' pilots, have evolved procedures including non-radio operations which are essentially the same as the proposed US CTAF procedures achieving very high levels of compliance and excellent safety outcomes.

Mandatory rules make the regulator feel good – pilot education and pilot responsibility achieves good safety outcomes.



WHAT A WEEKEND!

Hugh Alexander



Andy Phillips and Jo Cooper (ooh, they love a mention) rang and asked if I would like to fly at Berrigan on the weekend with them, Noel Beard and John Duffield. After swapping a shift at work for the Sunday, a reservation was made at the Kilarney swamp shearers huts.

Meeting Andy and Jo at Yarra Glen, we travelled up towards Berrigan. Just before arriving they happened to mention that a mossie net was a necessity: *"Cos the mozzies've got teeth like that"* (for those of you who know Monty Python's Holy Grail). As it happened, a simple bag jammed against the crack under the door solved the problem. Anyhow to flying matters...

The Saturday morning brought a northerly wind that moved around to the south-west eventually. The heat in the paddock was fatiguing. Jo didn't have the energy to take off so decided to pack up instead. After breaking two weak links I scratched out of the paddock in a dribbly thermal, and once at 2,000ft there was no turning back. Eventually I arrived at Urana, approximately 50km north-east of the paddock. There is an interesting phenomenon in this area due to the centre point spray irrigation, where the crops are watered from a central point. This gives circles of different colours scattered in groups around the countryside.



OVER THE LAST FEW YEARS I'VE WANTED TO ACHIEVE A FEW HANG GLIDING GOALS. ONE OF THESE WAS TO FLY 100KM INLAND. I SAY INLAND, AS WHEN I WENT ON A 'ROHAN' TRIP TO EUCLA, A FLIGHT OF 226KM WAS HAD IN FIVE HOURS ON THE AUSSIE BIGHT. MY BEST EFFORT INLAND, HOWEVER, ONLY AMOUNTED TO 70KM.

As the day went on base lifted from 4,500ft to 6,500ft, to 8,000ft, to 10,000ft, and higher. What a sensation. I transmitted over the radio my position and height to John, Jo and Andy who were chasing. Then a Strange Thing happened: as I approached Lockhart (our goal) cloudbase lifted even further. Noel announced on the radio that he was east of Lockhart and that the thermal he was in felt like it would probably go to 11,500ft (though of course he stopped at 10,000ft). I kept circling in mine too, which felt like it would've gone to about 13,000ft, where my fingers would've felt numb and my face cold (lucky I stopped at 10,000ft). Anyhow, we decided on a new goal, an intersection approx 30km north. Flying there, there was still lots of lift, and I arrived at 10,000ft.

Noel landed after Andy placed a windsock in a paddock. My fingers began to burn as they thawed out around 8,500ft. I decided to go on towards Narrandera and landed into a westerly wind, perspiration drenching my flight suit and helmet. A flight of four hours, 148km, and my highest height – almost three personal bests in one flight.

We ate at a pub in Narrandera after waiting a tad more than an hour for the food, then headed back to camp near on two hours south. The beds seemed somewhat softer that night.

On opening my eyes Sunday morning I cast a weary gaze towards the windsock out on the tank stand: east at about 5-10kt. Then after a shower it was showing east north-east. And then after breakfast north-west. I changed the batteries in the GPS and tweaked the harness... west. *"Let's wait and see what's happening in the paddock,"* Noel quipped. After some hang procrastination, the new east-west strip was decided upon. During the 30-40 minutes to set up, the clear sky had developed cu's in the north and west and eventually overhead. We could see overdevelopment and rain squalls approaching. The wind picked up. I towed up first. It was bloody hot. The weak link broke once, then I released accidentally while trying to correct from a gust. *"That's it, I've had enough – I'm packing up!"* After some words of encouragement from Jo, I decided to give it one more go.

The next tow Jo took it pretty easy, 150psi max. Though conditions on the ground were gusty and turbulent, the ride above 100ft was smooth. I pinged off at 1,065ft, four turns in patchy lift, and I'd drifted back out of the paddock, just maintaining. *"If this is what it's going to be like, I've had enough,"* I thought to myself. *"How much can a koala bear?"* I pulled on the VG and headed back to land



on a rollercoaster ride. At 500ft the vario started again: 200-300 up and more consistent than before. I gave it a few turns and got back to 1,000ft, so I stuck with it. Up to 2,500ft and I knew it was too late to turn back, as I'd drifted off the farm property. At 3,000ft the thermal smoothed out and became a constant 1,000ft/min up, for a ride to 10,000ft. I thought it was time to turn east and hopefully outrun the rain that was approaching from the west and north. As the curtains of rain hit the ground it created a wave of dust from the dry earth that was forced up to 600ft into the air. On with the VG, drop the head down, pull in the bar and think 'pointy'. I crossed Mulwala Road heading east and still going up with a ground speed of 115km/h – what a buzz. At one point I did 30km at speed and went up about 1,000ft – unbelievable.

The goal for the day was Holbrook, 125km east. I ended up deciding to land 20km short at a smallish town. Approaching the chosen paddock and down to 500ft, the trees on the south side began to shake aggressively. It looked like a nasty thermal coming through so I chose to ride it up to 1,500ft. When the trees calmed I went back to land. The wind had picked up. At five foot the glider pitched left due to turbulence and began to slip sideways. "Oh bugger! This is going to hurt." I could see myself lying in the paddock with two broken downtubes. I pulled in the bar hard and corrected to the right as far as possible. The glider straightened up and I managed to pull off a flare. Wow, I pulled that out of some orifice. The sweat began to bucket from the pores of my skin, as I struggled to turn the glider and work my way towards the fence line.

After packing up the farmer arrived.

"Sorry about landing in your paddock."

"Did you get blown off course?" he asked.

"No, I meant to land here. I flew from Berrigan."

"Strewth!"

He then pointed to the electric fence wire and said with a country drawl, "Watch out mate, that's hot!"

I asked where I was and he told me Culcairn.

I walked a kilometre into town and had a beer at the pub.

Andy and Jo picked me up an hour later and we motored the four and a half hours home.

What a weekend!



All photos: Hugh flying at Rainbow in Queensland

Photos: Curtis Greenwood

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MY DIRTY LITTLE SECRET

(Confessions of a newly bi-wingual pilot)

Enda Murphy



I'VE NEVER BEEN ONE FOR CONFESSIONS, BUT AS YOU CAN SEE FROM THE PICTURE I'VE GOT A FAIR BIT OF EXPLAINING TO DO... SO RATHER THAN HAVING ANY FRIENDS 'OUT' ME, I THOUGHT I'D BETTER TELL THE STORY ON MY OWN TERMS.

For those of you who don't know me, my name is Enda Murphy and I have been a very active and fairly successful competition paraglider pilot for the last 10 years. In fact, most pilots who know me would say I'm one of the more militant paraglider pilots on the hill. But recently, I've decided to spread my wings (pardon the pun) a little further. The main reason for this is simply observing the amazing performance available in the latest generation hang gliders – this was made blatantly clear whilst flying at this year's Canungra Paragliding Comp where Little Jon flew most of the tasks with us in his Litespeed. Even when flying with VG fully off and the bar pushed out as far as he could, he was still gliding more efficiently than us.

What also sparked my interest was an article in *Soaring Australia* where I read about the top pilots in the sailplane/gliding competition scene. These pilots expect to get to goal every day – and do! It's only time which decides the day's rankings. This holds true, although to a slightly lesser extent, in

hang gliding comps also. I suppose the older I get, the less appealing the idea of landing out gets!

So after mulling these things over for a few weeks, I decided to give my old instructor, Tony Armstrong from HangGlideOz, a call. Tony had taught me to fly paragliders 10 years ago. I wanted to get the ball rolling, but his reply of "See you on the training hill at nine o'clock tomorrow," caught me a bit off-guard. Ha! Things were happening a bit faster than I thought! I had to make a few phone calls to my paragliding mates the next night... most of which started with the words, "I've got a dirty little secret..."

The training with Tony and Greg went really well – thanks guys. The paragliding background of course helps with the assessment of weather and conditions, but the actual flying of the craft is very different. So far the "dreaded landings" have been a breeze. While soaring, I am still quite careful as naturally I don't feel as confident of climbing or positioning myself exactly where I want. Obviously I have enjoyed the experience, since I am now the proud owner

of a Moyes Sonic and Contour harness.

It's quite interesting after landing to hear what different people have to say. The hangies generally come up and say "Woah... so how much better is it flying a hang glider?" To which I generally reply, "Oh, it's good... it's different, but not better or worse." Meanwhile, the paraglider pilots usually say, "Hey, Murph! What are you doing flying that thing?" To which I reply, "Oh, you know... just trying something different!"

I can't recommend highly enough to expand your flying experiences in more directions as it literally sparks up your enthusiasm again. You really get back that raw motivation to try and grab a fly and develop your skills all over again.

So that's my story so far. I know myself pretty well, and so by next year I am hoping to be carving up the sky in a Litespeed and thinking about entering my first hangie comp. I'll give a progress report in a few months. Until then, see you in the sky – I'll either be under my stiffy or my floppy!

A CLASSIC CORRYONG DAY

Phil Lewis

THE DAY HAD ALL THE MAKINGS OF A CLASSIC CORRYONG DAY: A SKY LITTERED WITH PUFFS OF WHITE CLOUD WHICH, BY LUNCHTIME, WERE ALREADY BEGINNING TO LINE UP. THIS WAS THE DAY WE'D BEEN WAITING FOR ALL WEEK. NOW, THE COMP WAS OVER, PILOTS PACKED AND LEAVING. MINE WAS THE ONLY GLIDER ON LAUNCH, AND THE CYCLES WERE BEGINNING TO COME UP THE FACE.

As I stepped up to launch the wind came over the back. But this was Corryong, and Corryong always comes on. (How many times in the last week had I repeated that mantra to myself, only to have to pack up on launch because the winds came on too strong?) By 1:00pm though, the cycles were pumping and I was set to go, already thinking in terms of the 8,000ft thermals I'd flown in the day before.

Good run, smooth take off, out into buoyant air. Not much lift in front of launch, so I floated (yes, I fly a Fun) round to the hot rocks. And there it was. Yes! I counted – one, two, three – then initiated my turn.

Suddenly there was a mad slapping sound. My old Fun has got a bit loose around the edges over the years, but this was something else. My first thought was that all the battens had fallen out and the whole wing had collapsed. But how could it have? And anyway, I was still in the air, flying, wasn't I? But the glider was flying like a truck, and I couldn't for the life of me get it to turn.

"What the...!" I thought, and looked along the wing. My bemusement was mirrored in the beady eye of Madame Elliott, lodged between the top wire and the leading edge. I think she must have struck just as I initiated my turn, and got caught up in the top wire. (Maybe I should have bought that topless glider after all...)

Well, there she was. For those of you who haven't tried, it's quite difficult flying with an eagle wedged in your wing. I'm sure Madame Elliott was having related thoughts. The eagle flapped madly, and I tried shaking her loose with some wobbles of the A-frame. Turning was still tricky, but I managed to get myself pointing away from the side of the hill. Eventually the eagle tumbled free and swooped away, leaving me low over the last ridge, with a long glide out to the bomb-out.

As I limped out to land I could see the yellow windsock pointed firmly in my direction. The ripples on the dams confirmed the wind, as did the streamers when I spotted them. I set up my landing, remembering Queensland Shannon's dictum for landing at Corryong: check which way the wind is blowing with as many indicators as possible, then land in the opposite direction. Right on cue, the wind turned at the last moment and I was faced with a last minute turn or a downwind landing. Aaaahh!

Safely down, I checked the windsock once again: it was once more pointing straight at the hill. I wondered for a moment whether the wind really had switched on me, then shrugged. This was Corryong. Of course it had.

I inspected the eagle's damage to my glider: three long tears in the leading edge, and a couple of smaller rips. A bit of stickyback

would fix that in no time. Overhead the clouds were still puffing and active, and cloudbase seemed higher than ever. So much for my classic Corryong day, I thought, and began the long pack-up process. Maybe tomorrow.

I looked up to see a man walking across the paddock towards me. An inquisitive local with a few questions, I thought.

"Looks like you need one of these," he said, handing me a cold beer. Ah, Corryong. Who'd fly anywhere else?



Towing with UFOs in Hay

Jiri Stipek



Australian Team for Norway Prepares

David Wilson

THE THIRD WORLD CLUB CLASS GLIDING CHAMPIONSHIPS IS TO BE HELD AT ELVERUM, NORWAY, IN JUNE THIS YEAR. AUSTRALIA HAS ENTERED A TEAM OF THREE PILOTS, CHOSEN AFTER THE AUSTRALIAN CLUB CLASS NATIONALS AT WAIKERIE LAST JANUARY. THE TEAM CONSISTS OF PETER BUSKENS FROM BACCHUS MARSH (BEAUFORT GLIDING CLUB), TERRY CUBLEY, FROM BACCHUS MARSH (GEELONG GLIDING CLUB) AND PHIL RITCHIE FROM ADELAIDE (ADELAIDE SOARING CLUB). DAVID WILSON FROM THE VICTORIAN MOTORLESS FLIGHT GROUP (ALSO BACCHUS MARSH), HAS BEEN APPOINTED TEAM MANAGER/COACH.

The team is hiring Standard Cirrus gliders, and have all been practising hard in similar gliders here. We have a big advantage over our northern hemisphere rivals in that our weather is still suitable for gliding, whereas they are just coming out of the grip of winter. Elverum is 61 degrees north of the



Peter Buskens – Team Pilot

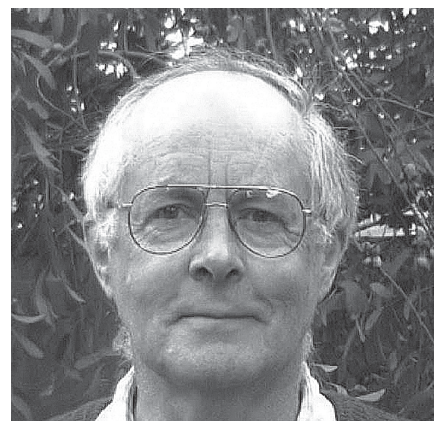


Terry Cubley – Team Pilot

equator, so in June the angle of the sun to the horizon at midday will be about the same as it is in southern Australia in mid-March. We might expect that our gliding conditions in March will not be too different from their mid-summer conditions, except that the sun will get up much earlier and set much later in Norway in June.

The task area in Norway was covered by glaciers in the last ice age, which ground down the high mountains, leaving a landscape with many mountains, though not much higher than the Victorian Alps. Our team has decided to practise flying in the Alps, and the weekend of 21 and 22 March provided perfect conditions. The team (excluding Phil who could not make it) assembled at Benalla, where local expert on mountain flying Charles Day joined them to provide advice and fly with them. Your correspondent tagged along in his ASW24, and as a concession to the lower performances of the Cirruses flew without water ballast.

The Friday night temperature trace indicated good conditions for Saturday, with thermals up to 7,000ft over the plains, cumulus clouds with bases around 7,000ft, and a start at about 1:00pm. Charles suggested that a flight into Mt Buffalo then on to Dartmouth dam and return would be a good introduction. Those of you who are familiar with the country will know that a



David Wilson – Team Manager/Coach for Norway

large part of this route is over tree-covered mountains, with only a few cleared patches. Charles talked about the outlanding options, and also described how lift usually occurred over the highest ridges, with no lift being found in the valleys in between.

Flying gliders over this country is initially quite daunting, but with someone to lead, it becomes evident that gliders can quite safely cross quite extensive mountainous areas. The gliders can go where no power plane could go safely, because with their gliding ability, the landing options can be in a valley perhaps 30km away. At one point in the flight, Charles pointed out that there was a nice landing strip at Mitta Mitta, which would not be visible as we approached because it was in a valley behind a hill. The best thermals were, as Charles had predicted, above the ridges, with long glides across valleys like the Kiewa valley. The cloudbase over the mountains was 9,000ft, quite a bit higher than in the plains, which is quite typical.

The forecast for Sunday was not as optimistic. An early start was predicted, with thermals from about 11am, some cumulus early but burning off to blue conditions later, with maximum height of thermals above the plains about 5,500ft. A task was set into the foothills to Cheshunt, and then north to Corowa and back to Benalla via Dookie. The team set off to practice team flying along this course, and on arrival at Cheshunt found that the thermals over the ridges had cloudbase at nearly 7,000ft. They decided to practice some more mountain flying by going round the southern end of the Buffalo plateau to Porepunkah. Flying across the last valley from Mt Emu to Mt Buffalo was daunting since the mountain wall was higher than the horizon, but there was lift close to the wall, and a track around the southern side led to thermals over the ridge running south from the Horn. It was then possible to fly over the top of the Buffalo plateau, only perhaps 1,500ft above the ground, with clouds and thermals quite



Dartmouth Dam and surrounding countryside (with a few reflections in the canopy)

Photos: David Wilson

close together. On emerging back over the flatter country to the north-west, we were surprised to find the sky filled with paragliders, all heading west along the valley from Buffalo towards Wangaratta. There must have been at least 20 of them, spread over a distance of about 15km. The team added Peechelba East to our list of turning points, then went north to Corowa, back to Dookie and finished the day by completing the task at about 6:00pm. Conditions on the plains were mostly blue, particularly later in the day as the sun's heat weakened.

The team felt that the two-day mountain flying practice was very worthwhile and extend thanks to Charles Day for his wise words and example.



“Meetings Bloody Meetings” – a line from an old John Cleese training video on how not to run a meeting

Ralph Henderson

PERSONALLY I'D RATHER BE GLIDING, BUT LIKE ALL SPORTS AND ORGANISATIONS WE SEEM TO NEED MEETINGS FROM TIME TO TIME. WE OFTEN TALK ABOUT ONE OF THE REASONS FOR THE MEMBERSHIP DECLINE BEING THE BUSY PACE OF MODERN LIFE AND THAT PEOPLE JUST DON'T HAVE THE FREE TIME THEY USED TO HAVE. WHILE THEY DON'T HAVE TIME TO FLY, THEY ALSO DON'T HAVE TIME TO ATTEND MEETINGS, ESPECIALLY WHEN THEY COULD BE GLIDING INSTEAD.

So as we must look for better ways to package gliding so that it is accessible to more people, we must also make our meetings more time-efficient and effective if we expect people to participate in these forums. Over recent years there have been giant advances in communication technology, yet our meeting procedures have not advanced at a similar place.

Cast your mind back to bygone days, I will use 1949 as a suitable date. Back then the available means of communication were face-to-face, telephone and letter. Today the world is very different for many of us. We have progressed through fax machines to emails, websites, text messages and conference calls, but do we make best use of these new communication mediums?

Consider the age-old meeting procedure of reporting. Back in 1949 this was an acceptable means of communication. A committee member presented a verbal report at a meeting to inform all the other committee members of what was going on. What were the alternatives for sharing information? Make a phone call to each committee member or write a letter, have it typed, copied on a Gestetner and mailed out. I don't think so. Verbal reporting at a meeting was really quite efficient back then.

What can we do today to share information? We can tap out a report on the keyboard and email it to 10 or 100 people at the press of the send key. If we want it to go to more people we can put it on a website where it can be accessed by any number of

people who can then be involved and have their say if they want to. In this way people can read the reports at a time that suits them and have time to think about the important issues.

Of course, committees have more roles than just receiving reports: well they should have anyway. They should make decisions, and discuss critical and controversial issues that can only be dealt with face-to-face. If the background information has been shared before the meeting, well-informed decisions can be made and valuable time used wisely. The meeting time can be also be used to share other information that is perhaps better not written down.

Let's spend less time meeting and more time gliding and having fun.



Tasksetting for the Dalby Nationals

Ralph Henderson

ORGANISING FOR THE NATIONALS IS PROGRESSING WELL WITH THE MAJOR ACHIEVEMENT OF THE LAST MONTH BEING THE SIGNING OF OUR FIRST SPONSOR. WE ARE WORKING ON OTHER SPONSORS AND SEE THIS AS A KEY TACTIC IN DELIVERING A WELL-ORGANISED COMPETITION AT A REASONABLE COST.

One of the regular topics of discussion at competitions is what type of task to set. We have used assigned area tasks (AATs) successfully in Queensland for some time. One of our objectives for the Dalby nationals is to attract more competitors, including those with less competitive aircraft, and we see AATs as one way of doing this.

As there still seems to be some uncertainty among pilots about the advantages of AATs, it seemed sensible to have some debate here on the pages of Soaring Australia, before the competition begins.

Some people seem to think that AATs are only for days when storms could knock out a turnpoint, but the advantages are much greater than this.

What do we want out of our competition flying? There are many ways of expressing it but it can be summarised as making best use of the day, flying as far and as fast as we can given the weather on the day, and getting home so we can enjoy talking about the day in the bar!

In days gone by the met people and the tasksetters shouldered all this responsibility. The pilots then just went where they were told to go. Sometimes the tasksetters got it right and were popular that night in the bar. On other days they got it wrong, and calls of 'hang the tasksetter' were heard.

The met people and tasksetters set the tasks early in the morning, typically around 8:00am. To think that these learned people could accurately predict what the soaring conditions would be across the entire task area for the whole day was wishful thinking. It is some measure of their skill that they get it right as often as they do.

Fortunately we have evolved to AATs and here are some of the advantages over conventional speed tasks.

Allows for variations in the weather from the forecast

AATs mean that imprecision in the weather forecasting can be accommodated. We have all flown on days that didn't come up to expectations and we all flew around the task until late in the day when we all landed out. Similarly on an under-set day, we have raced around a task at record speeds, tied down our gliders in mid-afternoon and sat in the bar wondering how much further we could have flown if only we were still airborne. With an AAT, if the day is better than forecast we fly further, if it is not as good, we fly a shorter task, simple!

Allows pilots to spend more time flying in the good air

Pilots can choose which parts of the sky they will fly in most. Some days are very consistent over a wide area, others are not. Again, the tasksetters can't always know this hours in advance. AATs allow the pilots to make these decisions during the day, when they get there and so determine where to fly.

Reduces congestion and gagging

The incidence of gagging seems to be reduced. It is possible to fly all day and only see one or two other gliders. There is no congestion around turnpoints.

Requires more tactical thinking and decisionmaking by pilots

Pilots have to think about, and decide about, how to make best use of the day, rather than leave it all to the tasksetters. Surely this is a skill all pilots should have.

Enables pilots to avoid overdeveloped areas and notorious sinkholes

Thunderstorms are often seen as one of the key reasons for AATs and this is true. In the event of a thunderstorm over a turnpoint the task can still be completed. Equally, known

sinkholes, which we still get tasked to, can be avoided.

Makes it easier for slower pilots

AATs are better suited to pilots flying less competitive aircraft and pilots who are off the pace. They can still complete the task and get home at a reasonable time and avoid outlanding most of the time. This is important in this time of encouraging more pilots to enter.

Replicates what we do in club flying

On normal club cross-country days the slower pilots are encouraged to come along, knowing full well that they will not be able to keep up with the hotshots. What they do is cut the corners and meet up with the hotshots on the next leg. AATs just formalise this process.

Allows pilots to fly off-track

If a novice pilots wants to avoid gaggles he or she can go off track and fly his or her own race. With a conventional task there is a clear penalty for going off track and avoiding other gliders.

Organisation is easier

From an organisers' point of view, you know when most pilots will be home. Most will want to finish a little over, but close to, the required time. Having recorded the start times, it is easy to predict the likely finish times. Organisers do not have to wait hours for the last finisher to struggle home. The organisers like a cold beer at the end of the day too!

There may be other good reasons for AATs. Equally there will be some who disagree with the above reasoning. I look forward to reading your views in future editions. I can be contacted by email at <rhenderson@austarmetro.com.au>.



Geelong Gliding Club – 75 Years On and Time to Party

Celebrations to mark the 75th anniversary of the club's foundation in Geelong are being planned for Saturday, 7 August at the Bacchus Marsh Airfield – the club's base for the last 40 or more years.

The club would like to gather as many of its previously owned gliders as possible and have them fly on that weekend. Winch and aerotow launching should be available. Similarly, a display including photographs, videos, and memorabilia will be mounted. Anyone having, or knowing of, any items that should be featured is invited to bring them to the attention of the club.

Members past and present and friends of the club should have a great time celebrating at the dinner to be held on the Saturday evening. Accommodation is available in the clubhouse but is quite limited and should be pre-booked.

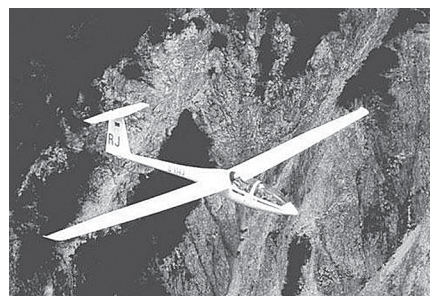
Enquiries, offers of memorabilia or to bring gliders, and requests to purchase tickets for the dinner should be directed to the club secretary Kevin McGowan. Phone 03-9338 5925 or 0407 527 185, write to PO Box 197, Bacchus Marsh 3340, or email <secretary@gliding-in-melbourne.org>.

Please get in early to avoid disappointment, especially if contemplating an overnight stay in the clubhouse.

News from DG and AMS

DG Flugzeugbau recently announced a new version of the DG-808 18m self-launcher. Designated the DG-808xB the all-up weight will be increased to 600kg. This new version is aimed at the high end competition pilot. The DG-808B will still be available as will the DG-808S pure sailplane.

AMS Flight have announced that under a new agreement with DG Flugzeugbau they will market the DG-505 Elan Orion and Elan



Trainer that they have previously built for DG. AMS have reduced the list prices for both versions. The DG303 Elan is also built and marketed by AMS. The self-launching DG-505MB will still be sold by DG.

The LS8 will go back into production at DG's Bruchsal facility after a protracted legal battle.



VALE – JOHN LILLY 1920-2003

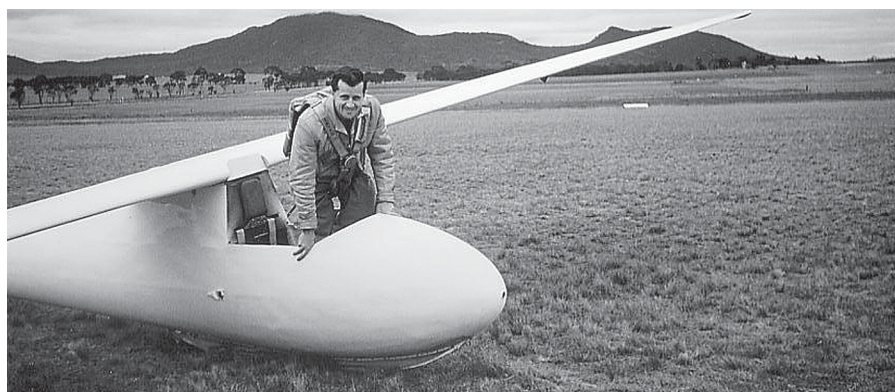
Alan Patching

JOHN LILLY WAS A GENUINE PIONEER OF GLIDING IN AUSTRALIA, STARTING WITH THE WA FLYING CLUB AT WEST SUBIACO, PERTH IN 1934. THEY BUILT, FLEW, PRANGED AND REPAIRED THEIR GLIDERS JUST AS EVERY OTHER EARLY GLIDER PILOT, BECOMING PROFICIENT IN ALL AREAS.

He joined the RAAF in 1941, going first to England then to Egypt. Unfortunately his plane was shot down into the sea off Malta with John being badly injured. This affected his health for the remainder of his life.

After the war he studied architecture at the University of Melbourne and went on to become a talented architect, winning many awards. John was a stalwart member of the VMFG and was active in the airworthiness side of the club at Berwick. He was also a member of the LO150 syndicate. The LO150 at that time was the highest performance glider in the country and had been used by the previous owner, Tony Goodhart, to set a world record in Australia which stood for many years.

John's artistic ability resulted in him being appointed Graphic Designer for the GFA where he created, amongst other things, the GFA logo and tie. He also designed a number of outstanding trophies



John Lilly with the LO/150 high performance German sailplane, Ararat, Victoria, in 1959. This sailplane held the world speed record for a 300km triangular course in 1956, flown by Lieutenant Tony Goodhart of the Royal Navy Fleet Air Arm. The aircraft was later purchased by an Australian syndicate of pilots and flown for many years before being wrecked in a fatal accident in the late 60s.

for both the VSA and VMFG, which take pride of place in the winners' homes. There are many buildings around Melbourne which he designed, including members' homes and the gliding clubhouse at Bacchus Marsh airfield which he also helped build.

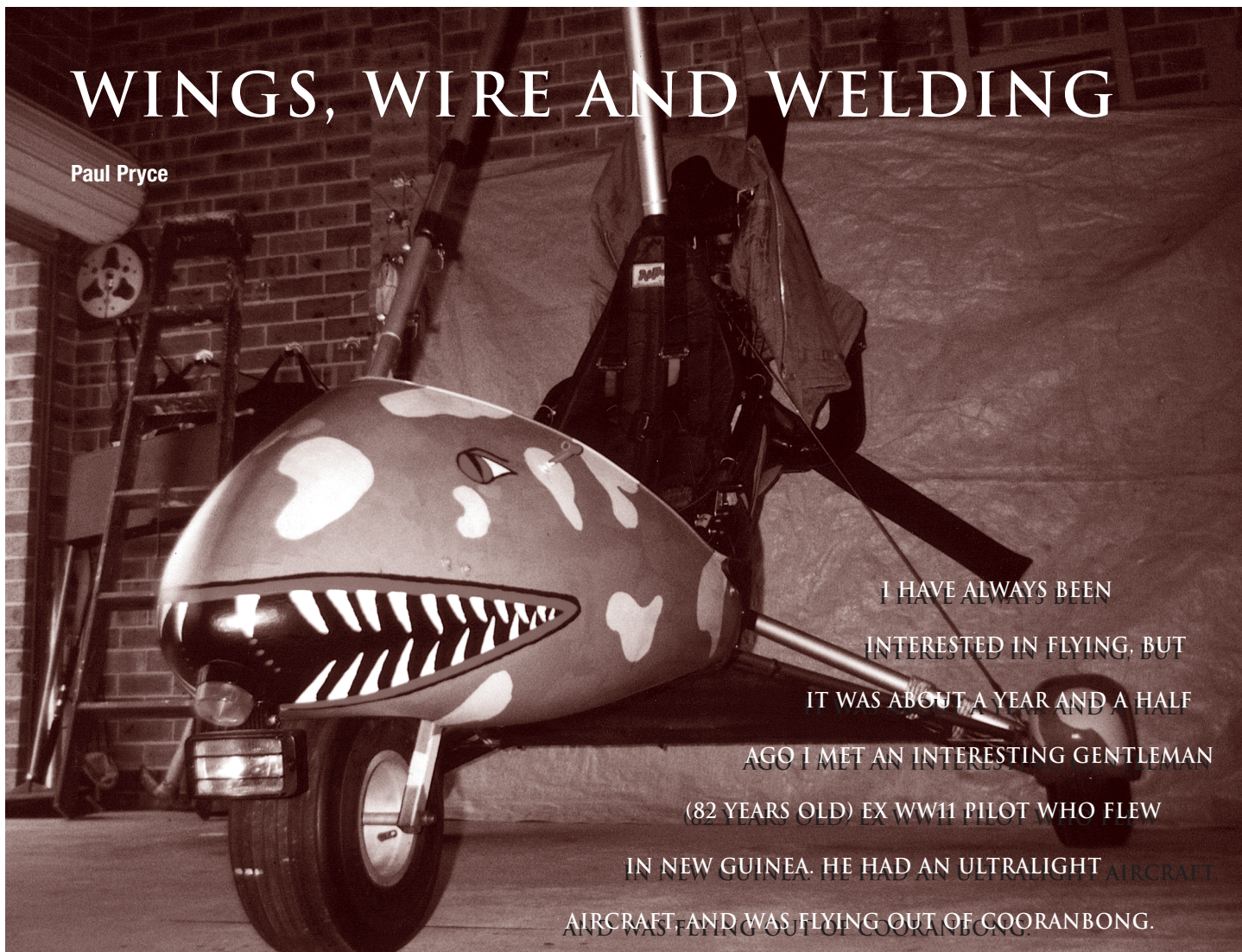
John was appointed Airworthiness Officer for the GFA at Essendon and held

this position for some years until he retired to Perth in 1987. A large gathering, consisting of family, work associates and gliding friends, attended a commemorative service at Bacchus Marsh on 28 February, following which his ashes were scattered over the airfield.



WINGS, WIRE AND WELDING

Paul Pryce



I HAVE ALWAYS BEEN
INTERESTED IN FLYING, BUT
IT WAS ABOUT A YEAR AND A HALF
AGO I MET AN INTERESTING GENTLEMAN
(82 YEARS OLD) EX WW11 PILOT WHO FLEW
IN NEW GUINEA. HE HAD AN ULTRALIGHT AIRCRAFT
AND WAS FLYING OUT OF COORANBONG.

Paint job

One thing led to another and I went for a flight with him. After landing and getting some information on ultralight aircraft someone asked me, "Have you ever been up in a trike?"

"No," I said, "but I'm interested."

So I made some inquiries and went to the Airborne factory in Redhead where I made contact with Colin Evans CFI for

Joyflights Australia Pty Ltd. I arranged my first Trial Introductory Flight, turned up at Rutherford Airport bright and early, went through the necessary safety procedures, got strapped in and we were off. After about an hour and a half of flying around the Hunter Valley, I was hooked. I had to learn to fly a trike! I signed on the dotted line, joined the HGFA and started my flight training.

As things progressed with my flying the next step was to think about buying a trike. I looked through the ads and wound up taking the wife and kids for a two day sojourn to Victoria to buy an Airborne Edge trike (thanks Chrisso, from Joyflights Australia, for the lend of your trailer). I returned home, aircraft in tow, and garaged it to work on at my leisure.

With the trike I also got a frame that went on the back of a Hilux utility. Only problem, I don't have a Hilux. I do, however, have a 7x4 box trailer. So, with a bit of modification to the frame (a fair bit of grinding, welding and painting) I have made a reliable carrier that will carry any of the Airborne range of aircraft. To make life easier I have mounted a small boat winch at the front of the trailer and I simply winch the aircraft on backwards, up the ramps and onto the tray. There is no lifting involved and to get the aircraft off, just reverse the procedure. The advantage of winching the aircraft on backwards is that the weight of the motor is closer to the drawbar and it tows well.

To carry the wing I have welded some hollow section to the frame, and the wing



Add ramps



Edge on trailer, prior to painting



Packed up and ready to go

carriers slip inside it and bolt on. The whole lot can then be carried by any vehicle (no need for roof racks).

Also, there is no need to have a second trailer to carry the trike. I just remove the frame, put it aside, and I've got the trailer for other uses.

Well, in amongst all this trailer modification, I looked at my aircraft (then a non-descript white) and thought, it needs a bit of doing up. I've seen trikes of different colours, but I thought, why not do something different? So it was off to the hardware store (paint department, of course). Thus armed

with the appropriate colours, I repainted the whole trike.

You can make your own decisions as to the paint job; some people like it, others not so much (the wife thinks it's a hideous flying contraption), and others nearly fall out of their cars as they go past – I can see them saying, "*What the heck is that?*"

Anyway, the trike flies well. I have a Wizard 11 wing on, and I stay WELL away from the local RAAF airbase.

I must thank Colin Evans and Chrisso, from Joyflights Australia Pty Ltd, for their excellent tuition. I went solo not so long ago, and what a great feeling that was.

But as always with aviation, there is always more to do, as this is only the start of a learning curve.

So next time you see a trike pilot at an airfield, grass strip, on the beach, or in a paddock, ask him or her about the joys of flying a microlight aircraft.

Get out there, dare to be a bit different, but most of all, safe flying.



Author's note: If anyone would like a material list and plans for the box trailer frame, please contact me at <pryce1@idm.net.au> (I'll be back from overseas in July).



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Wanaka Paragliding Festival, New Zealand

John Chapman

IN JANUARY THIS YEAR A GOOD REPRESENTATION OF AUSSIES MADE THEIR WAY TO NEW ZEALAND FOR THE WANAKA PARAGLIDING FESTIVAL. NOT AS MUCH FLYING AS WE'D LIKE; OUT OF 14 COMPETITION DAYS WE FLEW ONLY FIVE (TWO DAYS FROM FIVE FOR THE FUN COMP, AND THREE FROM NINE FOR THE NATIONALS). BUT THE WINDY CONDITIONS MEANT WE GOT TO SEE A LOT MORE OF NEW ZEALAND – GLACIERS, FORESTS (TREES ARE A BIT OF A RARITY OVER THERE), KEAS, WHITE WATER, ROCK CLIMBING, ETC.

Photos: Debbie Maher



Take off

There was certainly plenty to do. We were camped out near Wanaka, and our one concession to luxury was a near new Prado four-wheel-drive – the rental was as much as our airfares, but because of the wind we got plenty of use out of it.

Each day was from Treble Cone, which is quite a site. Launching at over 5,000ft with real mountains around and snow in January is a thrill after the little hills around Oz. No trees to get in the way; just lay out on the tussock grass wherever you like and go. In fact one pilot got dumped back onto a hill at about 6,000ft a few kilometres along the range, got sorted and relaunched.

I got lucky on the first day of the fun comp. The task was “fly around that corner



Spot the New Zealander!



Debbie over goal

Left: Fox Glacier



Treblecone Valley



and then go as far as you can.” I bombed on my first fly and got back up as quickly as possible. The re-fly looked like it was heading the same way with a long scratch low, but eventually I got up and managed to follow Jocky Sanderson’s cross-country clinic across the valley and then headed out past Wanaka. I got a good climb near the Cardrona range and was away downwind. I made 49km, which, based on only two days flying, was enough to win the comp.

All the flights from Treble Cone depended on being able to cross the first valley and then find a climb on a big slope with a sometimes strong valley wind across it. Many pilots went down trying to scratch upwind to get around the corner, but if you did get the climb it was worth it – the view was great!

First task of the Nationals I landed 400m from goal after 46km. After a slow flight around three turnpoints I was on the last climb when I realised

I only had 20 minutes left to land by time. I tried to get as high as possible, but with the last 10 minutes went on a glide into the ground, arriving just short! Landed with two minutes still on the clock. But I wasn’t the nearest to miss; there were three pilots between me and goal, one with a gash in his leg after flying straight into the ground trying to get as close as possible and straight through a barb wire fence – that’s keen!

Debbie Maher made her first paraglider goal that day (also on a Gradient), arriving at 6,000ft and then flying around for another hour or so (I don’t think she’s really serious about this competition thing...)

The guys and girls there made a huge effort to make us welcome and have a successful competition. There were really great prizes (I came away with a new GPS), BBQs and good organisation. It was a great trip.



John ready to fly

Soaring Calendar

AUSTRALIA

Inglewood May Weekend

30 April – 3 May 2004

Inglewood, QLD. The Inglewood and District Historical Society is organising this flying weekend for microlights and hang gliders. Available will be: canteen, organised fuel runs, hot showers, toilets, mown airstrip, entertainment, bowling and the usual Lions BBQ. For accommodation ring: Inglewood Motel (07 46521377), Olympic Motel (07 46521333), Commercial Hotel (07 46521357). For the Historical Society ring: Alex and Deanne Selle (07 46521402).

Gliding Queensland

(Formerly the Queensland Soaring Association)

Annual General Meeting and Club Development Seminar

Sunday 23 May 2004

The AGM and Annual Club Development Seminar of Gliding Queensland will be held on Sunday 23rd May 2004 commencing at 9.00 am at the Royal Queensland Aero Club, Archerfield Airport. All members of Queensland and Northern New South Wales gliding clubs are welcome to attend. For further information please contact Ralph Henderson: PO Box 322, Brisbane Albert Street BC QLD 4002 Email <rhenderson@austarmetro.com.au>, Fax: 07 32277676; Ph: 07 38436178 (h); Mobile 0409 596579.

The Great Flight North II

Mid-September – mid-October 2004

Sydney to Cape York. About 10 years ago my wife and I organised a large group flight of trikes (now microlights) from Sydney International Airport to Cape York, travelling up the east coast while raising money for "Kids with Cancer". It was a great success. Afterwards we wrote a series of articles for Skysailor (as it was called then). We are planning to do it all again and are inviting those interested the opportunity to join us. Applicants would require about 4 to 5 weeks of free time (from approx mid September through to mid October). The main aim of the flight is to raise money for young kids with cancer, so you must be willing and able to do this. Numbers will be limited, so first in best dressed. It will be called "The Great Flight North II" and will truly be an adventure of a lifetime, not to be missed. For further details please contact: Luke Carmody, CFI Skywise Microlights, email <skywise_microlights@yahoo.com>, phone 02 98734770 (between 10am and 4pm).

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].

Narrowmone Cup Week

20-27 November 2004

Enquiries to Beryl Hartley, ph: 02 6889 2733; email <hartley@avionics.com.au>.

Gulgong Classic 2004

22-27 November 2004

Gulgong, NSW. Comp to be held in the same format as previous two years. This year will be a six day event. Your \$350 entry fee includes competition entry, T-shirt, presentation dinner, airstrip usage fees and hangarage and all tows on competition days (pay per tow on practice day). Strictly limited to 50 aerotow rated entrants. (The NHGC will be holding an aerotow weekend on the Queen's birthday at Gulgong, so if you need to get a rating come along.) Due to the complexity and cost of organising tugs, a late fee of \$50 will be imposed for entries received after 30 September. Enquiries to <fly@gulgongclassic.com> or phone 02 49423131 or 0412 423133. Comp details, on line info and rego available at [www.gulgongclassic.com]. Comp factors are: AA or A grade (AA applied for but not yet allocated), 5km, 70km, 10% GPS mandatory, virtual starts and goals.

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>.

Corryong Cup 2005

9-15 January 2005

Corryong, VIC. Registration and practice day 8th, comp start 9th with registration in the morning. Come to the best FUN comp of the year. Mt Elliot, Corryong, is one of the most reliable and spectacular flying sights in the Eastern highlands. It's a hill launch set at the base of the Australian Alps on the border between Vic and NSW. Tasks are generally between 50-100km, with up to 4 turnpoints set to make pickups easy. This year the comp will again be scored on a handicap basis according to glider type and flying experience, so everyone who enters has a chance of taking out the top prizes. This year prizes will be awarded for the first three positions as well as a prize for the best placed veteran and most improved new comer to competitions. Also, the first placed team will receive the Corryong mugs. Day

prizes given out each day. You must have an intermediate rating (preferably with inland experience), UHF radio and parachute. Camera optional (data back not required); this year scoring will be with GPS or camera, whichever you prefer. This is still the cheapest comp in the HG calendar at only \$100 if you register before 30 Nov 2004 (\$130 thereafter). Cheques made out to Blue Mountains Hang Gliding Club. Included in this fee is comp entry, T-shirt, film for turnpoints, colour topo map of the area and a presentation dinner. Places are limited so don't miss out. Register now with: The Blue Mountains Hang Gliding Club, Steve Bell, PO Box 110 Woonona, NSW 2517. Ph: 0412 686812 or email <spbell@1earth.net>.

OVERSEAS

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>.

Brazil Tour

2004

Brazil. Come and fly the Brazilian Nationals! Jonny Durand Jnr and Phil Pritchard had such an awesome time flying there in the 2003 Worlds, they're going back and are taking anyone who wants to have the flying safari of a lifetime. This is an opportunity to fly with some of the world's best, honing your cross-country skills, leaving you with memories that will last forever. For more details contact Phil Pritchard on 0418 761193 or <Pritch@winshop.com.au>, or visit [www.ecn.net.au/~jay/jjj] for full details and pictures!

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).

The Warwick State Championships from a Junior's Perspective

Anne-Maree Dearden

IT WAS MY PRIVILEGE TO RECEIVE A GENEROUS GRANT FROM THE QUEENSLAND SOARING ASSOCIATION (QSA) TO COMPETE IN THE WARWICK STATE CHAMPIONSHIPS IN 2003. THIS WAS A UNIQUE EXPERIENCE AS EACH DAY I WAS TO FLY WITH THE HIGHLY-EXPERIENCED NATIONAL AND INTERNATIONAL PILOTS THAT MANY OF US LOOK UP TO FOR INSPIRATION AND MOTIVATION.



Anne-Maree Dearden

The grant was given to me as a junior glider pilot wanting further coaching on cross-country techniques and competition flying. The following pilots offered to give up a flying day to assist me in these areas of importance... Andrew Georgenson, Tom and Kerry Claffey and Peter and Lisa Trotter.

The first day of competition was not the best way to start with an outlanding first up. This was a learning experience that I will never forget.

Day two gave me the exciting pleasure of flying with Andrew Georgenson. Our task was Massie Airfield, Pittsworth, Tipton, Millmerran and the return to Massie Airfield with a time limit of two hours and 30 minutes. With good weather and a highly-experienced pilot to learn from we finished the task 10 minutes over time, with a placing of seventh for the day and 893 points.

I learnt so much in such a short period of time. Searching the air was a big part of the day. This usually meant, slowing down and feeling the air and the bumps that occurred under either wing. If a bump under the left wing was felt the pilot should turn toward the left direction to feel the air further until the thermal can be found, and vice versa with the right wing. This was a great experience for me, however, feeling the air successfully was sometimes a difficult task as my predictions were not always correct. Another concept was veering off course slightly...

if the sky permitted this. It is not always better to fly straight toward the turnpoint. Sometimes you have to imagine a football in front on course and veer off accordingly to the left or right, in the better part of the sky to achieve maximum lift.

As it had rained on day three, I was unable to fly with Peter Trotter. This was a great disappointment and I hope I will have the pleasure of flying with him in the future.

It rained again on day four. I was looking forward to flying with Lisa Trotter as she is a highly experience female glider pilot. She decided not to waste the day but, with assistance from Kerry Claffey, to teach me some theory about competition flying and the basic stages that are experienced during a competition day. The information gained from these ladies was invaluable and I am grateful for all the knowledge that was passed on.

STAGE ONE: FLIGHT PLANNING

It is imperative that you write all the information for the flight down on a piece of paper and on your map. This information is usually wind directions and strengths, radio frequencies throughout the day, start points, task time, marshalling and where the finish line is situated. From this information, thermal strengths, speed to fly and time allocation for each legs are to be thought through. It is also important to

note if the wether conditions may change during the day, for example: if there is a sea-breeze expected in the afternoon, it will usually be a short task, or a short day. All these factors have to be taken into consideration before leaving the ground.

STAGE TWO: LAUNCH STAGE

Make sure that all equipment needed has been placed in the glider, especially your logger, water, food, plumbing, task and maps. These are the essentials with extras depending on the individual. It was recommended that the glider be placed mid-field of the grid to ensure that there would be thermal markers already up there and that there was enough time to wander around the sky and feel what the day was doing. Safety is a major issue throughout the flight, however, on launch there are still many things to look out for, these being, rope breaks, pulling the bung, paddock options, other traffic in circuit and also in gaggles nearby. It is vital that a great lookout is used frequently.

STAGE THREE: PRE-START

After releasing, make sure that a climb has been established. Sort yourself out for the day and relax. In this first climb mental notes of thermal strength, thermal structure (where the thermal is in regard to the cloud... up-wind, west side, etc, or ground

feature), review the speed to fly and also review the start time according to the best part of the day should be made. Climb to the top of the thermal, review start points again and head toward the one chosen. Decide on the track that will be taken and follow it a little. However, make sure that you stay high and don't get carried away before the start gate opens. Use other gliders, watch them and stay higher than them – this will help you have a good beginning to the flight.

STAGE FOUR: ON TRACK

When on track, keep your eye out for thermal markers (other gliders) ahead as well as clouds, ridgelines, paddocks and other thermal triggers. Make sure that you are concentrating on the task, wind, speed and lookout. If you find that you are losing focus have a drink and something to eat, like fruit. If it is an Assigned Area Task (AAT), leave your options open. Go deeper into the first leg as the other legs can always be cut short. This theory depends on the wind direction and the strength of the day. When joining a thermal, make sure that you look for other gliders joining the same thermal, especially at the same height and the gliders that were initially in the thermal. Scanning here is very important.

STAGE FIVE: FINAL GLIDE AND FINISH

When on final glide there are many factors to consider. Firstly, review the wind direction and strength again, this will help determine the speed to fly. Secondly, assess the day; decide if the day has changed and if a gear change is necessary. Thirdly, when you have reached 25km out, change to CTAF, look and listen for other traffic as they could also be on final glide. Fourthly, don't change the flight plan if the day has not changed, for example, if you have been getting six to eight knots all day, don't stop for three knots... keep going, assume that the conditions are the same as they have been all day. Lastly, give a 10km call, find the airfield and continue to assess the angle of the strip. If there is excess height, convert the height into speed. If the angle is looking flat, convert your speed into height. Don't forget to dump your water, this will depend on the pilot and aircraft, but this usually happens near the 10km call. After all of this, you should begin to plan the finish and landing.

STAGE SIX: FINISH, CIRCUIT AND LANDING

Once the finish line has confirmed 'good finish', pull-up and put down the undercarriage. Check the wind direction and runway being used. Give a down wind call, listen for other traffic and communicate when necessary. On approach, make sure you are concentrating, especially after a long tiring flight.

Land the aircraft and pull it off the strip as quickly as possible. By doing this, it will clear the airfield for incoming traffic.

Day five was a washout and a flight with Tom Claffey was missed.

Due to minimal days of flying, I was unable to fly with Kerry Claffey. Hopefully, in the future, I will get the chance

to fly with her. Michael O'Brien who offered his expertise for the next two days took Kerry's place.

I must thank QSA again for the fantastic support that was given to me and to the Queensland juniors. I also would like to thank the pilots who gave up a competition day to coach on cross-country techniques and competition flying. This invaluable knowledge has helped me enormously and hopefully, this article will help other pilots within the gliding community improve their techniques and preparation for competition and cross-country flying.



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THE TIGER MOTH AND THE DRAGONFLY (A tale for younger pilots)

Geoff Hastwell

FOR THE REAL ANNE AND FOR THE REAL MAX. AND EVEN THOUGH
THERE IS NO 'REAL' SALLY, THIS STORY IS FOR ALL THE GIRLS LIKE HER.

Whacko-the-diddle-oh! We were in the air again. High, high up, criss-crossing the bright blue sky way above the city. With Max on my controls it was just magic – brilliant! Together we dived and looped and rolled and spun, flinging ourselves through space.

I'm a Tiger Moth, an older type of aeroplane with two sets of wings, and was I ever lucky! Not only did I belong to a good pilot and friend in old Max, but I had also enjoyed a long flying life. Airmen like Max looked after me carefully, making sure I stayed robust and happy. Less fortunate flying cousins had accidents, or were neglected and declared unsafe to operate.

One day however, Max opened the hangar door as usual, but made no attempt to shift the chocks from under my wheels or to check my engine. Instead he stood by my wing, patting its fabric absently.

"Sorry, ol' fella," he said, "looks like the end of the line. Doc says me heart's not up to the mark anymore.... Hmmmm."

Max cast his sad gaze along my fuselage, slowly shaking his head. "Stone the crows, if I can't fly you, sport, I'll find someone who can. Though they'll have to give you some tender loving care, take my word for it!"

But would anyone in this fast-paced, impatient world have the time for an old Tiger Moth...? I doubted it.

Still Max advertised, and not long afterwards rushed into my hangar grinning broadly beneath his peaked cap. "Great news, Terry!" he said. "Someone called Anne rang. She's from a gliding club. Reckons they need a tow-plane to launch their gliders – that you'll be just the shot! And guess what? She'd like me to come up and do your ground maintenance. You're stuck with me for a while yet!"

In no time at all Max and I were well out of the city, looking over a large paddock with buildings clustered in one corner. This was the Kitchener Gliding Club, and we

were pleased as punch that it seemed tidy and well looked after.

Then I had a rude shock. Club members opened the doors of a hangar, which I guessed would be my new home. But what was that slender shape already there? I was soon told. "So you're the new towplane?" the slender shape sniffed. "I normally don't mix with 'stink-wings', but they've given me no choice. Thank goodness I don't need a smelly old engine – I glide through the sky.... I'm a Dragonfly glider, and my name is Danielle."

"P-leased to meet you. My name's Terry," I replied, though I wasn't so sure about being pleased!

Danielle may have been snobby about her sleek white fibreglass body and long, slim wings, but that didn't stop me giving her the best launches I could. I quickly got used to having a glider attached to a towrope on the end of my tail, and tingled with pleasure when my new pilots said how well I flew. I wouldn't let Danielle spoil things, no fear!

Meanwhile, in the workshop with Max, I met Anne and her daughter Sally. Unlike Danielle, Sally was very interested in me, and offered to help Max with my maintenance. I was delighted to hear Sally's polite questions about how I worked, and equally delighted to see Max taking her into his confidence. Sally told Max she was learning to fly gliders, even though only 15-years-old. Best of all, Sally had none of Danielle's prejudice against engine-powered aircraft – I never heard her use that nasty term 'stink-wing' to describe me.

"You've got a whole world ahead, Sal," Max said to her one day in the workshop, "and I reckon you'll do you and your mum proud." I agreed!

As summer approached and the days grew warmer, more and more pilots came to the club to fly. By this time I was aware that gliders relied on warm, rising air currents called thermals to stay aloft. After releasing

my towrope, a glider pilot would find a thermal and circle in it; I was amazed at just how quickly gliders could gain height, often much faster than I could climb under full power! Sometimes though, I had the last laugh. A pilot might miss catching a thermal and land in a paddock far from the club. In that case a car pulling a long trailer could be sent to pick up the glider and pilot, or I would be summoned to tow them home by air. On these occasions the glider was very nice to me!

Then came the hottest day that summer, a real scorcher. Many club members got busy polishing gliders and loading items like maps and drinking water. Obviously they were aiming at some long distance 'cross-country' flights. I saw Anne preparing Danielle the Dragonfly, who let it slip that they were hoping to break a distance record. But still Danielle said nothing to me directly, although she knew how vital I was to her success.

Working hard in the heat, my crew and I soon launched all of the gliders, including Danielle and her pilot Anne. After that, I parked by the clubhouse for a much-needed spell. Then, terrible news. A man rushed from the clubhouse, shouting: "There's a bushfire broken out – up north! Looks bad, and heading our way!"

I could do nothing except look on helplessly as men and women dashed to load vehicles with knapsack sprays, shovels and hessian bags before roaring off to fight the fire. I gasped when I saw Sally start to climb into one of the cars. But Mike, the club secretary, stopped her

"Sal," he said, "I can't put you in any danger. Your mum would never forgive me if I did."

"But I can –"

"No, Sally," Mike interrupted. "You'll be more helpful at the club with Max, keeping an eye on things and listening in on the radio for fire updates."

I saw Max join them, saying, "He's right, Sal – we'd just get in the way. Besides, you'll be keeping me company!"

"Thanks, Max," said Mike, as he jumped into the last car racing for the bushfire.

Max and Sally went into the clubhouse and I heard the local radio station switched on. Listening very hard, I could make out reports on the desperate battle my friends and the district CFS crews were waging to control the fire. I hoped no one would be injured – but what a relief that at least Sally and Max were out of danger.

Then, on what must have been the high frequency aircraft radio, I heard Anne!

"Kitchener Base, this is Delta Alpha – do you

read?" Max quickly answered. *"Delta Alpha, Kitchener Base – go ahead."*

"Kitchener – I'm losing height in bad haze. Very poor visibility, and no thermals for the last 20 kilometres. Will outland in the big paddock at Gordon's Corner – repeat, Gordon's Corner. Can a retrieve be organised?"

"Delta Alpha – sorry – all crew fighting the fire. We'll send help as soon as someone's back." Anne sounded concerned. *"Kitchener – preparing to land. Am worried about the fire – flames seem –"* That was the last I heard.

Max called Anne again and again, unsuccessfully. With deadly urgency, he spoke to Sally. *"It's no good, Sal – your mother's too low to make radio contact. Let's check her position."*

Chairs scraped as Sally and Max jumped up to look at the large area map on the clubhouse wall. *"Oh, Max!"* said Sally. *"Gordon's Corner is right in the path of that bushfire – if Mum's near it...!"*

There was a pause. Then Max said, *"Sally, we don't have much choice. I've got to get to your mum – fast. But I can't leave you here with the fire so close. What say you come with Terry and me and – ?"*

I heard quick footsteps, the clubhouse door flew open and Sally was running towards me. She climbed into my front cockpit; now Max, moving as fast as he could, left the clubhouse with two flying helmets and a navigation chart. I quickly realised – with everyone else away, my old friend had made a brave decision. He was going to try to find Anne and Danielle. But was his tired heart 'up to the mark'? I desperately hoped so. And it'd be my job to get us there and back...! I trembled with anticipation as Max bundled a towrope into my rear cockpit, then jogged around to turn my propeller.

"OK, ol' fella," he grunted, *"now, do your stuff!"* And Max swung my prop with all his strength. No worries – my trusty motor kicked, sputtered, then whirled into action. For Max, Sally and Anne, I would fly anywhere!

Max booted away the chocks, clambered into his cockpit and slipped on his flying goggles. Sally had fastened her harness and plugged in her speaking tube. *"Go for it, Max!"* she shouted, as we taxied towards the runway.

Once there, with my nose into wind, the veteran pilot opened my throttle smoothly and firmly, as if he'd never stopped flying me. I responded immediately, and we raced arrow-straight across the grass, faster and faster. I was airborne in seconds, as Max eased back on my control stick to help me climb.

Soon we were well above ground, heading for an eerie orange flickering on the northern horizon. It was the bushfire, and near it – somewhere – Anne and Danielle had come down.

I smelled smoke; suddenly, spark-filled streamers of pungent grey were flowing all around us. Max yelled into his speaking tube: *"Sal, I can see the Coorowie Hills and the creek-bed. Gordon's Corner must be –"*

Then Sally was yelling too. *"Max! Look over to the left – I think it's Mum!"*

I peered as hard as I could. Sally was right. There on the ground a kilometre away lay a white shape. A glider? Immediately, Max banked me towards it and we soon spotted Anne, standing by Danielle and waving both arms madly. Thick smoke clouds blanketed us; greedy red-amber fangs of fire snapped, terrifyingly close. We had minutes to spare!

Max guided me into a tight landing circuit; he gently throttled back, skimmed me over the paddock fence and we bounced down onto rough stubble.

"Thank goodness your mum stayed by the glider!" he shouted to Sally as we taxied towards Anne.

Then we were there. Max pulled my wheel brake fully on, left my engine ticking over and scrambled out of his cockpit. Sally had already reached her mum and was clutching her with all the love she possessed. Poor Anne – she seemed to be at the end of her tether, covered in ash, her eyes red-rimmed and watering.

Max puffed up to them. Anne released Sally and grabbed my old friend as if he might disappear at any moment. *"Max! Sally! How can I ever –? Can we launch in time?"*

"Only one way to find out, eh!" said Max. I was all for that, and I winked encouragingly at Danielle. She didn't look too happy; with her fine white coat all blotchy and blackened, I could understand why.

"Please get us out of this," she whispered.

There wasn't a second to waste. Sally had already grabbed the towrope, attaching one end to my tail hook, the other to Danielle's nose. Anne clicked on her harness and checked that Danielle was ready to launch. As Max climbed back into his cockpit, Sally quickly and carefully fastened Danielle's canopy over her mother, calling, *"Good luck, Mum!"* Then the girl raced back to Max and me, jumped in and connected her straps. Now came the most dangerous part of our escape, and we knew it. For, like all aeroplanes, we would have to take off into wind – directly towards the flames in the scrub ahead! Gently Max eased off my brake and ever so carefully opened my throttle. I crept forward. The bushfire's heat and noise and acrid odour seemed to engulf us. How could we possibly get away?

The towrope tightened. Max, Sally and I saw Danielle's rudder wagging, which was our signal to go. Hunched over my controls and coughing fitfully, Max gradually

increased my revs. We started rolling, with Danielle's wingtip scraping the stubble. The fire and the far fence of the paddock grew larger, began rushing towards us. I saw Danielle's wings level and then she was airborne – but I wasn't lifting at all. Max! What's wrong? I asked. Then I saw – Max had collapsed over the stick! His heart! Now the flames were leaping at us. I heard Sally scream, then she instinctively grabbed my controls and hauled back with all she had. Making a final effort I jumped off the ground and staggered over the fence into a cauldron of heat. Turbulence, foul smoke and clutching fingers of flame enveloped us. For a few horrible seconds I was completely blind. Keep the stick back, Sal, I gasped. Keep it back...!

Then, unbelievably, we were through! The fire and smoke faded behind and I gulped in clear, cool air with every metre of precious altitude. We had escaped... Sally, still clutching the controls, shouted into her speaking tube: *"Max! Please – wake up! WAKE UP!"*

I was overjoyed to hear Max croak: *"Hub...? Wha – What...? Sally!"*

"Max – we're all right! Terry got us out – Mum and Danielle are OK!"

I beamed from wingtip to wingtip as Max said, *"Good on ya, young lady! If you hadn't been..."* Max stopped. He must have realised the awful maybes of a minute earlier.

Then Sally burst in: *"Hey – d'you think you can take over now, Max? I'm not sure how I'd go at landing Terry..."*

"No worries, Sal," he coughed. *"My aircraft – though after what you've just pulled off, landing'd be a piece of cake!"*

Twenty minutes later we circled our familiar paddock and touched down. Max taxied me alongside Danielle, and I smiled as all three pilots almost fell onto the grass. My old friend leaned on my grimy wingtip and grinned: *"Reckon you really came to the party, ol' fella! Thanks!"*

Then he staggered over to Sally and gave her an enormous hug. Anne joined them, and the three sooty scarecrows began a jubilant jig along the runway.

Charging towards us came a dozen club members, cheering, chattering and asking a million questions about the events of that amazing afternoon. Someone called out that the fire was under control, and with our return, everyone was safe. I looked across to Danielle, and she smiled – the loveliest smile I'd ever seen.

"Terry," she said, "I'll never call you a 'stink-wing' again!"



CLUB NEWS

Cairns Hang Gliding Club

The night of Saturday 22nd was overcast, even some spots of rain, but fortunately the next morning looked promising (though not perfect) for our tow training day. Nev, with his all-seeing human and electronic eyes, recorded so much of the training. There he was at each debriefing, *"See how you transferred from the uprights to the basebar?"* he would repeat, as the pilot looked at himself through the viewfinder. What a great educational aid. Bernie was clear and concise on what was to be achieved and how. Camaraderie of us all being in it together was an encouragement to achieve. The atmosphere of acceptance and caring led to the depth so necessary for the one-to-one sharing. All were the richer for it.

After Peter Bolton did the first foot launch for the day, he decided to say up for about three quarters of an hour and have a look around. Others naturally came back quickly – sometimes too quickly! – to add to their tally of tows. Joe achieved three for the day, Mark four, and what of Terry? Somewhat rejuvenated by the sausage rolls he'd shared around, he was quick to respond to a challenge. While we all sheltered from the storm, Bernie had begun to roll up the tow line at the hangar door. *"I'm not finished,"* called Terry. *"Alright,"* replied Bernie, quickly reversing the line. David, ever ready, fired up and we were off



David does the tows, enabling pilots to achieve their tow endorsements



Returning to pick up another glider



Angela came along to "see why Terry always comes home happy and excited. I wanted to learn more what it was all about". Angela got more than she expected!

again. With the wind change, Terry had traversed much of the airport on foot, carrying his glider as well as soaring aloft.

At long last the perfect tow conditions had arrived, right strength wind from straight ahead. But Terry now very wisely decided not to go. Having skillfully handled an aborted tow earlier, the times of glider carrying had had their toll, so he called it a day, with no less than seven tows under his belt.

The whole day was made wonderful with Terry's cheerfulness, David's readiness to fit in, Bernie and Nev's wisdom and maturity, and Mark, Joe and Peter's sharing and achievements.

Lance Keough

Australian Paragliding Centre

Claus Vischler on his Ozone Vulcan won the DHV 2 & Serial Class at the 2004 Australian Paragliding Nationals, Bright. Australian Paragliding Centre team pilot, Ky Wittich, competing for his first competition season and also flying an Ozone Vulcan won the

Intermediate Class and is now the top placed intermediate pilot on the Australian National Ladder. APC team pilot, Craig Donnell, flew his new Nova Radon (DHV2-3) to finish 6th outright and is now ranked 6th on the Australian National ladder. The Australian Paragliding Centre congratulates both pilots on their excellent flying and consistent performance this season.

NEW PRODUCTS

Wonder Stirrup (2 step integrated stirrup)

New from APCO, this small, neat item (pat. pending) is being released for market. This 2 Step Integrated Stirrup is the first of its kind. *It is neat and elegant – top quality as you would expect from APCO. It is universal – can be used on every harness and every glider. It is available from stock and inexpensive. It is unique – using it, none of the accelerated speed range will be lost,*



in contrast to other stirrups available on the market, which always sacrifice some speed range.

It is a simple, easy to install item and will improve your quality of life when paragliding and will also add to safety.

Made from Zicral Aluminium tube, with integrated Stainless Steel wire. Comes complete with rope assembled and clamps for quick attachment. Website: [www.apcoaviation.com].

Anatoly Cohn, APCO Aviation Ltd

Stolen Moments

Stolen Moments is a collection of more than 150 images by celebrated photographer Jérôme Maupoint, published this spring by Cross Country. The book celebrates the art of paragliding in all its wonder, from the privilege of discovering our world's wilder side – in deep among lush mountains or high and dry over endless, arid plains – to the excitement of pulling into high-G aerobatics; from the wordless but knowing exchanges with strangers in far-away lands to the camaraderie of flying and travelling with similarly obsessive souls.

The hardback large format edition features four simple chapters which depict Jerome's work to date, entitled Home, Friends, Travels and Perspectives.

Stolen Moments is a book for the few who already know the joy of free flight, and for the many who are yet to experience it.

Available now, priced at £25/\$45/35Euros, Stolen Moments is out in shops and available to purchase online through

[www.xcshop.com] and [www.stolen-moments.com].

Got Blue Eyes?

If you haven't, then Moyes is able to help you. Moyes is now a distributor of the high quality Blueeye range of flying goggles.

The Blueeyes come in two styles: the Zoo and the Caged. Both goggles offer excellent protection from the elements with the Cage providing a slightly wider lens. With the adjustable strap and the soft Santoprene rubber frame, the goggles provide a comfortable, protective fitting for most pilots.

Both the Blueeye Zoo and Caged come complete with a Rose tinted lens. Other colour lenses include Yellow, Smoke, Clear Blue, and Mirror.

When you purchase a set of goggles, you also get a spare lens of your choice. The impact resistant polycarbonate 100% UVA/UVB lens utilise an FX2 Anti-Fog coating in conjunction with small vents in the frame to ensure fog-free flying.

The Blueeye products are owned, designed and manufactured in Australia, offering an extremely high quality product.

David Seib, Moyes Delta Gliders

FAI NEWS

World Pilot Rankings

Paragliding

After the large number of deleted competitions, there is a strange look to the PG ranking with a poignant tribute to a talented pilot.

Scotty Marion (USA) is in 1st deposes Alex Hofer (SUI) to 2nd. Jean-Marc Caron (FRA) 3rd, Achim Joos (GER) gains 4th. Nikolay Shorokhov (RUS) and Tomas Brauner (CZE rep) and Oystein Walle (NOR) all rise two places to 5th, 6th and 7th while Frank Brown (BRA) falls three. Helmut Eicholzer (AUT) moves up to 9th and Norman Lausch completes the top 10.

In the nations rankings Switzerland maintain their lead, Austria 2nd and South Africa 3rd. There are lots of other movements in the rest of the Nations ranking.

Class 2

The rankings remain the same with Brian Porter (USA) leading Mark Mulholland (USA), Junko Nakamura (JPN) ahead of 4th placed Manfred Ruhmer (AUT).

USA is in the nations top spot, Japan 2nd, Austria 3rd.

Hang Gliding (Class 1)

There is no change to the top 10 individuals or nations rankings.

Manfred Ruhmer (AUT) leads, Betinho Schmitz (BRA) 2nd and Oleg Bondarchuk

(UKR) 3rd.

In the nations rankings, France leads Australia with USA 3rd.

Class 5

David Chaumet (FRA) stays top, Christian Ciech (ITA) 2nd and Johann Posch 3rd. Alessandro Ploner (ITA) 4th but Bruce Barmakian (USA) moves up to 5th, Jim Yocum 6th. Mark Poustinchian (USA) equal 7th with Toni Raumauf (AUT). Manfred Trimmel (AUT) 9th, Ron Gleason (USA) and Hansjoerg Truttmann (SUI) equal 10th.

USA still lead, but Germany takes 2nd from Switzerland.

Paragliding Accuracy

Andy Shaw (GBR) maintains his lead, Matjaz Feraric (SLO) stays 2nd, Matjaz Sluga (SLO) remains 3rd.

In the nations, Slovenia lead, GBR is 2nd and Serbia and Montenegro in 3rd.

Full details for all the above rankings can be found at [www.fai.org/].

World Record Cancellation

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

Claim number: 7890

Sub-class 0-3 (Paragliders) Multiplace

Type of record: Out-and-return distance

Course/location: Soriska Planina (Slovenia)

Performance: 132km

Pilot: Cretnik Damjan (Slovenia)

Crew: Natasa Zvezelj

Paraglider: Sherpa

Date: 22/08/2003

Current record: 129.6km (15/05/2000, Jürgen Stock, Austria)

Reason for cancellation: film used as photographic evidence is cut (Sporting Code section 7, 6.6.3)

World Record Claim Ratification

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

Claim number: 7943

Sub-class 0-3 (Paragliders) Multiplace

Type of record: Straight distance

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

Performance: 299.7km

Pilot: André Luis Grosso Fleury (Brazil)

Crew: Claudia Otilia Guimaraes Ribeiro

Paraglider: Sol Paragliders Kangaroo

Date: 17/10/2003

Previous record: 220.4km (30/11/2000 - Richard Westgate, UK)

FAI congratulates the pilots on their splendid achievement.





Skyclad

Taff (Originally posted online at "Writers Corner" [<http://cybersoapbox.com/>])

15TH NOVEMBER 2003

Decided to start this flying log/diary so I can keep to my plans. I'll write it up as and when I fly, I'm not some sad act who writes up their miserable life each day.

The plans:

Get fit.
Get new girlfriend.
Stop smoking. (Stop smoking dope included.)
Get new car when this one dies.
Fly more. Fly lots more.
Get new job.
Make new mates.

Since the crash that wrote my car off, eight months back, I've been driving this old wreck I picked up for 600 bucks, and it's getting on my nerves. Now I'm over the crash, all I got was a bit of concussion and a write off, I've got to get my act back together. But I'm still paying off the old one, sod insurance companies.

Sod Sarah too; "I'm fed up with you moping about the place with that bloody sad look on yer mush." And off she went, moved in with Darren so I hear.

Gotta' get a new job too. Stacking shelves at Bettaelectric is a pain. If I weren't still paying off the car I'd have jacked it in ages ago.

Need to get fitter too. Sarah was right saying I had let myself go. Fags got to go first, then dope. No worries.

But I got to fly more, it's the only good thing I've got going for me at the mo.

22ND NOVEMBER 2003

Went out today and got a flight in! Brilliant!!!!

Drove up the hill and blagged a lift to the top off some of the boys there. They looked a bit glad to see me, but they didn't ask anything about where I'd been or what had happened. Don't know whether I'm glad about that or not. Seemed odd they didn't ask?

Anyway, I got back into the air first launch, and cruised the hill for half an hour. The rush was amazing, like I'd taken a hit of good grass. It was great to be in the air again, seeing everything so clearly from up here. One of the sky gods again.

Landed, and some of the lads were telling me how well I'd flown, and it was great to see me back. Yeah? And what?

Cut down on the ciggys this week too. Some guys at work were trying to get me out for a smoko. They were hoping I'd fail to stop, be a loser like them. I'll show them.

30TH NOVEMBER 2003

Got out again yesterday, no chance of flying today.

Yesterday I drove myself to the top, didn't bother with trying to get a lift in one of their flash ute's. Of

course this wasn't good enough for them; "You trying to wreck that old heap of yours?" Rick shouted at me.

"Yes!" I told him. He doesn't know it's part of the plan.

Flew for nearly two hours, though I was pushing it a bit towards the end. It picked up a bit, and I had on the speedbar for the last half hour. Still, if you don't push it a bit you never get any better. Warren, the site "safety officer" (fascist), gave me an evil look when I landed, but said nowt.

When I was flying I noticed the order and pattern of the land below me. It's amazing being up there, a real privilege. You can see the true sense of the way things are laid out from on high. You can see what the ground people cannot.

And there is order, it's a tapestry, not random. There is a plan to things, you can see it from up here. I was so enraptured by its beauty. Flying gives me the feeling I am someone. So lucky to be able to do it, must do more.

Work was crap this week. I saw some of the checkout girls talking about me and laughing. Can't wait to get out of the place.

Cut back on the ciggys, only five a day now. But I scored some really nice grass off Ruth next door. I'm rationing myself though. Must keep to the plan.

7TH DECEMBER 2003

All week in work all the sad acts have talked about nothing but bloody Xmas. Some of them had asked what I was doing, checking up on me. "I'll be flying" was all I said. They can't see what I get out of it, never will. It's only for the few I suppose.

Yesterday I got a few short flights in, each one of them a little taste of heaven. I'd been hoping that I'd be able to see the patterns again. Sure enough there they were, the world laid out below me like a map. I looked up at my glider at one point; how could I have forgotten I fly an Atlas?

Atlas, map, and the patterns of the world below, all coming together. Flying is such a buzz, I've decided as of today to stop smoking grass, with of course the knock on bonus that I don't have to mix with scummy drug dealers. Nice.

But the flying, the flying. I must be getting better as I am feeling myself as part of the air more now, the glider seems to fly itself, like it is a part of everything up there. The wind, the land, the sky, and me in between, in and part of it all. I feel ecstatic at times up there, I sometimes forget to watch what I'm doing, fly on auto-pilot. All the better to see what is unfolding above and below, like a revelation of some grand master-plan. God's own master-plan. And flying grants me a god's eye view.

Thank god for flying!

Back to work tomorrow. I hate it, it hates me.

14TH DECEMBER 2003

Nothing at all this weekend, blown out. Stayed in bed most of the weekend.

21ST DECEMBER 2003

Work has been dreadful this week, I must change jobs or just get out of there soon. Full of Xmas shoppers with bloody stupid questions all looking at me as if I'm dirt on their shoes. If only they knew how privileged I am.

Got out yesterday, another day of short flights. But each flight is a blessing. I wanted to write a poem about how all the interconnectedness comes together. Poetry is the only way that ground people have a chance to understand what I see.

I started it.

Today, the air, the sky.

Today the ground: its patterns unfolded to me.

God's grand design below, heavens above.

In the air, the flight.

Above in grace, it unfolded its mystery to me.

My head's too full of the flying to do any more,

I'll do some after the next flight.

Work has been crap all week, people stare.

The flying though was wonderful. When you are in the air you see as a bird sees, you are one of god's winged creatures. When you loosen your mind from the technical bits of flying, let go of control, you suddenly become a real flyer. You shift your weight to control the glider, but there is no glider really, it's just me flying. I feel as if I am in god's hands, his hands hold me up, and I am safe and comforted. I heard god whisper in my ear that he was looking after me.

I should fly naked. "Skyclad" they call it. I should fly Skyclad and feel the true spirit of flight of god in god with god.

24TH DECEMBER 2003

Walked out of work yesterday. Told one fat cow who was giving me gyp that I knew a better way to live, told her that I had something she wanted. The manager came up and tried to make me apologise. I told him I would not, that I had special privileges. He told me to leave, but I was already leaving.

Must fly tomorrow. Skyclad.

25/12/03

The above is a photocopy of the A5 notepad found on Nick B. He was found, naked, on top of Vault Bay Hill in quite bad physical shape, having tried to fly a "paraglider" in unsuitable conditions. He told the officers who brought him into the unit, via casualty, that God would punish them for interfering with his plan.

Initial assessment indicates early onset psychosis, delusional/paranoid.

(Compounded by P.T.S.D. (motor vehicle accident 9/12)/possible substance misuse?)

Commenced on

Solian 200 mg nocte

Largactil 40 mg prn

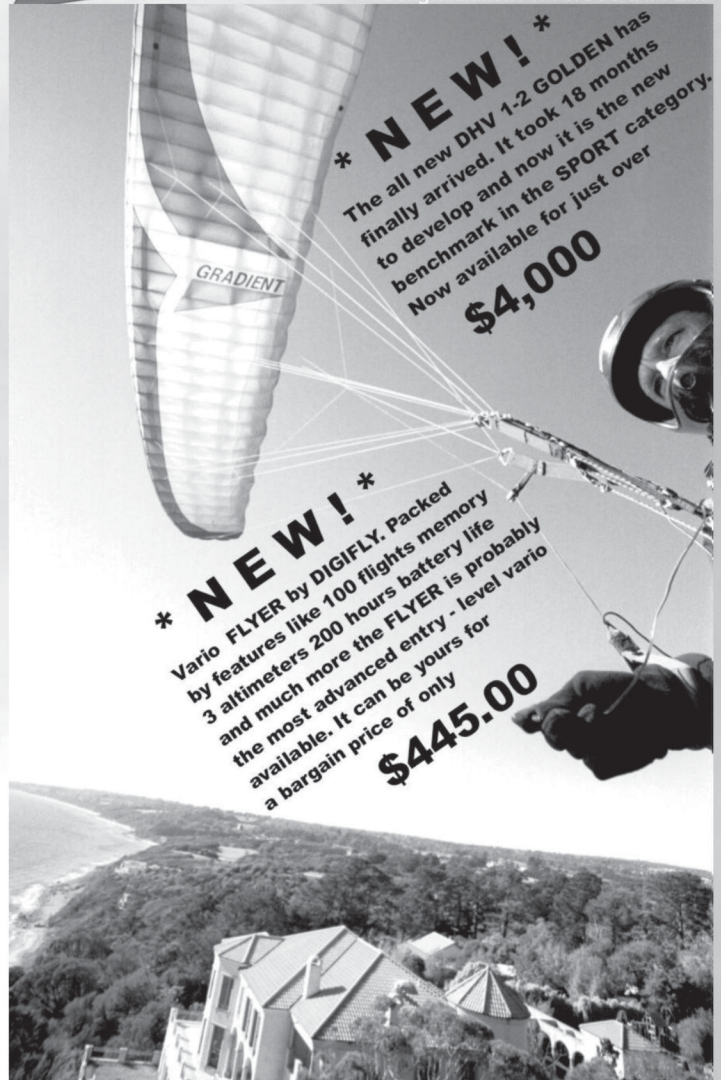
Efexor-XR 225 mg mane

Dr. R. P. Gupta

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ORIGAMI FOR GLIDER PILOTS

David Villiers

EVER SINCE I PRODUCED ONE OF MY FOLDED MAPS ON THE AIRFIELD, I HAVE BEEN ASKED REPEATEDLY HOW I DID IT. MY MAPS ARE FOLDED IN SUCH A WAY THAT THEY OPEN LIKE A BOOK, BUT IN TWO DIRECTIONS: PAGES CAN BE TURNED CONVENTIONALLY EAST TO WEST, BUT CAN ALSO BE TURNED NORTH TO SOUTH. THE RESULT IS A LARGE MAP, FOLDED TO MANAGEABLE PROPORTIONS, BUT STILL EASILY ACCESSIBLE IN FLIGHT, IN A GLIDER COCKPIT, WITH ONE HAND.

I can't claim any credit for the design of the folding system – like many good ideas, it came from someone else. In this case it was a US Army flight safety publication of many years ago, and the “Helicopter Fold” article is one of many I wish I had kept.

Nevertheless, while I no longer have a copy of the article, I do have a map which I folded using the article more than 20 years ago, and following a post-mortem, I was able to reproduce the fold for my gliding maps when I returned to the sport.

A major advantage of the “Helicopter Fold” is that you can use quite a large map, as its folded dimensions will be one-third its unfolded dimensions. As an example, my Bunyan Area map covers the area from the north end of Lake George (35° South) to south of Bombala (37° South) and from the western edge of Lake Eucumbene (148° 30' East) to the coast at Merimbula (150° East) at a scale of 1:250,000. This map consists of the Canberra and Bega sheets of the AUSLIG 1:250,000 series, joined about 18km north of Bunyan Field (all the great battles of military history have been fought at the junction of four map sheets!). Folded, the map measures 290mm long by 180mm wide; that's smaller than an A4 sheet (296mm x 210mm). Image what you could cover with a 1:1,000,000 map!

As the technique is far more easily demonstrated than described, I have broken the process up into a number of separate steps to try to simplify the process.

STEP 1:

Prepare your map. Maps can be obtained from a variety of sources, but to make it easy on yourself, try getting maps which have not been folded. If you roll them for transport, don't leave them rolled. They are much easier to handle if they are flat! In Canberra, a good source of maps is AUSLIG (now known as Geoscience Australia, National

Mapping Division) in Symonston. They have the full range, both folded and flat.

Trim your map to remove the margins, legends, etc. The best way to cut the map is with a straight edge and a sharp blade. If you need to join maps, do it now. It will not be easy – the projections used in cartography rarely result in all the edges of a map being straight lines, so you may have to compromise a little. For instance, the southern edge of the Cootamundra sheet of the AUSLIG 1:250,000 series curves gently to the north in the centre by about 2.5mm. The map to the south (Wagga Wagga) has a straight top (northern) edge.

Any joining should be done with tape or a non-water based glue. Water based glues can cause the wetted area to swell and bubble and makes getting a good, flat join extremely difficult.

Once the maps have been joined, the resultant sheet needs to be trimmed square. That does not mean that all sides have to be an equal length. It does mean that all four corners have to be 90 degrees. The easiest way to do that is by laying the sheet out flat, and measuring the two diagonals. The diagonals of a square sheet will be equal in length. Any sheet made from a single map sheet, or by joining two or more, will not initially be square. (The Cootamundra sheet is not square; the northern edge is about 4mm longer than the southern edge). Again, use a straight edge and blade to trim the map. It is important that these measurements be accurate and that the map be properly square. Any time spent doing this will save a lot of grief later!

Once the map is joined (and any glue dried) and has been cut square, you are almost ready to fold it. However, before you do, if you want to mark up the map, now is the time to do it. It will be much more difficult after the map is folded. Add distance-to-go rings around home, any restricted areas,

favourite tasks, radio frequencies and any other markings you may want. Make them clear and easy to see!

STEP 2:

You are now ready to fold your map. Lay the map out, face up, on a flat surface, with north at the top. I find the dining room table best; it's big enough, flat, and I can get all around it!

You need to make five north-south folds which divide the map into six equal sections from east to west.

The folding needs to be accurate – near enough is NOT good enough. I find it easiest to make the first fold in the middle, bringing the western edge to meet the eastern. If your measurements and cutting have been accurate, these two edges will meet properly, and the two halves of the northern and southern edges will be accurately superimposed. Now measure and mark lightly the positions for the other four folds. I find using the straight edge to make the folds helps keep them accurate and straight. Do not use a blade to score the paper to make folding easier – it does, but it also makes the map fall apart much more quickly!

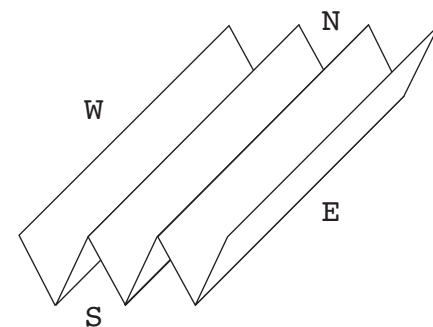
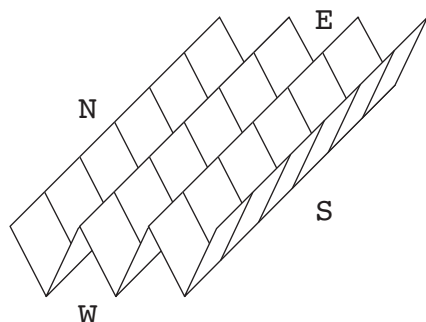


Figure 1

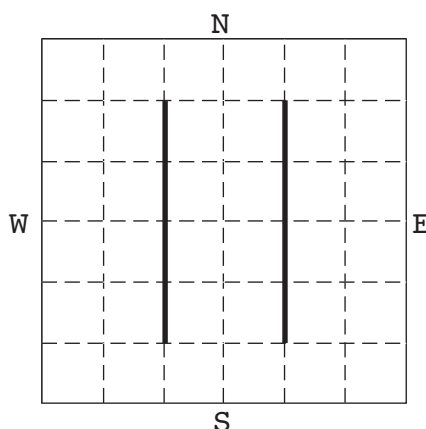
When you have made these folds, the map, when placed face up on the table, should look like the diagram at Figure 1. The order of valleys and peaks is important.

STEP 3:

Now for the east-west folds. Flatten the map out as best you can, and repeat the process to make five east-west folds which divide the map into six equal sections from north to south. Accuracy is still important. Use the same technique as before to arrive at a map which looks like the diagram at Figure 2. Again, the order of valleys and peaks is important. The diagram shows the map face up.


**Figure 2**

Step 4: This is the easy bit. With your map again laid out as flat as it will go on the table, make two straight cuts, using the straight edge and blade, in the positions indicated by the two dark lines in the diagram at Figure 3. Make sure that you place something under the map before you cut it, because scores in the surface of the dining room table are likely to result in permission for future map folding sessions being withheld.

**Figure 3**

The cuts need to be accurately placed along the folds. At this stage, you can reinforce the ends of the cuts by placing some sticky-tape on the back of the map at the ends of the cuts if you wish. The aim is simply to prevent the cuts from tearing further as you fold the map. Once the map is completed, the cuts will not tear as there is no strain on them.

GLIDER PILOTS



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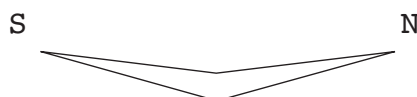
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STEP 5:

This is the bit that will earn you your black belt in origami. With the map face up, north at the top, arrange it concertina style with the ridges and valleys running east-west.

Concertina the whole map from north to south into its natural peaks and valleys. Find the centre east-west valley and open it out flat. Your map should now be two sections long north to south, and six sections long east to west. Looking at the edge from the eastern side, with the map face up, the map should look like Figure 4 after this stage.

**Figure 4**

Now with the map again rotated so that north is at the top, concertina the whole map from east to west into its natural peaks and valleys. Find the centre north-south valley, and open it out flat. The map should now be two sections long north to south, and two sections wide east to west.

That's it! You're done. All that remains is to do a little gluing. But before you do, have a look at your creation. As it currently sits, you are looking at the centre third of the map. Note how you can turn pages north-south and east-west (although the cut edges make things a little untidy going east or west until you glue them). Turn the page to the western section. Note how you can turn pages north and south here to get to the north-western and south-western corners of your original map.

Turn your map back to the centre, and weight it down. I suggest leaving it under a couple of heavy books for a few days so that the folds are well defined and the map gets used to its new shape.

If you can't wait, turn the map over so that you are looking at the back. Tape over the cracks where the north-south and east-west edges meet. Also, tack the backs of the pages together along the two cuts. Anywhere that the backs of two sections touch, they can be tacked together with glue or tape. It is best to be sparing with glue at this stage. Wait until the map has had a chance to settle down and take up its new shape before applying too much glue.

Also, at this point you can add any bells and whistles, such as the legends and scales cut from the map earlier. Just glue or tape them to the back of the map.

Your map is now complete. If your measuring, cutting and folding have been accurate, your map will happily fold in all four directions without damage. Minor misalignment will result in some damage where folds cross, often at the centres of the four corner sections. This is nothing to worry about, and does not detract from the utility of the map; it's just a reminder to be more accurate next time!

Enjoy your origami!

A GLIDING 'DINOSOAR' (SIC) TAXONOMY

By Associate Professor Mitch Preston B. Soar (Cosim Univ.) M Retrieve (Little Petunia Univ.) Grad. Dip.
Hangar Rash Theory (various)

AFTER A PROLONGED AND EXHAUSTIVE FIELD RESEARCH PROJECT, IT GIVES ME GREAT PLEASURE (WELL, LEGALLY, AT LEAST) TO PUBLISH THIS TAXONOMY OF GLIDING 'DINOSOAR' SPECIES. MUCH HAS BEEN MADE OF THE DECLINING NUMBERS OF THESE MAGNIFICENT CREATURES; ALTHOUGH I FEEL CONFIDENT THAT THEY WILL PERSIST AS A POPULATION FOR SOME YEARS TO COME, I STILL FEEL COMPELLED TO COMPILE THIS TAXONOMY AND SHARE IT SO THAT THESE FASCINATING CREATURES MAY BE BETTER UNDERSTOOD.

Megasoarus: Most often seen at vast distances from home, usually at substantial altitude. Feeds on cumulus and lenticular clouds. May often behave in a reclusive and secretive fashion. Has a distinctive call – “*Fiiiiiinal Gliiiiiide! Fiiiiiinal Gliiiiiide!*” Often adept at urinating in confined spaces.

Tyrantosoarus: A powerful example, often seen sitting behind other dinosoars barking some sort of coded commands. Frequently bares teeth when challenged, although will show docile and even playful behaviour when well fed and watered.

Tugasoarus: Hard-working, noisy and often covered in oil. Usually of Continental origins, or from the state of Lycoming. Increased sightings of a smaller related species from the small island of Rotax.

Wearadactyl: Somewhat skeletal in appearance, with a strange triangular underbelly and a membranous upper covering. Not as fast as some, but able to congregate rapidly in large numbers in the same field. Like Megasoarus, has a distinctive call – “*Haaaaaaaangtime! Haaaaaaaangtime! Bewdee!*”

Gruntasoarus: Broad-shouldered beast, often observed at field gatherings moving large amounts of earth with its nose and making elaborate shelters. Sometimes pressed-ganged into assisting Megasoarus in its ‘take off’ ritual, only to stoically return to digging and what sounds very much like swearing.

Velocirapture: Sleek in appearance, and capable of moving at very high speeds across country. This capability translates into other areas of its existence, ie: when communicating, feeding, drinking and preparing to move from field to field. This beast appears happiest sustaining high speeds in all activities; when it isn’t doing so, it becomes irritable and bellicose, seeming to demand high speed from other dinosoars in its vicinity.

Trikeratops: Three-legged cousin of Wearadactyl, with a rapidly rotating tail. Often seen migrating in a relaxed fashion from field to field. Several sightings have been recorded of Trikeratops tethered to Wearadactyl – some strange mating ritual perhaps?

Parasoarolophus: A gentle, slow-moving creature, with a large rectangular head connected by many filaments to a gastropod-like body. Will sometimes change the structure of its ears as a means of rapidly moving away from a threat or to descend quickly to join others of its type at popular watering holes.

Pterrordactyl: An aggressive beast, which uses its proximity to others as a method of aerial domain control. It will often emit a strangled cry of “*Ruuuuubishhh!*” before moving on quickly to seek another group of hapless victims.

Rotorsoarus: Inhabits windy areas close to mountain ranges. Often seen with a long, hose-like extension on the face. The eyes sometimes have a strange diamond-like quality. The Rotorsoarus can often be seen closely examining its fingernails.

Allosoarus: Benign and friendly, this creature often has a cheerful greeting call for others as it makes its way across the country. Interesting behavioural parallels can be drawn between the Allosoarus and the later period mammal the Maaateodon. This large and shaggy animal has several distinctive calls eg: “*Janeedahaaaand, maaate?*” and “*Eylcumingedya, maaate.*”

Other examples that deserve brief mention in this taxonomy include the Muttaborrasoarus (a South Australian regional species) and the Kegosoarus (noted for its prodigious intake of fluids and its easily aggravated state that seems to manifest the day after the intake). My field research also has documented the frequent discovery of Coprolites in and around dinosoar fields and watering holes. The existence of these deposits seems directly linked to a tendency for some dinosoars to exaggerate their achievements when communicating with others of their type. In many cases the observed reactions of other dinosoars is a mixture of mirth, scorn and derision.



Point Cook Decision

– Outstanding Result Announced

Graeme Barton

The Point Cook Base is to be retained in public ownership with the airfield and majority of the land being leased for 49 years on a peppercorn lease basis to a not-for-profit National Aviation Museum Trust.

This was announced on Sunday, 29 February 2004, by the Parliamentary Secretary to the Minister for Defence, The Hon Fran Bailey, MP, at a press conference at Point Cook at which she advised the Government's decision on the future of the RAAF Williams Base, Point Cook, which is being disposed of as a defence site. The press conference preceded an airshow held to celebrate the 90th anniversary of the first military flight at the field which took place just 10 years after the historic Wright Brothers flight. The airfield has been in continuous operation since that date.

The National Aviation Museum Trust will :

- *Manage the aviation activities on the site for educational, recreational and commercial purposes*
- *Oversee the development of a National Aviation Museum at Point Cook*
- *Preserve the heritage buildings*
- *Ensure the local community and veterans' organisations are consulted*

Approximately 210 hectares will be leased to the Trust which will have management responsibility for this area. Defence will continue to train RAAF personnel in its current RAAF College facilities (an area of approximately 33 hectares) until the College is relocated to East Sale. The RAAF Museum, the Parade Ground, the Australian Flying Corps memorial and the Australian Air Force Cadets (AAFC) headquarters' building will continue to be managed and maintained by Defence. The Australian Government will negotiate with the Victorian Government on the future of an area (approximately 98 hectares) of significant environmental land to the east of the runway and the coastal strip.

This announcement is undoubtedly an outstanding landmark in the preservation of Australia's heritage, particularly its aviation heritage. We are indebted to the Minister for Environment and Heritage, Dr David Kemp, and the Parliamentary Secretary to

the Minister for Defence, Fran Bailey, both of whom took a personal and active interest in determination of the outcome, for achieving this wonderful result. Through their efforts, they were able to achieve a departure from the basic Government policy that surplus defence sites are to be sold – this required a whole of Government decision. Thanks also to all those members of the community who supported the push to save Point Cook.

Final details of the Trust, including membership of the Committee of Management, had not been finalised as at the date of preparation of this article, but it is known that they are being very actively worked on.

This announcement represents a very significant attainment in our goal to establish the Australian Gliding Museum as part of the National Aviation Museum in conjunction with other aviation groups. However there is still a long way to go before we can put our collection on public display. Members of your committee have been very actively involved for some years with the Point Cook Airfield Preservation Action Group, which evolved as a key lobbying group and which had a significant influence on the final decision taken. It will be essential that we continue our close involvement with developments at Point Cook as they move forward to ensure that we achieve our rightful place in the National Aviation Museum.

The Point Cook Airfield Preservation Action Group, with the support of the National Trust, has also recently nominated the Point Cook RAAF Base for inclusion on the National Heritage List. The National Heritage List has been set up to register and protect places of national heritage significance and has been established under new federal laws which were implemented on 1 January 2004, through the Environment and Heritage Legislation Amendment Act (No 1) 2003. This new legislation introduced a Commonwealth Heritage List for registering and protecting places of significance owned by the Commonwealth and therefore not covered by State Heritage Lists.

In addition to nomination for inclusion on the National Heritage List, as the world's

oldest operating airfield and oldest most intact built heritage operating airfield with its 1914 Australian Flying Corps and intact seaplane base, Point Cook is currently being considered for World Heritage listing. If this proposal goes ahead, it is understood that this would be only the second site in Melbourne nominated for World Heritage Listing, the other being the Royal Exhibition Building in Carlton.

It is now close on 30 years since the Pigott Report was accepted by the then Federal Government. This report recommended that an Australian National Aviation Museum be established at an operating airfield as one of only three Australian national museums, the other two being a Museum of Australian Biography, which became the National Museum of Australia in Canberra, and the National Maritime Museum, which was established at Darling Harbour. We must all continue to work together with other aviation groups to ensure that the National Aviation Museum becomes a reality and is truly representative of the development of all aspects of aviation in Australia.



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ROOFTOP OF AUSTRALIA

Peter Dall

MODERATE NOR-WESTERS HAD BEEN FORECAST, AND STRONG GUSTS WITH NASTY LITTLE DUST DEVILS WERE CONSTANTLY COMING THROUGH THE ELLIOT LAUNCH FROM AROUND 12:30PM. LULLS BETWEEN CYCLES STAYED LIGHT ENOUGH FOR A FEW BRAVE PUNTERS TO LAUNCH, SUGGESTING THAT IT WASN'T GOING TO BLOW OUT – AT LEAST NOT FOR THE ATOS.

Cappo had no trouble getting up, and even managed to work out in front of the hill, but eventually gave in to the headwind and headed for

Khancoban. A few other early launchers were soon in the bomb-out and headed for home.

It was Monday of the March long weekend only Canberrans get. The day before I'd taken off early and spent an hour or so trying vainly to enjoy the rough conditions, and today looked like more of the same. Early reports from the punters were of a 5,000ft cloudbase, increasing to 7,000ft around 1:00pm. Bumma! Neither low base nor rough conditions suited my plans for the day.

The prospect of rough conditions didn't deter Dave, Carl or Bob, who provided some brief hang gliding entertainment. Dave had a ball, getting up to 7,800ft, and eventually got talked into making his first cross-country, also landing at Khancoban.

There had been plenty of nice cu's early, but around 2:00pm the sky to the north and west went blue. Out over Mitta, an occasional cloud crested which looked a lot higher than the earlier clouds. More like the 10,000ft of the last two days.

The prospect of a higher cloudbase whet my appetite. And I'd never minded flying on blue days, often finding clouds distracting to the point of hindering rather than helping. Settling into Penny's portable armchair I

decided to give it an hour and let it settle down a bit, aiming for a 3:00pm launch. Everyone else had either gone, or was packing up.

I launched at 3:10pm and had no trouble finding a friendly 500ft/min. This one stopped short at 5,200ft. Got to be better than this. Casting out in front, snagged another one, this time to 6,300ft. Decided to go back with this, but couldn't get more than 7,000ft out of it. To the north and east over the ranges I could see clouds that were more than twice my height above the ground, so at least 12,000ft.

On the trip down to Corryong from Canberra with Michael and Penny, we had talked about flying into Geehi, and agreed that on a good day, with 10,000ft or so, it would probably be doable. We even talked about going across the top, but agreed that landings would be scarce till Jindabyne, so you'd want a heap of height. Still, the clouds are always higher over the mountains, so on the right day, who knows?

The flight into Geehi has been done by a number of paragliders, but still the prospect was daunting. Geehi nestles under the western shadow of Kosciuszko, and on the other side is separated from the rest of the world by the knife-edged 5,000ft Robertson's ridge, and another ridge just as sharp and just as high. There is a small grass airstrip at

Geehi, but once you leave the Khancoban dam, it is the only landing before the main range, and that's not somewhere I really want to land either. As the crow flies, Geehi is 18km from Khancoban, by road 31km.

In a moment of optimism, on the trip down I'd pulled out my GPS and marked a few waypoints, and now, approaching Khancoban, I switched my GPS to point towards Geehi. Trouble was, I was rapidly losing height, and over the middle of the dam I found myself down to 5,600ft. Here I found some teasers, which I followed around but couldn't find a core to save myself. May as well have a dig anyway, so I headed into the tiger country for the first low ridge. Soon I was down to 4,500ft, but figured I could still slip back and make it to the south side of the dam.

I've never much liked flying over trees. Something unsettling about it. Much prefer the big open Hay plains, where you don't have to keep checking height and wind to make sure you can glide out to safety. So I was pretty happy to hit some lift at the first low ridge line, before the two knife edges. Turned into a nice 600 up. Just needed to hang with it for a couple of minutes more and I'd have Geehi for certs. The tailwind was certainly helping, but it also meant I wouldn't make as good a glide angle if I had to turn back.

As I climbed out, the scene that unfolded before me is one I will never forget. The sun was in the west, and as I rose above the ridges the spectacular west side of the Kosciusko range was revealed. The air was crystal clear, and from there I could clearly still see Mittamatite to the north-west of Elliot. Higher still, and the knife edge ridges took shape below. Geehi got bigger as I drifted over it, then as quickly started receding as I kept climbing and climbing. Never did a thermal seem so sweet. All I had to do was hang on, and drink in the wild panoramas. Tom Groggin's place 20km to the south became clearly visible. Euphoria flooded my veins, and I wondered briefly if I was getting hypoxic. I was in another world, and for a brief moment I knew what this planet had been like before we mucked it up.

Even as I approached 10,000ft, Kosciusko loomed as a giant wall of unpassable granite. Although now 2,700ft over Australia's highest peak, it was anything but dwarfed by my height. Normally at 10,000ft I feel completely removed from the world, and love gazing down at the ant-like activities below. But this time it was me who felt like the ant as I approached the main range, to what I thought was Kosciusko. It was a 10km glide, and I had plenty of height to still get back to Geehi. I wanted this moment to last – to soak up the feeling of this place.

I was down to 8,600ft when I neared the peak of Mt Townsend. This peak is just 18m lower than Kosci and about four kilometres north of it, but more well defined, and looked like a good place to fly around. I didn't dare hope for more, but there it was, another steady climb right over the peak, back to 9,800ft. Could I even go over the range?

I tried desperately to get my bearings. I couldn't make out Thredbo, and didn't recognise the Chalets at Charlotte's Pass. I could just make out Lake Jindabyne 31km away, and found the road leading up from it. The mountain tops along the road to Charlotte's Pass seemed to have some flattish areas, and would do for an emergency landing. But a clearing at Penderlea, still 25km away, looked like the first place I would actually want to land. I had expected the ground to drop away more quickly on the other side, but I realised that if I was going to go on I had to cross a substantial plateau, and then Ram's Head Range on the other side. Once over this it would be downhill to Penderlea at 3,700ft, 3,600ft below Australia's highest mountain.

Suddenly it seemed doable, and now completely euphoric, I headed on. I kept to the high country and got a good glide, crossing the ski-tube 15km away at 7600ft. Mt Crackenback is another awesome looking



Landed, 137km later

Below: Track 15 March 2004



ridge, and there was a nice looking cu sitting right over the peak. It would be nice to top up the height bank again. But sure enough, the cloud died as I approached. This had been the pattern for the day with every occasional cloud disappearing as I approached.

Still, I was going to make Jindabyne, and the thought of landing and celebrating in a pub there was tempting. Once I picked out the strip next to Jindabyne, I relaxed, and once again took in the scenery. Far to the east I could see a huge wall of cloud rolling in with the seabreeze, and glowing in the western sun. Perhaps I would get some convergence later.

I crossed Lake Jindabyne at 6500ft, and right in the middle, found bits of lift. I could clearly see the thermal swirling on the water, but couldn't find a core. Still it was enough to drift with. I floundered around in this broken lift for another 15km. Wasn't till Berridale that I got above 7000ft again, then it turned into a nice one, and took me straight back to 10000ft. This was unbelievable. Every extra kilometre was now a bonus on an already memorable flight.

My track had been a big semi-circle, initially heading off south-east to the main range, then roughly east until Berridale. The road then turns north-east towards Cooma, and here the wind was noticeably crossed. I took a long glide to Cooma airport, making sure I stayed upwind side of the road. There I took the best climb of the day to top up

5000ft. I passed Cooma still with 9000ft, but the day was starting to shut down, and I went on a long final glide.

I watched a couple of late sailplanes do circuits and land at the Canberra Gliding Club's Bunyan Airfield, and thought of making a surprise visit to a few mates there. But it seemed a shame to waste 7500ft. By now the road had swung north into the valley back to Canberra and I wondered whether it might even be possible to fly all the way home one day.

The sun was getting low when I landed at 6:30pm, 10km south of Bredbo for 137km. Within a minute, the first of my welcoming party had joined me. I had caught up with the first of the punters who'd left early, and in total, five car loads of pilots stopped to say 'Hi'. By the time I'd packed up, the seabreeze had hit, and Penny and Michael had arrived with the cold beer. From there it was only a short and happy forty-five minute drive home.

I've had lots of nice flights, mostly in competitions, with a number longer than this. But somehow in a comp every point you're off the winner's score is a negative, and it is too easy to feel disappointed after a really nice flight. But today every tree past Khancoban was a plus, and I was ecstatic.

Still am a week later.



Sub-ed note: Wow! What a flight! If Paul Hunt's Atos (see Classifieds) doesn't sell now, there's something wrong!

HGFA General Manager's Report

Damian Gates

General Manager Hand Over

At time of writing (March) plans are being put in place for the hand over of the General Manager's position at the end of my contract, which expires at the end of May. Craig Worth will be returning as General Manager after his extended leave of absence from the position. His health and prognosis have improved to the extent that he is keen to get back into the work force and this challenging role within the Federation.

So, as of 28 May, my tenure will be over and I can look forward to getting in some more flying. I will write an article, which you will find in next month's issue, about my experience holding this position and my opinions on various issues that have been highlighted to me over the last year.

Contact details for all operational matters will now be changing or reverting back to those prior to my taking up the position.

Please use the HGFA Office for contact with Craig after 28 May on (02) 6559 2713, and the General Manager's mobile will remain the same as that which I use now, 0417 766 356. Postal address is PO Box 157 Hallidays Point NSW 2430.

National Airspace System Implementation

Stage 2c of the NAS implementation is progressing to the extent that the NPRM (Notice of Proposed Rule Making) has been distributed and responses were made accordingly. While the implementation is not yet finalised, here is what it entails in a nutshell.

All non-towered aerodromes will adopt one standard procedure. "Non-towered" aerodromes is a term used to describe aerodromes not serviced by an operating air traffic control tower. At the present there are different procedures that may be in place at these aerodromes, including MBZ and CTAF. These will be replaced by one standard procedure, commonly being referred to as the US CTAF model. It also encourages the US style Unicom's.

The whole idea is that rather than relying on pilot to pilot communications, situational awareness will be enhanced by standardised positional broadcasts. Of course, pilot to pilot communication can still be used to resolve conflict.

At the time of writing there is some resistance to these changes. Mostly from industry and RPT type services who maintain that such a situation is unsafe as while the US CTAF recommends radio calls at specific points they will not be mandatory. It is proposed that inbound/outbound calls be

made within 10nm of any particular aerodrome.

While radio calls will not be mandatory, they are still recommended, but the reliance on these for situational awareness will be discouraged, with responsibility for all to ensure that "see and avoid" procedures are used as a standard in support of radio communications. This is really nothing new for many of our operations, and seems to be the most commonsense approach to mixed operations.

Changes to recommended circuit procedures will also be made, including how to join a circuit, straight in approaches and departing traffic procedures. More comprehensive training documentation will be available in the near future. Implementation should occur in November.

Please stay tuned to this matter, because as I say there is a great degree of resistance and challenges to these changes. We may yet have a battle on our hands, as by all accounts we support these changes, as do the GFA, ASAC and AUF. It opens up access to airspace and aerodromes for recreational sporting aviators, which is as it should be.

Moyes Litespeed Manual

Please see the latest advisory on the Moyes site [www.moyes.com.au] where the procedure for assembly of a short packed Litespeed to flying configuration has been clarified due to a few cases of incorrect assembly.

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, and less grief and frustration, in pursuit of our flying passions.

No 1.

Pilot: not provided
Experience: not provided
Glider: DHV 2
Pilot injury: broken wrist
Glider damage: broken lines, tear in sail
Location: inland soaring site
Conditions: 5-8kt headwind, moderate turbulence

Description:

Pilot decided to loose height in an area away from the designated LZ. Pilot then encountered heavy sink and was unable to make the main LZ. Within easy glide to two paddocks, the pilot procrastinated as to where to land and arrived in this area at

300-400ft. The pilot then flew between both paddocks and began to set up for the closer of the two. The pilot flew outside the perimeter of the field, did a 360 outside the field over trees, and then hit some more bad air, stalled, and fell through trees to the ground.

Comments:

Plan the flight, fly the plan. We should always have a plan in mind, one that can be amended as required throughout the flight if conditions permit. The most fundamental part of any plan (after the launch and getting up) is the landing. PLAN to arrive at any particular landing area with sufficient height to assess it for: type of approach (standard aircraft, figure 8's), obstructions, wind direction and a contingency (say, if the wind direction changes or an obstruction is seen on short final). Keep assessing obstructions and wind direction. Box the field remaining within a minimum 45 degree angle or 'within a glide' commensurate with any conditions that may be expected or could prevail at short notice. 360 degree turns when setting up to land should be avoided as soon as you are "in circuit" and below 100ft or low over trees.

No 2

Pilot: restricted PG
Experience: 50 hrs total,
4 hrs last 90 days
Glider: DHV 1
Pilot injury: broken toe, ligaments
in ankle separated
from lower leg
Glider damage: nil
Location: inland soaring site
Conditions: 10kt, nil turbulence

Description:

Pilot launched in a light wind and followed the slope and contour of the hill closely. Their foot then struck a stump. The pilot continued to fly to the landing area and had to land seated in the harness.

Comments:

Aviate and navigate. Neither of these two terms involves hitting solid objects. The pilot launched when conditions were a bit light and was not paying attention "to what was directly in front of me" as they tucked into the hill. SEE AND AVOID EVERYTHING. Situational awareness is a skill that must be learnt and practiced and practiced. No one is ever an expert, nor can anyone ever expect to be. In any situation it is impossible to be aware of everything, but it is possible to expand your awareness during any situation. THAT is a skill that is learnt only through constant practice.



GFA Badges & Certificates

FAI List – April 2003

A AND B CERTIFICATE

Stauss, Colin Michael	10959	Balaklava GC
Hellings, Michael J	10968	Beverley GC

B CERTIFICATE

Carpenter, Dylan	10903	Bryon Bay GC
Moore, Michael Ryan	10887	Sthn Cross GC

B AND C CERTIFICATE

Henderson, Anthony P	10944	Narrogin GC
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C CERTIFICATE

Straume, Nathan	10798	RAAF Richmond
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A B & C CERTIFICATE

James, Michael Peter	10957	Kingaroy GC
Brzostowski, Marcin	10958	Geelong GC
Bradbury, John	10960	Balaklava GC
Oshinomi, Yotaro	10962	Sportavia
Brien, Amelia Rose	10963	Sportavia
Tonta, Trent Robert	10964	Sportavia
Allan, Adele Margaret	10965	Sportavia
Bjurstrom, Fredrik E	10966	Sportavia
Maczkowiack, Darrel W	10967	Adelaide SC

SILVER C

Monaghan, Ben	4531	Canberra GC
Flood, Robert Patrick	4532	Darling Downs SC
Edwards, Darren A	4520	Alice Springs GC
Grove, Bob	4533	Sportavia
Bjurstrom, Fredrik E	4534	Sportavia
Page, Wayne Duncan	4535	Central Coast GC
Ridge, Michael James	4536	Boonah GC
Johnson, Nathan Grant	4537	Wagga Wagga GC
Henderson, Anthony P	4538	Narrogin GC

GOLD C

Mason, John Maurice	1583	Leeton GC
Oxer, Harry Frank	1584	Beverley SS
Ueda, Junzo	1586	Sportavia
Shemtob, Meir Richard	1586	Sthn Cross GC
Zippel, Christian Erich	1587	Sportavia
Bjurstrom, Lars Rune	1588	Sportavia
Schartau, Philipp W	1589	Narrogin GC

DIAMOND DISTANCE

Zippel, Christian Erich	Sportavia
Gasz, Andrew	Sportavia
Schartau, Philipp Wolfgang	Narrogin GC
Wilson, Timothy Xavier	Narrogin GC

DIAMOND GOAL

Johnson, Swain Robert	GC West Australia
Monaghan, Ben	Canberra GC
Oxer, Harry Frank	Beverley SS
Bjurstrom, Lars Rune	Sportavia
Zippel, Christian Erich	Sportavia
Grove, Bob	Sportavia
Schartau, Philipp Wolfgang	Narrogin GC
Deal, John Charles	GC West Australia

DIAMOND HEIGHT

Schartau, Philipp Wolfgang	Narrogin GC
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700KM DISTANCE

Itoh, Katsunori	23	Soar Narromine
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750KM DISTANCE

Mayer, Stephan	119	Soar Narromine
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Claims for all badges and certificates to:
FAI Certificates Officer Beryl Hartley
 PO Box 275, Narromine NSW 2821
 Ph: 02 6889 2733 (w), 02 6889 1250 (h)
 Fax: 02 6889 2933,
 Email <hartley@avionics.com.au>.

Decentralised Competition entries to:
Chris Stephens
 PO Box W48 Wanniasa ACT 2903
 Ph: 02 6231 4121,
 Email <poboxw48@dynamite.com.au>.



Letters to the Editor

Penrite Oil

I thought microlight pilots might be interested in knowing that Penrite have changed the colour of their TS40C two stroke oil to a light blue non-iridescent colour, because the green dye has become unavailable. I have been told this will be permanent.

There is no label on the containers as yet, but I believe there will be soon. For more info and to confirm this please call Penrite in Wantirna, Victoria.

The oil is still within specs but seems to be a lower viscosity, this is due to the dye.

Kevin Jarvis

The Great Flight North II

About 10 years ago my wife and I organised a large group flight of trikes (now microlights) from Sydney International Airport to Cape York, travelling up the east coast while raising money for "Kids with Cancer". It was a great success. Afterwards we wrote a series of articles for Skysailor (as it was called then).

We are planning to do it all again and are inviting those interested the opportunity to join us. Applicants would require about four to five weeks of free time (from approximately mid-September through to mid-October). The main aim of the flight is to raise money for young kids with cancer, so you must be willing and able to do this. Numbers will be limited, so first in best dressed.

It will be called "The Great Flight North II" and will truly be an adventure of a lifetime, not to be missed.

For further details please contact: Luke Carmody, CFI Skywise Microlights, email <skywise_microlights@yahoo.com>, phone 02 9873 4770 (between 10am and 4pm).

Luke Carmody

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

Leeton Gliding Club

PO Box 607, Leeton NSW 2705, 02 69536970.

NSW AIRTC Gliding Club

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

NSW Police Gliding Club

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

Orana Soaring Club

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

RAAF Richmond Gliding Club

RAAF Base, Richmond NSW 2755.

RAAF Williamstown Gliding Club

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

Royal Australian Naval Gliding Association

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

Scout Association NSW Gliding

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

Soar Narromine Pty Ltd

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

Southern Cross Gliding Club

PO Box 132, Camden NSW 2570,
02 46558882.

Sportavia Soaring

PO Box 78, Tootumwal 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, Tootumwal 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

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

Rohan Grant 188 Bathurst St, Hobart TAS 7000, 03 62334405 (h), fax: 03 6224 3598, <President@hgfa.asn.au>.

Rohan Holtkamp RMB 236B Western Highway, Trawalla VIC 3373, ph/fax: 03 5349 2845, 0409 678734, <Rohan_Holtkamp@hgfa.asn.au>.

Hakim Mentis 16/59 Riversdale Rd, Hawthorn VIC 3122, 0412 617216, <info@wildturkeyadventures.com>.

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

Carla Pierce 33 Edmonds St, Diamond Creek VIC 3089 Ph: 03 94381667 (h), 0407 788710.

Andrew Polidano PO Box 1903, Byron Bay NSW 2481, 0428 666843, <info@poliglides.com>.

Kathy Robinson 27a Luckhurst Dr, Mandurah WA 6210, 0438 054072, <kathyrob@highway.com.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

Student membership:	Full	Family
NSW/WA/QLD	\$108	\$72
Victoria	\$109	\$73
South Australia	\$112	\$76

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

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

Zone	Country
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States & Regions

ACTHGA

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

Hang Gliding Association of WA

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

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.thpa.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 Brooks (Nth PG pilot & HG info) 0409 411791, <northron@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, <tojofof@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: Jason Turner (HG SSO) 0419 997196; 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.hgfa.asn.au/~melbourne], <melbourne@hgfa.asn.au>. Pres: Vanessa Sparke 03 94583780; Sec: Steven Ross 0410 600 595; SSO: Peter Batchelor 0417 379069. 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 Pizzey 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.

Cloobade 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.snowdena.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; Cf: Brendan Watts 0408 949004.

Western Soarers Hang Gliding Club

<wshgc@hotmail.com>, PO Box 483, Mt Hawthorn WA 6915, [www.iinet.net.au/~navi]; Pres: Mark Thompson 08 93684497, <mark.thompson@team.telstra.com>; V-Pres: Paul Blachford, <pcblachford@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

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

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

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

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

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

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

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MOYES MAX 157 int, green/white, EC, 100 hrs, \$1,500 neg. Moyes SX5 adv, green/black/white, near new, under 10 hrs, \$1,750 neg. Moyes Contour harness, near new with chute, suit 178cm, \$950. Ph: Jason 02 49206484; 02 49449222 (w).

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MOYES XTRALITE 137 adv, green/grey US, white TS, \$1,800. Forrest Park pod harness, suit 175cm, \$400. Chest mount chute, \$250. Full face helmet with push to talk, etc, \$100. UHF radio & charger to suit helmet, \$150. Afro Cirrus vario with energy comp, \$400. Will negotiate & can help with shipping. Ph: Owen 0410 347254; email for photos <owen.pearce@dotmar.com.au>.

MOYES SX4 adv, black purple US, just tuned up at the factory, looks good and flies great, 2 spare uprights plus basebar, 100 hrs only, \$2300. Ph: Luc 0404 499514; 02 91301076 (h).

MOYES XT 145 PRO int, GC. Also, Xact Moyes XC harness. Will separate. \$2200. Ph: Darren 02 65711030.

VICTORIA

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

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Trikes & Equipment

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VICTORIA

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Even after many hours at the controls, CFI Tony Dennis still gets excited about flying! (L-R: Tony, Rushmi visiting from India)

Photo: Clarrie Rowdon

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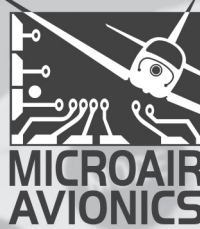
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