



Soaring AUSTRALIA

July 2004



**A Tale of
Chinchilla**



**Paragliding
State of Origin 2004**



**Reunion Island
– Trike Heaven**

July 2004

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Cloud flying is a challenge for the image hunter.
The ensnaring wisps make for an ephemeral terrain
– one that's difficult to share
Photo: Jérôme Maupoint, "Stolen Moments"



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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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25th of each month, five weeks prior to publication.
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Articles, advertisements	soaring.australia@hgfa.asn.au	Soaring Australia only content and other content

FUTURE DIRECTION – An Implementation Strategy

Bob Hall – GFA President

ANY ORGANISATION THAT WANTS TO CONTINUE TO BE EFFECTIVE NEEDS TO CONSTANTLY REVIEW ITS PROCESSES AND SYSTEMS TO ENSURE IT CONTINUES TO BE RELEVANT AND MEETS THE NEEDS OF ITS CONSTITUENTS.

The Executive over the past 10 years has made a number of attempts at introducing much-needed reform in its overall management structure to meet current expectations of members. For varying reasons most of the attempts were stalled.

A step in the reform process was the introduction of the GFA Development Plan about three years ago which continues to be applied and developed. A measure of success of that strategy is that membership numbers over the last two years have increased by five percent.

The management structure of the GFA needs reform and at the February Executive meeting which, on invitation by the Executive, was attended by the Regional Vice-presidents, a number of proposals were put to address matters of significant change required in the GFA. These were related but include three major issues:

1. *The need to continue the progress achieved in implementing the GFA Development Plan.*
2. *Generally improved communication.*
3. *Streamlined, more inclusive GFA management processes revolving around the reformation of Council into a smaller Board.*

These are all important initiatives the Executive and Council have been pursuing for some time. Background information on these proposals is available in the minutes of that meeting and in the article by Jenny Thompson in Soaring Australia.

I have contacted most regions and confirmed that general support for these changes exists in most, if not all, regions.

Accordingly, after considerable thought and discussion with other Executive members I believe that we need to maintain the momentum and make sure we get these changes put in place. We also need to be sure we bring everyone with us and achieve a consensus implementation.

I would like to outline an implementation strategy for these changes which will achieve these outcomes as soon as possible.

SOME BACKGROUND

Before going further, let me introduce two additional factors.

Firstly, the GFA is not just a big club or even a small business. It is a national sporting organisation and, under agreement with CASA, the regulator of our segment of aviation. In this latter function the GFA has been very successful. Sport aviation in Australia in general, and the GFA in particular, are unique in the world in this respect and we achieve world benchmark safety outcomes with a maximum of autonomy and freedom. We believe that this autonomy and freedom to self regulate is fundamental to the achievement of the superior safety outcomes. The GFA has an international reputation for excellence in these matters and is regarded within Australia as the premier sport aviation organisation, highly respected throughout the aviation industry. We must do nothing to detract from this outcome.

Our responsibilities and special position as a regulator of our sport and to a lesser extent, as a national sporting body, places a requirement on our structures for both stability and a need to consult on all significant matters of policy. CASA has a legislated requirement to consult on all changes and, as we act on behalf of CASA, we must be able to show that we do the same.

A primary means by which we achieve this is the combination of a two-body governance system involving a separation of powers (as it were) between policy setting (by Council or perhaps now the Board) and implementation (by the Executive and associated departments and committees).

The other component of this process is the regulations which require notification of business of a significant nature before any meeting which makes a binding policy decision.

This structure provides, or perhaps enforces, the opportunity for consultation before implementation.

These aspects of our governance system means that change is not as easy as some would wish. However, long experience in these matters and observation of outcomes in similar organisations make it clear to me that this is a small cost for the advantages it achieves.

Secondly, we had a three-year debate on the structure of the GFA and what we have now in the new articles is the compromise result. This was a time-consuming and painful process. We all started this process with the objective of addressing just the problems now, once again, identified. However, it

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quickly became clear to all involved that the desired outcomes did not necessarily follow from structural change and this approach inevitably results in a focus on the details of the changed structure and how it functions in other areas rather than on the changes desired.

What we must do this time is make sure we make the changes we agreed are desirable. We should only change the structure of the GFA as a consequence when the currently agreed structure will not facilitate those outcomes. (If at a later date someone else wishes to take on the job of reformation of the structure of the GFA then that is fine – just don't ask me to do it.)

More importantly, a re-examination of our current processes show that we do not need to change our current structure in order to put the altered functions in place. We do need some changes to give the new elements of our structure the appropriate authority – and we should do that as quickly as is convenient. But in the mean time we can get on with the job. Given the importance of these changes, if I am right, then this is what we must do.

Hence this strategy for implementation.

WHAT CHANGES?

The February meeting identified three primary areas for change:

1. *Development*
2. *Communication*
3. *And a governance system which involves the members better – a focus for members within the GFA*

1. Marketing and Development

Clearly the most important change we must make is to create a fourth department with equal standing to the existing departments (Operations, Air and Sporting). The suggested one is a Marketing and Development department. (I think the name should simply be Development Department as an appropriate 'marketing' component is necessarily a part of 'development' – however 'what is in a name?') This means, in the end, a committee consisting of a representative from each region who vote for a chairperson who will become a member of the Executive – and hence Council (or Board). However, the work of this group does not depend on this structure. This group can function as a sub-committee of Council or the Executive. I can invite an additional Executive member to Executive meetings now. We do not need a change to the articles to put this in place. We can then make the necessary changes to create the clearly appropriate structure for this group as quickly as is convenient.

What should the function of this group be?

The GFA, like gliding organisations around the world, has struggled with the fact of declining membership for many years. This led several years ago to a number of workshops run by the GFA. Out of these workshops Emilis Prelgauskas was commissioned by the GFA to produce the very comprehensive 'Development Handbook'. This Handbook very ably defines the problems and possible solutions facing gliding, not only in Australia but around the world. A copy of this Handbook was sent to all clubs and is available on the Web.

Starting from this excellent base the then Executive – under Henk Meertens – devised a GFA Development Plan – which is available in the Business plan also on the web. This plan has been examined by many since and while it is always under review and would be altered to include any additional approaches, it remains essentially intact today.

However nothing practical resulted from all this 'navel gazing' until the Council appointed a Development Office – Terry Cubley.

Terry was charged with the job of confirming this GFA Development Plan and then commencing its implementation.

The results to date have been, for the first time in over 20 years, a modest but nevertheless significant increase in our membership – an increase equivalent to a growth rate of five percent per year for the two full years of Terry's involvement.

The significance of this turn-around in membership can hardly be exaggerated. The outcome is a result of implementation of the GFA Development Plan, which in turn is the outcome of much careful deliberation.

What is needed is to continue and expand the implementation of this plan. This is the function of the proposed marketing and development department. The details of this plan are in the business plan – but put simply, the essence of this approach is to assist clubs to achieve their own objectives.

If this is to be successful the Regional Development Officers will need to have similar respect and knowledge as is required of our regional representatives in Operations, Airworthiness and Sporting. They need to be able to go to clubs willing to partake of these development activities and assist the club committee to do what they do, but better. These representatives must have the credibility in such matters required to make this work.

If we are to achieve this we need to agree and then set minimum qualifications for these officers – as we do for Operations, Air and Sporting. The basis of the success

achieved by Terry shows that this experience needs primarily to be in (gliding) club management rather than marketing external to the movement. We should set these minimum standards from the outset – even if we have to compromise in the early stages in some cases.

I believe this is the most important issue in this initiative. We can give this group any theoretical standing we chose by making it a full Department of the GFA but, as for the other departments, it will only get the necessary status and credibility with clubs and members required to do its job if the individual members have the appropriate experience and competence to justify that status. If we fail here we will fail totally in this initiative.

Terry has agreed to continue as a contracted officer and lead this process, reporting to and assisting the Chairperson of the Development Committee. It will be my recommendation that – just as we worked with the willing clubs – Terry should work with the willing regions to make sure we retain and build on this initial success.

2. Improved Communication

This requires effort from all and we are working on it. I will make sure that the Executive and I are more proactive in this manner, not only through the magazine but with visits to the regions, improved web presence, etc.

As is well recognised, negotiating with CASA and Airservices regarding the regulatory review and the National Airspace System is very time-consuming and costly. Not only in actual dollars spent but the opportunity cost of the things we do not have time to do as a result.

Further, communication is a two-way thing. We have a Communication Officer (Jenny Thompson) and we need to promote this function if members have a problem or simply wish to know something. Also, members can contact any one of us involved. State Associations and Councillors have a particularly important position in this chain: it is important that they stay in touch and communicate significant issues when appropriate, as well as raise other issues for change. Our contact details are on the web. We must all promote this improved communication. To quote an old TV advertisement – "Why didn't you ring?"

What is needed here is a co-operative change in priority not structure.

3. Providing a Focus for the Members

This is the area where I would like to take the debate further.

The February meeting agreed to reduce the size of Council and reform it into a Board. This is a change we on the Executive have been in favour of for some years now. With this change the new Board can meet more often. The number of meetings is not relevant – it needs to be a sufficient number to allow the Board to take charge of policy as it is intended it should.

The Executive needs to stay as it is. Long experience has shown that the business of the GFA requires input from these people. I cannot imagine how I would run the business of the GFA any other way.

This implements the two-body approach agreed as necessary – with the separation of powers between policy setting and implementation with the resulting necessary consultation enforced by this structure – while allowing the business of the GFA to be carried out throughout the year.

If this is implemented, then what do we do with the annual meeting?

We are required to hold an Annual General Meeting, so this could then be made into a regular gliding convention. This would become the primary function and annual meeting of the newly-formed Development Committee. We could invite presenters from both within and outside the movement. CASA, Airservices, HGFA, parachuting, gliding instrument manufacturers, Safeski's, marketing organisations – the list is endless. Any controversial issues for the governance of the GFA could be discussed and we could have a question-and-answer session involving all Board members (including the executive) – but the bulk of the work would be done outside this annual meeting, allowing this meeting to focus on specific issues and individual members and clubs.

Again, while we need to change the articles to reform Council to the composition desired and to change the name from "Council" to "Board", giving this meeting the overall authority over GFA policy – we have held expanded Executive meetings for some years now. The composition of these meetings is just what we have recommended for the Board and this meeting format can do the business of the GFA NOW and, until we make the necessary changes to the articles, simply confirm the decisions made either by electronic vote or at the ACM.

We can then (subsequently) reform Council into a Board in the articles, if necessary to achieve consensus, some time after this system has operated for a period. The new proposed articles deliberately minimise the detail in the articles to allow just this sort of change in our processes



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at the decision of Council and in future (presumably) the Board.

HOW TO PROGRESS THIS

I will invite the SVPs or their nominee to the next Executive meeting. This meeting will be the first of the "Board" meetings if we agree to this overall plan. It does not (yet) have the status of the proposed Board but this will not prevent this meeting doing the necessary business.

This meeting will be held on 10 and 11 July. This timing is chosen to be as close to the deadline for submissions to the ACM (30 June) but before the publication date of ACM papers (circa 14 July) for the 2004 ACM expected at this time to be 11/12 September. Any business transacted can then be included in the ACM papers for discussion in the regions and eventual confirmation at the ACM.

At this meeting in July, the Executive will do its business on Saturday. SVPs may attend on Saturday or not as they see fit. Sunday will be the extended Executive meeting (Board meeting) with the following agenda items (at least).

1. Discussion of this implementation proposal
2. The Development Committee – name, qualifications and nomination of members.

3. Changes to ACM meeting procedure (I have some ideas designed to limit the time spent on reports etc to specific questions only – for discussion and, hopefully, adoption for this years ACM.)
4. Business and motions for the ACM.
5. Items raised with me for inclusion in this meeting by any interested member.

FINAL CHANGES TO THE ARTICLES

In order to implement this fully we only need the following changes to the articles:

1. Reformation of Council into a smaller Board. This may involve some adjustment in voting rights, but I am sure we can come to an agreement on this issue. In actual fact, Council and presumably the Board rarely vote on an issue and if we do then I consider we have failed. This is not a stumbling block
2. Introduction of a fourth Department – Marketing and Development (or simply: Development).

Maurice has already altered the new articles to reflect this. The rest is up to how we operate the system – and we do not need to fix this in cement as it were ever.

These changes in our articles can be made at the next AGM.



HGFA Editor's Choice

All submissions that were made by 25 June are now being processed for the August issue... Who will be our first \$100 winner? Only time will tell.

One thing I do know, is that our second winner, author of the best submitted article for the September issue, is probably already working on his piece, making sure it's ready by 25 July, only a few weeks away...

Richard Lockhart, HGFA sub-editor
<soaring.australia@hgfa.asn.au>

Competition Issues

As I write this, the Competition Committee meeting has finished and the Women's, Class 2 and Class 5 World Championships have begun. Congratulations to the pilots that have made the commitment to get to these competitions, and I trust they will bring home a trophy or three.

The Competition Committee meeting did not result in any major changes, just a number of refinements and clarifications. There are some issues with paraglider pilot team selection criteria which will be relevant to anyone looking towards a spot on the PG national team. The details of these changes and the new edition of the Competition manual are available on the HGFA website [www.hgfa.asn.au].

The new competition calendar is also on the HGFA website. This calendar is still somewhat tentative, as there are some insurance issues to be resolved and also some of the competitions listed are "assumed" (that is, we have not actually received a sanction application, but we are assuming that the event is going ahead!). Have a look at the schedule and notify me of any alterations, additions or deletions that are necessary.

The next HG World Championships are to be held in Hay next January. That competition will, of course, not be part of our "season" and entry to this event will only be open to FAI approved national teams. If you want to go there and lend a hand or support, get your accommodation booked early as Hay will be a busy place during the event.

The Competition Committee has decided to use the normal 2003-04 National ladder for the HG team selection, and not use an interim ladder which would be calculated towards the end of the year. The reason for this is that if an interim ladder was produced, then the only new competition which would make up this ladder would be the Canungra Classic, which is not really a good choice of competition to decide team places for a tow meet. The Classic, and more importantly,

Gulgong, are at this stage set to be AA sanction competitions. Gulgong in particular would be a good place for some "team training" to take place, so I hope the "team pilots" could pencil that event into their diaries.

The PG competition calendar has a new "open distance" format being proposed for the AAA sanctioned Manilla competition, which will be something of an iron man event, but should produce some interesting results. Godfrey has also put in a preliminary bid for a PG World Championship in 2007. At this stage, the Manilla World Meet is the only proposal for the PG Worlds at that time, so if people are happy with the Australian experience at Hay, then that will work in favour for the success of the Manilla bid.

The HGFA has some email lists, one of which deals with competition matters. Unfortunately, not many people subscribe to this list, so when competition based information is sent out, very few people get to hear about it (that includes most of the HG national team). These lists are very quiet (that is, there is very little traffic on them) so when something does get published it is typically important information.

Finally, congratulations to the winners of the various categories of competitions in Australia: Open HG goes to Jon Durand Jnr, Open PG winner, Fred Gungl, PG Serial class, Craig Donnell, HG Kingpost class, Tim Cummings, PG Sport class, Ian McFarlane, HG Floater class, John Blain, PG Women's winner, Jill Borst, HG Women's winner, Tove Heaney.

Trophies will be sent to the local clubs so these prizes can be awarded with a bit of fanfare.

Michael Zupanc, Ph: 0408 662 328

NEW PRODUCTS

Stolen Moments

Stolen Moments is a collection of more than 150 images by celebrated photographer Jérôme Maupoint, published this spring by Cross Country Magazine.

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/\$45/35 Euros, Stolen Moments is out in shops and available to purchase online through [www.xcshop.com] and [www.stolen-moments.com].

For more insight into this gifted photographer and his stunning work, be sure to see the article 'Stolen Moments – An introduction to the book' in this issue.

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Never Ending Thermal

You're invited to check out the trailers for the new PG movie, "Never Ending Thermal".

The DVD is now available and features the acclaimed 47-minute film plus extras, including an extensive making-of documentary, the soundtrack, bonus videos, trailers and more. Full details at [www.neverendingthermal.com].

Josh Lambert, Never Ending Thermal Team



FAI NEWS

1st FAI Asian PG Championship 15-23 May 2004, Hadong, Gyeongnam Province (Korea)

OVERALL RESULTS

1	KAWACHI Masataka	(Japan)
2	PARK Sang Jun	(Korea)
3	CHOI Kyoung Seok	(Korea)

WOMEN'S RESULTS

1	CHOI Young Sook	(Korea)
2	PARK Jung Hun	(Korea)
3	HIRAKI Keiko	(Japan)

Full results at [<http://events.fai.org/hgpg/results.asp>].

World Record Claims

Class R – Microlights, Sub-class: RPL1 (PG Control/Landplane/Flown with one person)

Claim number: 9340

Type of record: Speed over a straight 15/25km course

Course/location: Murska Sobota, Airfield Rakican (Slovenia)

Performance: 50.35km/h

Pilot: Vojko Prah (Slovenia)

Powered Paraglider: V. Prah & team RPL1 and Sky Brontes

Date: 10/5/2004

Current record: 43.42km/h (20/2/2003, Roman Zelenko, Slovenia)

The details are provisional. When all evidence has been checked, the record will be ratified if appropriate.

World Record Ratifications

Sub-class O-3 (Paragliders) Multiplace

Claim number: 7941

Type of record: Straight distance to a declared goal

Course/location: Patu, Rio Grande do Norte (Brasil) – Santa Cruz do Banabuiu

Performance: 274.6km

Pilot: André Luis Grosso Fleury (Brazil)

Crew: Claudia Otilia Guimaraes Ribeiro

Paraglider: Sol Paragliders Kangaroo

Date: 8/10/2003

Previous record: 215km (30/11/2000, Richard Westgate, UK)

Claim number: 7942

Type of record: Straight distance

Course/location: Patu, Rio Grande do Norte (Brazil) – Belem, Ceara (Brazil)

Performance: 283.4km

Pilot: André Luis Grosso Fleury (Brazil)

Crew: Claudia Otilia Guimaraes Ribeiro

Paraglider: Sol Paragliders Kangaroo

Date: 08/10/2003

This record superseded a few days later by the same pilot.

Current record: 299.7km (17/10/2003, André Luis Grosso Fleury, Brazil)

FAI congratulates the pilots on their splendid achievements.



INGLEWOOD MAY FLY-IN

Pete Bolton



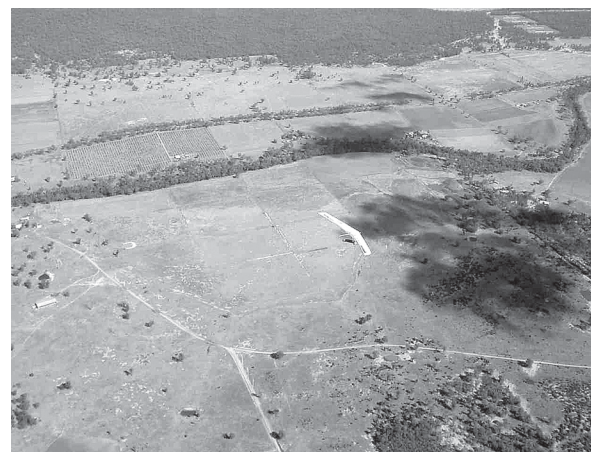
John "Blaino" Blain, a well known hang glider pilot, comes in to land after a sky dive

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A wide variety of HGFA and other disciplines were represented, including about 30 hang glid-

ers, a rigid wing, a Dragonfly, a trike tug, various ultralights, a Carbon Dragon sailplane, a skydiver, several light airplanes and an autogyro. One special treat was the Antonov Biplane – the largest biplane in the world?

Good weather throughout the long weekend also enabled some enjoyable cross-country flights to be had, including four pilots making it to Warwick (about 100km east) on our last day. Thanks to the many volunteers from Inglewood town and the Canungra, Dalby and Sunshine Coast/Conondale clubs who helped stage the event. Special thanks goes to the tug owners and pilots – Russel Groves, Rod Flockhart and Bob "Smokey" Keen – without whom the weekend couldn't have been what it was.



Some great cross-country flights were had over the course of the long weekend



Over 50 pilots, from many assorted disciplines, attended the Inglewood May Fly-in

FLATTER THAN THE FLATLANDS – Birchip Easter Comp 2004

Hugh Alexander

AH, BIRCHIP! WHICH I'M SURE IS ABORIGINAL FOR TAILWIND, NO MATTER WHICH END OF THE PADDOCK THE COMP COMMITTEE ALLOCATE TO TOW FROM. ALTHOUGH THIS YEAR THEY MANAGED A REASONABLE JOB, EXCEPT THE FINAL DAY WHEN THERE SEEMED TO BE NO WIND AT ALL.

Day one was a quick jaunt east to Cannie; the task committee considered it too late for a long venture, although once in the air the lift was good for this time of year. Gary Hickson attempted to use the new untried dolly which the team only made the week previous. Gary attracted the attention of many as the dolly went for a brief fly also. After recovering and taking off again he flew not to goal, but past it. Ian Haig radioed to his team that he had landed on the road to Ultima. It turns out that he was actually on the road to Warne. A driver went past and asked him where he was – he announced he was on the road to Culgoa. Rohan Holtkamp won the day, so he wore the Superman outfit the next morning at briefing. Peter Davies was 13th.

Day two didn't look too bad, although a cloud band was on its way and expected at around 3:00pm. As it happened, more than half the field got away on course when the cloud moved in and shut the day down, causing no one to make goal. Ann Moss was attempting to take out the skypig award with seven tows in an effort to make it out of the paddock. This also earned her the second extracted batch of 'Essence of Rohan'. (What's 'Essence of Rohan', I hear you ask?

A delicacy tasted by few, an elixir so rare, untouched by human hands, collected with the help of Sandra Holtkamp, jumper leads and a car battery. This potion aids the languishing pilot in their particular area of lacking.) Tim Osborne made best distance with 38.1km. Steve Whalley was 13th with 17km. Saturday night brought some unexpected talent to Birchip RSL, with the running of the Red Faces comp. The Holtkamp children teased the crowd with the prospect of consuming a few Easter eggs. The Thunderdorks put on a puppetry of the penis show ('G' rated for the kids), then came the 'pièce de résistance': Team Clown with 'The Man from Royal Talbot'. A poem about Beavo, who's now firmly back in the saddle after a rather nasty stouch with the dirt, and the Royal Talbot being a repatriation hospital in Melbourne. The poem is loosely borrowed from Henry Lawson.


Day three was north-east to Lake Boga, 63.2km. Ten pilots made goal, with another six within 10km. A cover of stratus cloud came in late and closed the day down. One question on the landing form was, "You know you're still an intermediate pilot when..."; Vanessa Spark wrote: "...when you land only eight kilometres from take-off, you

Photos: Steve Ross



Bill Olive's son, Matthew, takes a retrieve driver for his first ever flight

sit there eating blowflies with your Vegemite sandwich, and you don't care." Another pilot wrote, "when leaving the paddock means closing the gate behind you." Ian Rees' driver (wife) had a flat tyre while on retrieve. Ian over the next hour had to explain over the radio how to change a tyre on a 4WD. First for the day was Steve Blenkinsop, with Trevor Scott 13th. Ann Moss, after one short flight, packed up, went back, re-towed, then flew 21.6km.

Day four was 51.8km to Nyarrin, which ended up a cross tailwind task. Stuey Coad from team Rock didn't want to be left in the paddock on the last day. After a reasonable first tow, in which he chose not to use the height he had, he left the paddock with 400ft and amassed a massive 2.2km in scratchy lift. Rohan Holtkamp won the day with a time of 1.52 hours. Tony Lowrey, the only other pilot to make goal, arrived in 2.09 hours. Andy Schmidt was 13th. 

RESULTS

B GRADE		C GRADE	
1	Hugh Alexander	1	Andy Schmidt
2	Peter Lissenburg	2	Trevor Scott
3	Andy Phillips	3	Steve Whalley
OVERALL		SKYPIG AWARD	
1	Rohan Holtkamp	Trevor Scott	
2	Tim Osborne		
3	Steve Blenkinsop	13	Warrick Duncan



On entering the paddock the committee attempts to decide which end of the paddock to tow from



Team Berrigan Blow-ins



Getting ready to fly



Our appreciation is shown to Ian McClellan, the helpful and friendly landowner, who not only lets us use his land, but also mows strips for us the day before the comp – an afternoon's work



Could this be the much sought after 'Essence of Rohan'?



Trevor Scott wins the Skypig Trophy, for most accumulated hours over the course of the comp

The Man from Royal Talbot

Written by 'Team Clown': Warrick Duncan, Peter Davies, Adam White, Peter and Marlies Eicher, Baden Hall

There was movement at the paddock, for the word had passed around
That the pilots from Team Clown had got away,
And had joined the wild bush eagles – the day worth a thousand points,
So all the guns had gathered to the fray.
All the tried and noted pilots from the stations near and far
Had mustered at Birchip Pub overnight,
For the hangies love hard flying where the wild bush eagles are,
And their gliders snuff the dusties with delight.
There was Holtkamp, who made his pile when he won the Birchip Cup,
The old man with his hair as white as snow;
But few could fly beside him when his blood was fairly up
He would go wherever kite and man could go.
And Reecy of the Overtow came down to lend a hand,
No better pilot ever held the reins;
For never kite could throw him while the weak link nail would stand,
He learnt to fly while towing on the plains.
And one was there, called Beavo on a small and weedy kite,
He was something like a racehorse oversized,
With a touch of Moyes Litespeed – three parts tawny port at least
And such as are by flatlands pilots prized.
He was hard and tough and wiry – just the sort that won't say die
There was courage in his slow and limping tread;
And he bore the badge of gameness in his bright and fiery eye,
And the proud and lofty carriage of his head.
But still so large and bulky, one would doubt his power to stay,
And then Holtkamp said, "That kite will never do
For a long and tiring task – lad, you'd better stop away,
That lift is far too rough for such as you.
What you really need, lad, is a glider more like this one
You'll find that it's completely thermal proof
The payment terms are easy, it's not a hefty sum
Here, let me help you put it on your roof."
But he waited sad and wistful – only Reecy stood his friend
"I think we ought to let him come," he said;
"I warrant he'll be with us when he's wanted at the end,
For both his kite and he are flatlands bred.

He hails from Royal Talbot, up by Yarra River's side,
Where the beds are twice as old and twice as rough,
Where a patient's feet strike vinyl from their slippers every stride,
The man that holds his lunch is good enough.
And the Royal Talbot inmates in the rehab make their home,
Where the nurses run those giant wards between;
I have seen full many pilots since I first commenced to roam,
But nowhere yet such pilots have I seen."
So he went – they found the gliders by the smelly Portaloo
They raced away towards the towing strip,
And then Holtkamp gave his orders, "Boys, go at them from the jump,
No use to try for fancy flying now.
And, Reecy, you must wheel them, try and wheel them to the right.
Fly boldly, lad, and never fear the spills,
For never yet was pilot that could keep Team Clown in sight,
If once they gain the shelter of those hills."
So Reecy flew to wheel them – he was racing on the wing
Where the best and boldest pilots take their place,
And he raced his glider to them, and he made the ranges ring
With the Flytec, as he met them face to face.
Then they halted for a moment, when he found the dreaded sink,
But they saw their well-loved goal line full in view,
And they charged beneath the cloud street with a sharp and sudden dash,
And off towards the distant goal they flew.
Then fast the gaggles followed, where the sink was deep and black
Resounded to the flapping of their sails,
And the sink alarms woke the echoes, and they fiercely answered back
From trees and scrub that loomed up from beneath.
And upward, ever upward, the wild Team Clown held their way,
Where glassy big and boaty lift grew wide;
And then Holtkamp muttered fiercely, "We may bid the Clowns good day,
No man can beat them now on final glide."
When they reached the landing paddock, even Reecy took a pull,

It well might make the boldest hold their breath,
The wild hop scrub grew thickly, and the hidden ground was full
Of wombat holes, and any slip was death.
But the man from Royal Talbot let his glider have its head,
And he banked his glider up and gave a cheer,
And he cored a mighty thermal like a torrent down its bed,
While the others stood and watched in very fear.
He sent the eagles packing, but the glider kept the core,
He broke the strong inversion in his stride,
And the man from Royal Talbot never shifted in his seat
It was grand to see that mighty legend fly.
From the stringy barks and saplings, on the rough and broken ground,
Up the thermal at a racing pace he went;
And he never drew the VB till he topped out safe and sound,
At the summit of that terrible accent.
He was right among Team Clown now as they climbed a further core,
And the watchers on the ground were standing mute,
Saw him ply the VB fiercely, he was right among them all,
As he raced across a blue hole in pursuit.
Then they lost him for a moment, where two mighty cloud streets met
In the ether, but a final glimpse reveals
Near a dim and distant cu nim the mighty Clowns were racing yet,
With the man from Royal Talbot at their heels.
And he ran them single-handed till his cheeks were white with foam.
He followed like a bloodhound on their track,
Till he halted cowed and beaten, then he turned his kite for home,
And alone and disappointed landed short.
But the fierce and noble Team Clown continued on their way,
And flew across the goal line at Mach oner
They cranked their gliders over in a beautiful display,
And landed on the Esky just for fun.
And down by Billy East, next town west from Tuginya
Where the weather beaten silos reach so high,
Where the air is clear as crystal, and the white stars fairly blaze
At midnight in the cold and frosty sky,
And where around the Mallee bush the wheat fields sweep and sway
To the breezes, and the rolling plains are wide,
The man from Royal Talbot is a household word today,
And the hangies tell the story of his fly.



SEA-BREEZE FRONTS – Part 1

Bernard Eckey

IT IS A WELL KNOWN FACT THAT THE GREAT MAJORITY OF AUSTRALIA'S GLIDING SITES ARE AFFECTED BY SEA-BREEZES AND MY HOME CLUB IS CERTAINLY NO EXCEPTION. BECAUSE SEA BREEZES ARE A REGULAR OCCURRENCE SOME PILOTS GET USED TO IT AND SEE IT AS A CHALLENGE RATHER THAN A PROBLEM. HAVING SAID THAT, I'M QUICK TO ACKNOWLEDGE THAT A STRONG SEA-BREEZE HAS ALL THE POTENTIAL TO RUIN A GOOD SOARING DAY.

First of all let's find out why sea-breeze fronts develop? In a nutshell, as a result of thermal activity inland air is lifted to a higher altitude. This leads to a slightly lower pressure over land. At ground level this pressure deficit is filled by colder and moister maritime air from a nearby sea or ocean. At altitude the air flows towards the sea and descends again over the ocean. The resulting circulation continues for as long as inland thermal activity continues.

The bad news for glider pilots in coastal regions is that the sea-breeze usually depresses thermal activity severely. However, in rare cases weak lift can reappear after a few hours of intense heating. Therefore it seems appropriate to consider various meteorological conditions assisting or hindering the development of a sea-breeze.

Factors Which Influence the Sea-breeze

A very strong offshore wind, for example, will not only delay the arrival of the sea-breeze but it might even prevent it from penetrating more than just a few kilometres inland. If, on the other hand, the general wind direction is almost parallel to the coastline sea-breezes are more likely.

The strength and intensity of the sea-breeze is mainly determined by the inland convection. Relatively stable air combined with a low convection level makes it unlikely for a sea-breeze circulation to develop properly. A deep convection also makes it unlikely that the sea-breeze reaches very far inland but a medium depth of convection clearly favours a strong and vigorous sea-breeze.

As might be expected the difference between land and sea temperatures also plays a major role. Relatively high water temperatures or, generally speaking, a small temperature differential between ocean and land tends to reduce the likelihood of a strong sea-breeze. This explains why relatively high water temperatures in autumn and lower land temperatures in winter account for

weaker sea-breezes. It might also explain why sea-breezes reach hundreds of kilometres inland on very hot days in Australia whereby in more temperate climates (or during the colder times of the year) we seldom hear about sea-breezes penetrating more than about 50km or so inland.

One of the most reliable characteristics of a sea-breeze is a gradual change of wind direction. While initially coming in at right angle to the coastlines the breeze tends to change direction once the Coriolis force has taken effect. Therefore, in the southern hemisphere we see a slow deflection to the left after only a few hours. Put simply, if we stand with our back to the sea-breeze we can expect the wind to turn further left later in the afternoon and it should not be surprising to see it come even further around towards the evening. Of course, north of the equator the opposite holds true and the wind veers to the right.

Another fairly reliable feature is its varying speed of penetration. Often we see a sea-breeze rushing in for quite some distance only to realise shortly afterwards that it has suddenly come to a halt. After taking a rest for quite some time it then moves on further and often faster than before. This pulsing type of behaviour has caught many glider pilots by surprise and is responsible for quite a few outlandings.

The shape of the coastline also seems to have a mayor influence. Personally I'm lucky enough to fly from an airfield only about 30km away from the Yorke Peninsula in South Australia where we have plenty of opportunities to take advantage of a sea-breeze coming in from both coasts. In such a scenario a convergence line tends to form roughly over the middle of the peninsula allowing flights of 100km or so without thermalling. On rare occasions thermal wave might even form in front of such convergence lines allowing breathtaking soaring with splendid views of both coastlines. But in other parts of the world there are similar convergence lines

for knowledgeable pilots to explore.

When it comes to the speed of sea-breeze penetration all of the above comments need to be taken into account. In a low wind scenario the sea-breeze front penetrates inland at a speed of approximately 10 to 15km/h but it can be significantly faster and reach more than twice this speed on occasions. This makes it not only difficult to determine the time of arrival at a particular gliding site but it becomes even harder to estimate its depth of penetration. Needless to say that it presents an outlanding risk for cross-country pilots.

The Mechanics of a Sea-breeze

Before we progress further we first need to understand the mechanics of a sea-breeze front. Most pilots know that the approaching maritime air replaces warmer and dryer inland air but the sea-breeze does not represent a new mass of air with a different character. In fact the sea-breeze is typically only a 500 to 1,000ft deep layer of cooler and moister air which is acting like the thin end of a wedge by slowly creeping in from the ocean. On many occasions I have returned from a cross-country flight and kept an eye on the temperature on my return to base. As the electric variometer in my ASH 25 features an outside temperature readout it is easy to determine when the descent into the sea-breeze air occurs. More often than not a rather sudden temperature drop amounting to 5°C or more occurs somewhere within the 500 to 1,000ft level and within a few seconds.

This might explain why the sea-breeze is even more difficult to deal with in mountainous areas. It can sneak in through valleys or passes and completely kill any convection generated by the valley floor. However, it does not reach the upper parts of the mountains and therefore thermal activity usually continues unabated from the sunlit parts of the slopes. In such terrain it is useful to think of the sea-breeze like a large amount of water slowly flooding the low-lying areas



but not reaching others.

Because cooler air is always denser it remains close to the ground and gradually creeps under the warmer inland air. Therefore it is not hard to imagine that a sea-breeze becomes the best thermal trigger known to glider pilots. Along a broad line this miniature front of maritime air separates all the warm air from the ground and produces a line of good lift along its leading edge. But once the sea-breeze air engulfs a particular flatland gliding site, flying is usually confined to circuits. However, there are occasions when the relatively thin layer of maritime air is receiving sufficient heating to restart the normal convection process. This is an exception to this rule and can't be relied on.

Flying Tactics

A sea-breeze can only develop if and when convection occurs. This means that even gliding clubs located relatively close to the sea get a few hours of early soaring before the arrival of maritime air. These early thermals might initially prove to be weak but they are usually quite workable. Provided we get our first climb during this period we can move further inland and enjoy a perfectly normal day of soaring. In other words, if we want to beat the sea-breeze we should not waste any time in the morning.

A lot of inexperienced glider pilots are very concerned about the sea-breeze for fear they might not make it back to the airfield later in day. Although this is well known to present problems in a competition environment it is usually less of a problem for pilots free to select and/or change their task. Provided some local knowledge is applied a return into a sea-breeze usually presents no major issue with today's modern gliders. Assuming we take a high enough climb near the incoming sea-breeze front we are usually able to penetrate into the headwinds almost always associated with a return to the home airfield.

Such aircraft as the world class glider or older wooden ships struggle on occasions but a sea-breeze is not the demon it used to be in the old days of aircraft with a poor July 2004

glide ratio and an even worse ability to penetrate into a headwind.

Visual Indications

In conditions of very high humidity a sea-breeze often leaves unmistakable signs of its position in the form of cumulus clouds. These clouds are often of a much-diffused shape but to the trained eye they reveal what is happening in the atmosphere.

Figure 1 illustrates the basic airflow pattern and points to the reason for the convergence line. Research dating back to 1987 indicates that the leading edge of the sea-breeze front can have about twice the depth of the trailing flow. It was also discovered that the speed of the trailing flow is faster than the propagation speed of the front and this might explain the reason for the pulsing behaviour and the varying speed of penetration.

Where the cool and moist ocean air meets with the warm and dry inland air we have a collision between two masses of air and the only way for the air to go is up. The moister sea air condenses at a fairly low level and as a result we get cumulus clouds with a relatively low base. In contrast the warmer and dryer inland air condenses much later resulting in cumulus clouds at a significantly higher level. A cluster of clouds with vastly different cloud bases develops.

But not only that: in conditions of very high humidity we can also get wisps of clouds seemingly suspended from the lower cumulus. The term "Curtain Cloud" is used to describe the phenomena in Europe. These curtain clouds mark the place where the moist sea air meets the dryer inland air at cloud level. The best lift is found just to the landward side of these curtain clouds and slightly towards the higher cumulus.

Although it is fair to assume that the behaviour of the air along the leading edge of every sea-breeze is more or less identical every time it does not mean that the process is always visible. Only a relatively high amount of moisture in the air makes these processes visible and it goes without saying that different amounts of moisture will result

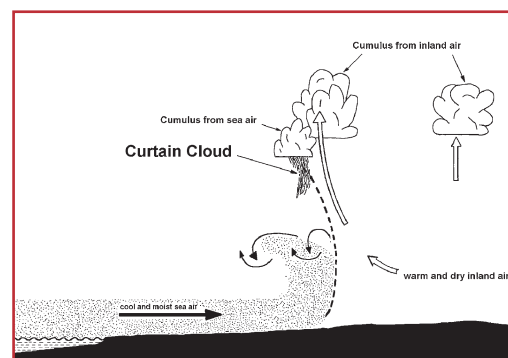


Figure 1: Airflow along sea-breeze front

in a very different cloud appearance.

A low inland air humidity level, for example, would deprive us of inland cumulus clouds and if the air off the ocean is also relatively dry we won't see any clouds at all. Especially when the sea-breeze front is marked by clouds there is a good chance of getting some practical experience and a feel for the air along the convergence line. Being weatherwise, reading the sky more effectively and having a better understanding of the sea-breeze behaviour is bound to be of huge advantage whenever we fly on those tricky sea-breeze days in future.

But even without any clouds we can get some visual clues. Onshore winds are almost always characterised by higher levels of humidity and when this slightly hazier (and salt-laden) layer of air moves slowly inland it often marks the depth of maritime air penetration quite clearly. Especially from the cockpit of a glider we can often detect this slight variation in visibility and that should give the switched-on pilot more than enough warning.

But especially in relative dry climates like Australia dust is often kicked up by the leading edge of a sea-breeze in a similar fashion as squall lines ahead of thunderstorms. Again, if such signs are noticed and acted upon the chances of being brought down by the sea-breeze are much reduced.

Last but not least we should make mention of man-made early warning systems. Many gliding clubs broadcast a warning to their cross-country pilots within minutes of the sea-breeze arrival. My club is no exception and I'm sure that this excellent service by fellow club members has saved a lot of pilots a possible outlanding over the years. In cases where such a service doesn't exist there is nothing to stop pilots from requesting wind direction and strength over the radio before embarking on a final glide back to the home airfield. It is preferable to hang on to a thermal for a little longer than landing in a paddock a few kilometres from home or getting high blood pressure during the last part of the final glide.



The Bicentenary of the Aeroplane

Philip Jarrett

LAST YEAR, 2003, MARKED THE CENTENARY OF THE FIRST POWERED, SUSTAINED AND CONTROLLED FLIGHT BY A MANNED HEAVIER-THAN-AIR AIRCRAFT. THE ACHIEVEMENT OF THE WRIGHT BROTHERS IN THE USA IS GENERALLY ACKNOWLEDGED AND WELL KNOWN, BUT, 99 YEARS BEFORE THAT, ANOTHER VERY SIGNIFICANT EVENT IN THE HISTORY OF THE AEROPLANE OCCURRED. TWO HUNDRED YEARS AGO THIS YEAR, IN 1804, THE FIRST MODEL GLIDER EMBODYING THE CONFIGURATION OF THE MODERN AEROPLANE AS WE KNOW IT WAS FLOWN IN ENGLAND.

The man behind this achievement was Sir George Cayley, a Yorkshire baronet who had already, in 1799, conceived the basic essentials of fixed-wing flight. That year he perceived the forces acting on a wing in flight and realised the need to separate propulsion from the lift. These two fundamental principles opened the way to manned flight, and then, late in 1804, Cayley made further important advances.

In October 1804 he began to write his first paper on aeronautics, entitled "Essay upon the Mechanical Principles of Aerial Navigation." Unfortunately it was never completed, and therefore remained unknown until it was rediscovered and published for the first time in 1961. It contains the statement:

"I am well convinced that Aerial Navigation will form a most prominent feature in the progress of civilisation during the succeeding century; and under this impression I am anxious that while foreign countries are displaying their attention to this subject, England should at least show a similar ardour."

Cayley then addresses ways of making balloons dirigible, suggesting streamlining the envelope to reduce resistance to a minimum, and locating the tail unit at its rear; two ideas well in advance of their time. However, the main theme of his treatise was to be heavier-than-air flight, and as a preface to this part of his paper, which was never written, he points out the inadequacy of

human muscular power for sustaining flight, and the promise then being offered by 'modern mechanics' in the form of the 'steam engine and other first movers'.

Exactly why Cayley discontinued the work on his paper is unknown, but shortly after this he conducted two important experiments that might well have changed the direction of his thinking with regard to heavier-than-air flight.

Firstly, he became the first person in the world to use a whirling arm for aeronautical research (see Figure 1 below). This device had been used by Benjamin Robins in 1746 for ballistic tests, and in 1752-53 John Smeaton had used it to test models of windmill sails.

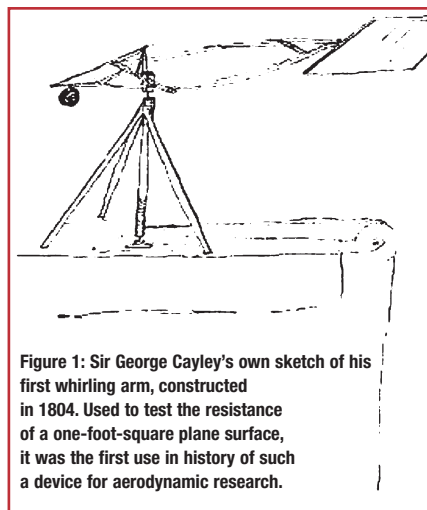


Figure 1: Sir George Cayley's own sketch of his first whirling arm, constructed in 1804. Used to test the resistance of a one-foot-square plane surface, it was the first use in history of such a device for aerodynamic research.

Cayley fixed a counterbalanced horizontal arm four foot 9.2 inches long to the top of an upright pivot so that it could revolve. A plane surface of one square foot in area was attached to the arm's extremity so that the angle of incidence at which it was set (ie: the angle at which it met the air) could be varied from three to 18 degrees. The arm was made to spin round using a weighted cord wound round the pivot and then led over a pulley and allowed to drop down a stairwell. By measuring the weights lifted by the surface, counting the arm's revolutions by means of a stopwatch and computing the centre of resistance, Cayley was able to determine the resistance of the surface with commendable accuracy for the time.

However, Cayley was not convinced that that the circular motion created the same resistance to the surface as would be created when the surface moved through the air in a straight line. In an attempt to obtain comparative data, he therefore embarked on the second important experiment, constructing a remarkable model glider. In one of his notebooks Cayley describes it thus:

A common paper kite containing 154 square inches [area] was fastened to a rod of wood at the hinder end and supported from the fore part from the same rod by a peg, so as to make an angle of six degrees with it. This rod proceeded on behind the kite and supported a tail, made of two planes crossing each other at right angles, containing 20 inches each.

This tail could be set to any angle with the stick. The centre of gravity could be varied by sticking a weight with a sharp point to the stick. The whole weight was 3.82oz, and when the centre of gravity, G, was under such part of the kite as left 75 inches on the anterior part and 79 behind it, and with the tail at an angle of 11.5 degrees (the centre of resistance of which was $27\frac{1}{2}$ from the centre of gravity, then if a velocity of 15 feet per second was given to it in a horizontal direction, it would skim for 20 or 30 yards supporting its weight, and if pointed downward in an angle of about 18 degrees, it would proceed uniformly in a right line for ever with a velocity of 15 feet per second. It was very pretty to see it sail down a steep hill, and it gave the idea that a larger instrument would be a better and safer conveyance down the Alps than even the surefooted mule, let him meditate his track ever so intensely. The least inclination of the tail towards the right of left made it shape its course like a ship by the rudder.

Cayley's tests of this model glider (see Figure 2), the first aeroplane of modern configuration in history, are the earliest recorded experiments in free flight with an aeroplane having both vertical and horizontal rudders.

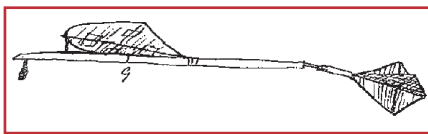


Figure 2: Cayley's drawing of the model glider he built in 1804 using a simple kite as its wing, mounted on a rod. The lump beneath the nose is a movable weight, and "G" indicates the centre of gravity. Note the cruciform tail, attached to the rear of the rod by a length of wire to enable it to be adjusted.

Cayley was puzzled that the lift demonstrated by his whirling arm appeared to be only a quarter of that generated by the glider, but he had failed to allow for the fact that, in flight, the fuselage of his glider was inclined at about 14 degrees to the flight path. This meant that the wing was flying at an incidence of about 20 degrees rather than the six degrees at which it was fixed to the stick.

It seems strange that Cayley elected to use a kite-form wing, rather than adopting a longer span narrow wing like that of a bird. However, having made this choice, he adhered to it for most of his subsequent models and full-size aircraft. Nonetheless, his subsequent pioneering work in heavier-than-air flight was equally remarkable. It included

the building of three more whirling arms and a gunpowder engine; the publication of a triple paper *On Aerial Navigation* in 1809-10, the first treatise

in history on theoretical and practical aerodynamics; and the building and testing of a series of model and full-size gliders. In 1849 a boy was briefly carried aloft in a triplane glider, both in free flight and under tow; in 1852 he published a design for a man-carrying glider; and in the latter half of the following year his terrified coachman made a gliding flight across a valley as a passive passenger in a large triplane glider.

At the foundation of all these achievements lay those first tentative experiments conducted in 1804. Most people who regard flying as a matter of routine in 2004 have never heard of Sir George Cayley, and are blissfully unaware that the large, swift and streamlined airliners in which they fly are all descended from a small glider flown across a Yorkshire vale 200 years ago.



Philip Jarrett

is a freelance author, editor, sub-editor and consultant specialising in aviation. He began writing on aviation history in 1967, and in 1971, after working as a library assistant in the Royal Aeronautical Society's library, became assistant editor of *Aerospace*, the Society's newly-launched newspaper. He was assistant editor of *Aeroplane Monthly* magazine from 1973 to 1980, and production editor of *Flight International* from 1980 to 1989. An Associate Member of the Royal Aeronautical Society, he is a long-serving committee member of the Society's Historical Group.

He is also a member of Air-Britain, the international association of aviation historians, and Cross & Cockade, the society of First World War aviation historians. An internationally recognised authority on early aviation, Philip has written numerous papers and articles on a wide variety of aeronautical subjects. His biography of British aviation pioneer Percy Pilcher, *Another Icarus*, was published by the Smithsonian Institution in 1987, and he was contributing series editor for the six volumes in the Putnam's History of Aircraft series.

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HOW I GOT ADDICTED TO XC

Part 1: 'Sampling the Goods'

Jillian Georgiou



MY HUSBAND, DAMIAN, AND I HAD BEEN WAITING PATIENTLY
FOR THE MONTHS TO PASS, ADVANCING SLOWLY
TOWARDS THE DYNAMIC FLIGHT CROSS-
COUNTRY TOUR IN BIRCHIP.

This is a yearly event, organised by Rohan Holtkamp and Paul Rundell of Dynamic Flight (Beaufort, Victoria). They have been running this tour for some 11 years now, and we'd heard stories from previous attendees about how much fun it was and how successful they'd been in their long distance flying, with some pilots beating their own personal bests every day they flew. Some spoke with a far away look on their face, as if possessed by some unseen force that drew them back uncontrollably. Others drooled at just the thought of what they'd done, and hoped to do it again. We were keen to try this cross-country thing; it seemed to be something pilots got addicted to, and just had to do again and again. Imagine, towing up, leaving the paddock, and being picked up somewhere else! How exciting it sounded!

Having been flying for only about 12 months, and only just getting to double figures in the log book, it seemed like a goal so far away. Could this phenomenon be possible for me too? I had done some thermalling before at Dynamic's Tow Park, but hadn't actually flown anywhere. The tow paddock was familiar, and so one felt safe. What lay beyond seemed a bit too much of the unknown and therefore a bit scary. Yet hearing about what could be achieved, the yearning to try something unfamiliar encouraged experimentation. On this cross-country tour, the whole idea was to "get

away", and so the mind frame had been set. We were leaving the tow paddock, come hell or high water!

I was mostly worried about out landing. Would there be much to choose from in the way of nice open ground? On the drive up I could feel this worry lessening. There were miles and miles of flat, flat, land. Just some scattered trees, and a few other obstacles like buildings and powerlines. There were still some crops, but no hills like we were used to in the Ballarat district. I'd probably travelled here as a child, but not remembered any of it, nor would I have been looking at it from a pilot's point of view. It was marvellously flat and wide. Did I mention, flat? Except for Mt Wycheproof... but 'mount' is a bit of an exaggeration – more of a hill. It was the only elevated spot around. We would make our home for the week in the Wycheproof Hotel. We received a warm welcome and settled for the night.

The first day brought fine and, as expected, warm weather. There were roughly seventeen of us, including pilots, instructors and drivers. Our experience in cross-country ranged from old timers (long time XC addicts) to people like myself (cross-country? what cross-country?!). After breakfast we gathered in the dining room for the first of the daily pilot briefings. These were MC'd by Paul, with his usual witty humour, and followed up with wise words from Rohan – the Jedi

Jillian sets up for the first day of the tour.
Note fly-netting hat, to help avoid eating flies

Photos: Damien Georgiou

Master. A weather report was explained by Steve Townsend, along with other information such as radio protocol, how the retrievals would work, and goals for the day. Each day the topics were expanded upon as pilots asked questions from previous flights (the "oh, is that what that was..." moments). We would then pile the gliders and gear into the vehicles and head for the tow paddock, a harvested field about 20km from Birchip.

Our first day getting ready to fly set the scene for the following week: a flurry of people would sweat, curse and swat (and sometimes swallow) the flies while setting up their gliders, ropes and tow vehicles. The stubble from the harvested crop dug into shins, but eyes were cast upward. Would we get up today? I held back for a little while after setting up my Fun 160 to watch a few other pilots tow up and return, butterflies in my stomach. The nerves of the unknown made the pulse elevate a little, and more sweat dampened the underarms and palms, but I put it down to the heat. Paul and Rohan were radio assisting some pilots to where they thought some lift would be. Steve Norman towed up, up, and away. This was to be expected with his track



record, often setting the example of, "Catch me if you can!"

After some time watching I thought, 'may as well' and began the ritual of preparing for flight. I got into line for a tow. Paul had asked me that morning what my goal was for the day. I'd replied that if I got out of the tow paddock I'd be happy. Time would tell.

My first tow was proceeding normally when Rohan suggested I was in good lift and could release if I wanted. Trusting his judgement, I released early and began circling immediately. The glider felt buoyant and the vario cheeped, "*Ro is right, Ro is right.*" I seemed to stay in the lift – not necessarily the core – but it was working nonetheless. I allowed the glider to travel over the ground, and to my surprise I was gaining altitude slowly too. I suppressed my excitement from bubbling over just yet.

"Keep circling, keep circling", I told myself. "*I don't know what I'm doing right, but it's working. Keep circling. Yes, I'm still climbing, vario's still talking. Come on, come on...*", I coached myself.

I heard encouragement on the radio from Paul and Rohan. I was over the parked vehicles near the back of the tow paddock where gliders were lining up for a tow. I had good altitude, too... too good to throw away and land again. No way! I was going places! Again I suppressed whooping with joy just yet. I could drop out of this lift at any time.

Stay with it, please let me stay with it.

As the minutes passed I found myself at around 3,000ft and still climbing. I looked down at the tow paddock, slowly falling away, getting further behind me but still not far enough. I wondered if the trip was going to be this slow? Was I meant to be getting away faster?

Stop thinking that way, it's happening, just enjoy the experience, keep circling.

I guesstimated I was about two kilometres from launch. At the briefing, we'd been informed that paddocks around Birchip were roughly two kilometres long. So I counted back and radioed my position with the altitude, roughly 4,000ft. This confirmed to me that things were going well. I was making progress and height, and was quietly happy that I was now flying higher than I ever had before.

Still not ready to relax yet, I surveyed the landscape while still relentlessly circling. They were right about the large paddocks – plenty to choose from, even amongst those that had not been harvested. The radio waves were busy, it was almost annoying. The neighbourhood of farmers chatted vaguely about nothing in particular and made it difficult to distinguish talk from the

tow paddock. I overheard a local say, "*Oh no, they've started towing...*" Both pilots and farmers would have to be patient with each other this week.

The paddocks were distinct in variations, some clothed in wheat, others in spiralling patterns from being stripped of crops. Some were dark and barren soiled, while others featured dams, houses, trees and roads. This was really enjoyable, seeing our world from this altitude. I could feel and see why such dreamy expressions came over pilot's faces when they reminisced about good past flights. It was a real buzz; if only I could relax into it more! The thought passed my mind of what my friends and workmates might be doing at the same time I was way up here. I bet it wasn't as good as this!

Time passed, though it was hard to say how long; you lose sense of time. You're focused on circling, and if you were still finding lift, you kept doing the same. I radioed my approximate position occasionally. I was still moving away from the home paddock, so that was good. Now I was climbing up to around 5,000ft. This is good!! I felt a change in the air temperature around this point.

"Gee, it feels like about 10°C up here," I radioed, hoping for a bite.

In a flash someone said, "*It feels like 40°C down here!*"

Wild Africa Flying Tour



Expressions of interest are sought for a 2-3 week tour of the Eastern states of Africa (Zimbabwe, Mozambique, Malawi, Tanzania etc) in Aug/Sept of this year.

Zimbabwe hosts a small competition in Aug and the tour will take in scenic flying and travels after the comp. with a local guide AND instructor on hand to develop your thermal and XC skills in as many locations as we can fit in. Cultural site seeing



included, possibly even Victoria Falls. The cost is surprisingly affordable. Ring or email for details. 0402 029 457 fly@alphalink.com.au 03 5261 2895

Sorry guys, no sympathy, I giggled to myself. Rohan radioed that I probably felt like I should have taken my gloves. They were in his pocket, as I ditched them at the last moment before the tow. But actually it was very pleasant and I said so. I'd rolled down my sleeves and it was quite comfortable.

Now I had a visitor. Rohan said there was another pilot following me; it was Ken McAnally. He'd only just got his hang gliding licence and was up and away already! (We found out later he pilots sailplanes and has done paragliding – cheater...) One minute Ken was on my left and lower than my glider. Next glance he was higher. Then it seemed only a moment later he was on my right, low. Then on my right, high. Rohan said I could join his thermal, but mine was fine so I kept circling on the line I'd been following. Ken then went off on glide and



Pre-flight checks are done, before lining up for a tow



disappeared. Next I was informed my husband was on his way, chasing me. There was some ribbing from Paul about competing, and would I share my thermal? Basically, I said no. This was mine, thanks! Damian moved in the same direction with me for a while, but also disappeared on glide.

This thermal seemed to be lasting for ages, or maybe it was several close together. I hardly seemed to be gliding straight at all at the moment. Maybe that's why my stomach gurgled really loudly... I was feeling a bit average. Great, motion sickness. I pushed the feeling out of my mind and kept circling. Besides, things were really happening now. The vario was getting very excited and so was I. It was saying I was climbing up through the high 5,000's. It was creeping closer to six grand and I was willing it further. Circling, circling – come on, come on, keep going, a bit more... yes! – I'd done it. My best altitude ever, 6,300ft! I couldn't wait to radio my new position and altitude. I was closer to Birchip than I'd ever imagined I could get, and at a brilliant height. I was almost gloating, so pleased with myself!

Time passed, and with it more ground. Birchip was clearly in sight and I now glided

more north-west, so as not to fly directly over the town. I didn't feel comfortable with that.

I also didn't feel comfortable with my stomach. It was really churning and all my concentration and willing the feeling away wasn't winning over it anymore. I was also finding less lift. I searched, but only found fringes of things I couldn't grasp firmly and stay in. I was starting to sink and the brain thought about a nice landing paddock. The more westerly side of Birchip was clear of trees, so I headed towards the area with the confirmed plan of putting down soon. Just in the nick of time the brain switched over to landing mode: the burps of pre-vomit were bubbling up, but vanished once I dropped to 1,000ft. I called in my position and intentions. My message was received and I was told the retrieval bus was already on the move. The air became turbulent and I pulled the bar in to cut through the gradient layers. The temperature rose quickly, as did the ground. I aimed towards a harvested paddock that was on a cross-road, with trees in one corner for shade. There was also a dam that acted as a wind sock. Handy! I pointed the glider into the wind and pulled on more airspeed. The arms were weak, but

Birchip from the air

the ground came up fast, stubble rushing underneath.

Ease off the pressure, relax to trim, relax, relax.

I attempted a small flare as it didn't seem too windy, but my strength was sapped and I landed on my wheels.

I took a few seconds to gather myself up, puffing like an old horse. Once grounded, gravity was harsh and magnified by the heat. I radioed I had landed and the message was heard. Turning the glider around, keel to the breeze, the hands were shaking from the exertion and from the rush of adrenaline. I escaped from the harness, wet from sweat, and rested a moment, trying to acclimatise again. In time I carried the glider closer to the fence line and dirt road. I noticed there wasn't a sign post or road name. This would be interesting, trying to give my position (I hadn't used the fangled new GPS yet...). I gave my best guess at my position. Colin Bailey was in the pick up van and he seemed to know where I was better than myself. With a bit of umming and erring across the radio, Colin narrowed down my position.



I began to pack up the glider, and was most relieved when the familiar white van appeared almost out of nowhere. I gave Colin a big thumb's up, pleased with getting away, but it hadn't really sunk in what I had just done. I appreciated Colin giving me a hand packing up, and even more the can of soft drink he handed over. Best tasting one ever!

Driving around the area retrieving more pilots, it was gradually dawning on me just how exciting my achievement was. I hadn't allowed myself to get too carried away while flying, but sitting in the van sharing stories with other pilots, it really started to sink in. There was a communal taste of a thrilling experience that had to be tried again. We'd got a fix that seemed to give us a similar appearance, recognisable by rapid speech, sweat, grime, sun burn, tired and excited all at once. The delayed high grew inside with an energy of its own. By time we were all collected and returned to the hotel, I was talking at a rate of knots. By the time I got cleaned up and ready for dinner, the high made me skip to the dining room. Many grinning faces sat around the tables, with knowing twinkles in their eyes. Congratulations were shared and the bubbly chatter continued over a much longed for meal.

I thought the exhilarating feeling was going to keep escalating so much that I'd burst by 11pm! But fatigue caught up and I fell into bed, still grinning, albeit sleepily.

However, the following days I only achieved thermalling practice, as I didn't get much further than the "back paddock". I was still enjoying the flying, but the itch of not making enough distance was hard to relieve. A few of us who weren't so successful would return to the hotel at night a little disappointed and on a downer from having been so elevated emotionally. Some pilots had not got out of the tow paddock at all, wistfully listening and watching the accomplishments of others, trying to get pointers on how to join "the club". We were all envious when Steve Norman flew 183km one afternoon. Helen McKerral and 'Kiwi' Matt Barlow had slow starts, but after leaving the paddock with a "whoohoo!" of joy, they soon joined the tired but satisfied XC junkies in the pick up vehicle. They also now knew the feeling of XC, had the twinkle in the eye and the taste for more.

Towards the end of the week the Fun 220 was brought out for tandem flights. I was to saddle up alongside Rohan, with intentions of flying XC together. We set up

the glider and equipment. I was looking forward to flying with 'The Jedi Master', and perhaps a little of his experience would rub off onto me. There was a cloud street effect today, and although broken, looked promising. I penguin walked under the glider to allow Rohan to clip my harness in as we waited our turn to be towed. Paul conducted traffic while holding the glider for our synchronised hang check. The familiar butterflies returned, but not from nerves. This was more from excitement. I was looking forward to getting the 'bird's eye view' again, seeing the ground from far above, and the euphoric feeling that came with it. We were ready to tow, waiting for a calmer breeze.

Standing close and grasping Rohan's harness, we prepared for tension. Steadying the glider he radioed the towing procedure. I tightened my grip, concentrating on keeping out of the way and moving as one. We started to move off. I really hoped this would be successful for both our sakes, yearning for a repeat performance. Were we going to get away?



'How I Got Addicted to XC' continues next month, with 'Part 2: Getting High with the Jedi'

soul mission...

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Insurance Insanity

Taff

(Sub-ed note: This article was submitted by Taff in March, a little over a week before the dramatic change in the HGFA's insurance position that occurred in April...)

EMERGENCY MEETING OF THE HGFA, CALLED BY ITS PRESIDENT ON 28/03/2010

Present: General Manager, President, Secretary, Treasurer, plus five board members, plus eight regional representatives

Guest: Mr Ronald J P Wallburger of Gates, Halliburton, Mobil and Murdoch PLC

(Please note, due to circumstances the delegates have asked for their names to be struck from this record, and only titles used. The meeting was taped, and incidental noises have been included in brackets for clarity and continuity.)

President: "Thank you for attending at such short notice members, I hope we can keep this meeting as cordial as possible. I'd like to introduce Mr Ronald J P Wallburger of "Gates, Halliburton, Mobil and Murdoch PLC" (GHMM PLC), who has come with a proposal for insuring our paragliding and hang gliding members in the coming seasons. Mr Wallburger has come all the way from the company's head office in Texas, not to be confused with its head office for tax purposes in the Caymans, so I hope you'll give him a traditional Ozzie "fair go". As you may know, the only other remaining insurance company, since the unfettered free global free trade agreement was signed, "MacDonald, Ford, K-Mart, Esso PLC", declined to offer us a quote. So on that understanding I hope you will give Mr Wallburger a fair hearing. Mr Wallburger, the floor is yours."

Mr Wallburger: "Thank you, Mr President. Before I begin, shall we have a brief prayer."

(Off; Embarrassed mutterings)

Mr Wallburger: "Lord, who has given us this fine day, can you be amongst us now and help through your wisdom these fine people understand the virtue of our offering. We ask you in the name of Jesus Christ your son, Amen"

All: "Amen"

(Off; Mutterings, "nutter")

Mr Wallburger: "Friends, you have in front of you our proposal for the insurance needs of your wonderful sport. These needs we believe are fully met by this proposal. You may find that some new ideas and suggestions are put forward, but I'm sure you will find that both your needs, and the needs of us the insurer, are equally balanced."

(Off; muttered; "I frigging bet!")

Mr Wallburger: "Furthermore, we have sought to implement new standards for safety and enjoyment in your sport."

(Off; muttered; "That'd be right.")

Mr Wallburger: "So I'll just sit here in contemplation of the goodness of our Lord for a few minutes, while you peruse the document, and then I'll happily take questions from the floor."

(Five minutes of reading time, mutterings and curses abound.)

Member for NSW: "Mr Wallburger, can you let me know what this, "suitable clothing, approved by GHMM PLC" is in paragraph 5?"

Mr Wallburger: "Certainly. To ensure all participants get full enjoyment out of their day's flying – after all, that is what we all want isn't it? – we have approved a range of protective clothing."

Member for NSW: "And this would be mandatory would it?"

Mr Wallburger: "Why yes, we cannot make exceptions, it's about striking the balance between your needs and ours."

Member for NSW: "And can you give us an idea of what this would consist of?"

Mr Wallburger: "Certainly. Starting from the feet, a pair of high density impact boots, with built in shin-guards. On the knees we would have shock-proof plastic shells with extended hamstring protection and thigh guards."

(Off; "WTF!")

Mr Wallburger: "The waist and lower back would be protected by a safety belt/back girdle, with Kevlar impact plates front and rear. The arms and hands would have..."

Member for NSW: "Thank you Mr Wallburger, I think we get the picture. Can I just ask, seeing as all these items are new to us, where the "approved" ones come from?"

Mr Wallburger: "They are developed by a firm with a high standing in the provision of safety equipment."

Member for NSW: "This firm wouldn't happen to be a subsidiary of GHMM by chance, would it?"

Mr Wallburger: "I do believe our company has some interest in them yes, but that's a good guarantee of the quality of their products in my book."

(Off; "Quality of their profits more like")

Member for QLD North: "Mr Wallburger, I see several references here to "Site Security Marshall", what in the name of hell are they?"

Mr Wallburger: "Beware blasphemy my friend, you wouldn't want the reality of hell to visit you."

(Off; "I'm beginning to think it has.")

Member for QLD North: "Blasphemy is taking the Lord's name in vain, Mr Wallburger, not mentioning hell. But that's by the by, what in the name of... what is a "Site Security Marshal" please?"

Mr Wallburger: "The Site Security Marshal is the person who is ultimately responsible for the running of the site, and for ensuring that regulations and conditions are enforced."

Member for QLD North: "Enforced?"

Mr Wallburger: "Oh yes, enforced. No rule is stronger but than for the enforcers strength."

Member for QLD North: "Eh, that's nonsense? Oh well... So we would have to elect a Site Security Marshal for each site then?"

Mr Wallburger: "Oh no, how could you guarantee impartiality and rigorous enforcement if you have chosen the marshal yourself? No, these would be employed from a private firm, and would be trained to carry out all the enforcement, and the tests."

Member for QLD North: "Tests?"

Mr Wallburger: "I think it's in paragraph 17 of subsection 12, 'mandatory testing'."

Member for QLD North: "Here we go; 'Each pilot shall undergo mandatory blood and urine tests for alcohol and drugs within 30 minutes of the proposed flight. Failure to pass these tests, or refusal to take them, shall merit the cancelling of the pilot's licence for a period of not less than 10 years.'"

Mr Wallburger: "Seems reasonable to me."

Member for QLD North: "Don't you think the price would be rather prohibitive?"

Mr Wallburger: "Oh no, their prices are reasonable, and will be included in the site usage fee."

Member for QLD North: "So you've contacted someone already then? They wouldn't be "GHMM Security PLC" by any chance would they?"

Mr Wallburger: "A fine company, I hope you'd agree?"

(Off; "I can feel the red mist coming on")

Member for Tasmania: "I see a number of references to "approved flight conditions" in that sub section. Are you going to prescribe the length of time we can fly?"

Mr Wallburger: "A generous 20 minutes, plus a break before taking off again of one hour."

Member for Tasmania: "Really?"

Mr Wallburger: "Fatigue is a major cause of injury, you know." (Off; "So is getting thumped in the face.")

Member for Tasmania: "And the height we can fly at is regulated?"

Mr Wallburger: "Up to 120ft above the hill; marvellous views I should imagine."

Member for Tasmania: "And what about cross-country flying?"

Mr Wallburger: "Out of the question."

Member for Tasmania: "Why?"

Mr Wallburger: "It's about range you see, same as the height of flying rule."

Member for Tasmania: "In what way?"

Mr Wallburger: "Well, the enforcement compliance devices the marshals will carry have a finite range."

Member for Tasmania: "By "enforcement compliance devices", I take it you mean guns?"

Mr Wallburger: "GHMM sure-shot 440's, I believe."

(Off; "I'm getting past the point of no return here.")

Member for Tasmania: "And the gliders we can use?"

Mr Wallburger: "GHMM Supersoalers. The best DHV 1's money can buy."

Member for Tasmania: "And the sites we can fly?"

Mr Wallburger: "Two in each state, nice places too, I visited each of them to ensure our purchase of the land was done efficiently."

Member for Tasmania: "You've bought up our sites?"

Mr Wallburger: "Certainly, how else could we ensure they were safe to fly, secure from non-insured pilots, and that a fair day's flight fees were charged?"

(Off; sound of head being banged on the table, tears.)

Member for Tasmania: "And the age range of the pilots, you'll control that?"

Mr Wallburger: "Well, anyone under 25 is too young to take such risks, too impetuous."

Member for Tasmania: "And over 35?"

Mr Wallburger: "We all know how the faculties fail after that age, mores the pity."

Member for Tasmania: "And the sexual orientation of the pilot affects them... how?"

Mr Wallburger: "Company policy, we don't deal with homo's, we are a Christian firm, after all."

Member for Tasmania: "And the number of children the pilot has?"

Mr Wallburger: "Fewer children, less pay out."

(Off; sound of one or more members being restrained.)

Treasurer: "One last comment before the meeting breaks up completely, Mr Wallburger, and for a change it's a more positive one. The price you are asking to insure our association seems, well, very reasonable in fact."

Mr Wallburger: "Why thank you, that's very kind."

Treasurer: "In fact, it's no more than the association paid for its insurance five years ago. Are you sure this figure is right?"

(Sound of papers being handed over.)

Mr Wallburger: "Oh, you've misread it I'm afraid. That's not the association's costs, that's the cost per member."

(Silence, absolute silence.)

Mr Wallburger: "Why are you all looking at me like that?"

(Sound of rushing feet, and something being thrown out the 5th floor window; scream fades off.)

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UPLIFTING TIMES – 5

Col Vassarotti

Thunder, Lightning and All That AN ELECTRIFYING EXPERIENCE

WINCH LAUNCHING NEAR STORMS IS NOT VERY SMART. I KNOW THIS NOW,
BUT 40 YEARS OR SO BACK IT SEEMED LIKE A PERFECTLY REASONABLE THING TO DO.

It was mid-afternoon on a routine day's instructing at Camden in 1964. We had been watching the cumulonimbus draw closer to the airfield. The cloud mass was slow moving but clearly destined to pass uncomfortably close. When it was about five kilometres away the duty instructor decided that the next launch would be a hangar flight – the last flight for the day.

Intense manoeuvring had been taking place among the trainees as it became obvious that flying would be curtailed. The prize was to be the lucky one to get the hangar flight. My exalted status as an assistant instructor allowed me to stand back and let the student pilots sort it out among themselves and the duty pilot.

Norm Farrell was the lucky pilot. Well, lucky in a sense – Norm and I were about to embark on an unforgettable flying experience.

All went well until we were almost half way up the launch at about 600ft. My student suddenly cried out in alarm *'I'm getting shocks off the stick!'* I glanced across at him – in the short wing Kookaburra the pilots sat in a staggered side-by-side configuration.

He wasn't exaggerating; the sparks were clearly visible. Norm was becoming even more agitated. This wasn't so surprising because the sparks were arcing from the stick to his inner thighs despite his efforts to keep

his legs as far apart as possible: not easy in the narrow cockpit.

It dawned on me that the approaching storm might present more of a threat than I had first imagined. In my most matter-of-fact instructor voice I suggested that now would be a good time to release. Norm was quick to respond. ZAP! The ensuing spark was spectacular and loud. My student was unhappy. *'I can't release!'* he yelled desperately. *'Try again'*, I said encouragingly: same result. I did observe, though, that the spark was smaller. Gritting my teeth in anticipation I grabbed the release knob and pulled it twice: no electric shock, no noise, no spark – just a normal release. I guess poor Norm had soaked up all the static discharge, firstly through his legs then through his vain attempts to release.

No matter, we were free of the steel winch cable, the winch driver and spreader were safe and Norm recovered his composure in time to make a good circuit and landing. We even managed to put the two-seater in the hangar before the storm arrived.

In retrospect, we were stupid and lucky. Flying near storms is perilous indeed, as I have learned over the years from my own experiences and from the shared wisdom of other pilots.

GAREMA OR BUST

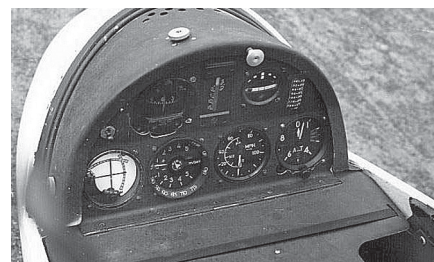
My electrifying experience at Camden came to mind a few years later.

Picture the scene. It was 1967 and day three of the National Gliding Championship at Narromine NSW. The task was 300km out and return to Garema – and storms were forecast.

I was flying a Mucha Standard – a wooden aircraft with a best glide performance of about 28:1 at 40kt. Rod Ruddick, my syndicate partner, had applied his considerable skills and expertise as an electronics engineer to equipping our much-loved glider



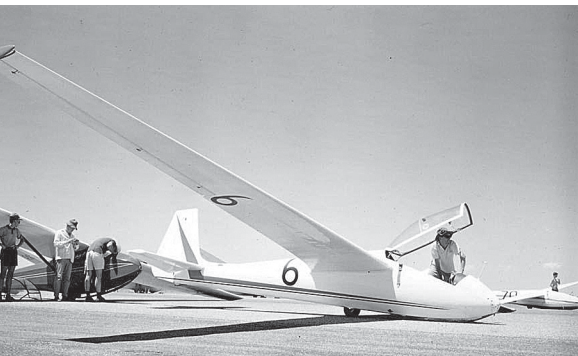
The Mucha solar panel



The thermal detector on the bottom left of the Mucha instrument panel

with a formidable array of electronic wizardry. He had designed and built a brilliant audio variometer (which fitted neatly into one of those little yellow and white 35mm Kodak photo slide boxes) as well as an excellent VHF radio.

Rod's most ambitious invention was a thermal detector. It was designed on the theory that a thermistor in the wingtip nearer the thermal would sense warmer air than a thermistor in the other wingtip. A two-needle meter on the instrument panel conveyed turn left or right information to the pilot. Rod reckoned it worked although conceding it needed some refinement. Personally, I couldn't get any joy out of it except when other competitors spotted its very impressive dial on the panel and were gullible enough to ask what it was for. Way ahead of his time, Rod powered all of this equipment with a solar battery fed by a bank of solar energy cells on a panel in the rear of the cockpit.



The Mucha VH-GRQ at Narromine in 1967 with a very young Rod Ruddick checking the controls – the Foka 3 is in the background

Photos: Col Vassarotti

So, we had quite a lot of electrical stuff in the Mucha's cockpit.

Immediately the gate opened I darted through at 3,000ft and set off for Garema. Starting early was generally a good idea in the Mucha because of its relatively low performance. It turned out a particularly good tactic on the day because many of the later starters outlanded near Parkes when the weather closed in.

For me, though, progress was easy with good climbs under plentiful, albeit growing, cumulus. Easy that is, until I was about five kilometres from Forbes. Garema was 25km further south. Visibility was poor because of thickening high cloud and the shadows cast by several isolated, but towering, cumulonimbus in the area. Flanking Forbes east and west, like ominous gigantic sentinels, were two storm clouds. Their bases were about 8,000ft above the ground; their tops disappearing into the overcast.

I was at 9,000ft – within easy glide range of Garema although I couldn't see the turnpoint through the gathering gloom. The dilemma was whether to take the cautious option and fly around these monsters or make a dash between them.

My Camden experience ignored, I decided to run the gauntlet. As I drew near the five-kilometre gap separating the storm cells, I was still at 9,000ft. Nervously I peered through the gap trying to glimpse Garema. There seemed to be a lot of hissing and crackling coming from the radio. Then I saw greenish sparks dancing from the radio to the instrument panel – Saint Elmo's fire I guess.

The blinding, shimmering flash of violet/white sheet lightning which filled the entire airspace between the cu-nims was awe inspiring as well as frightening. In another 30 seconds or so I would have been right in the middle of this incredibly powerful discharge of electrical energy. As it was, the intensity of hissing and crackling increased to a fever pitch and there were sparks all around the cockpit.

The strange smell in the Mucha was ozone (at least I hoped it was!). Enough was enough. I made a smart 180 and hightailed it out of there. Mercifully, the sound and light show in the cockpit soon subsided and the electrical instruments resumed normal operations.

I decided to divert west of the storms and to sneak around them to Garema. How to get back to Narromine was something I could deal with later. Further west were more storms. A spectacular bolt of lightning struck near Bogan Gate about 20km away. It seemed to lock onto the ground and sizzle there for several long seconds. Thankfully, it didn't appear to set off any of the military explosives said to be stored there.

I almost made it to Garema. As I flew around the storms I encountered heavy sink and turbulence. Through rain I spotted Garema at last. It was about six kilometres away and out of reach from my humble 1,500ft. The outlanding was uneventful.

Rod and Lloyd Bungey retrieved me and we stopped for hamburgers at the Paragon milk bar in Parkes. Still hyped up from my adventure I regaled them yet again with lurid details of the flight. Rod seemed rather relieved that his electronics had withstood the ordeal.

Suddenly the door flew open and John Blackwell burst in followed by his retrieve crew. John was truly a sight to behold: covered in mud from head to toe, his customary white T-shirt unrecognisable beneath its mud-spattered exterior, his denim jeans equally filthy. Most of all I remember his eyes: large and staring in wild excitement – the only white area on his mud-streaked face. Now this was not the cool, top gun pilot I knew John to be.

He told his tale. Flying Trevor Kyle's sleek, shark like Foka 3, he was leading the race and got to Forbes before the storms looked ready to vent their full fury. Starting at 9,000ft he dived under the cu-nim between him and the turnpoint. Under the cloud all hell broke loose: rain, hail, violent turbulence, zero visibility and an egregious descent rate. Within four minutes he was on the ground! Apparently he could see nothing other than cloud, heavy rain and an altimeter unwinding at an incredible speed until trees loomed through the murk in front of the nose. All he could do was to pull up and over them and land in the adjoining pad-dock. Judging by his appearance it must have been ploughed and water logged.

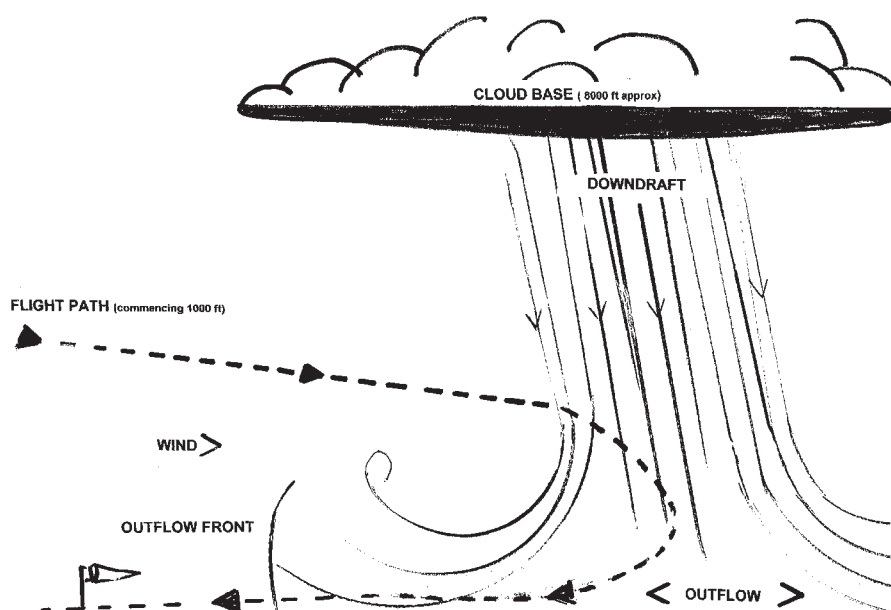
John may have won the day I think, getting closer to Garema than any of us. His experience also sharpened my awareness of the multitude of risks associated with storm weather. From what I know now it seems certain that John had encountered a microburst – a phenomenon not well understood back in 1967.

Over the ensuing years it gradually emerged that the power and downward destructiveness of microbursts have caused many air tragedies, not only to light aircraft, but to large commercial airliners and military aeroplanes alike. They are a potent force to be reckoned with by all aviators.

MICROBURST – UP CLOSE AND PERSONAL

Even isolated little storm clouds can produce microbursts. Rod Stone and I discovered this for ourselves at Temora in the summer of 2001.

We were each flying a Discus – Rod in '77' and I 'Delta One'. The air was exceptionally clear. Brilliant sunshine reflected off dazzling white cloud, set in a perfect blue sky. It was an excellent soaring day with good lift reliably under plentiful cumulus. Some of these were tending towards very high vertical development, although their bases weren't particularly large. None seemed inclined to grow into the massive widespread kind of storm likely to cause problems for gliders. The sky felt and looked friendly and welcoming.



Microburst

Photos: Peter Newcombe



Stewart May turning final at Temora with storm clouds in the background



Col Vassarotti in VH-GDI landing ahead of a storm at Temora in January this year



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How wrong we were...

Our tasks were different although we both flew 400km or so. About 5:00pm Rod was at a comfortable altitude about 65km north east of Temora and I was roughly the same distance south west at 7,000ft. Some of the clouds were producing rain which was not reaching the ground – virga. We independently reached the same conclusion that it was time to return to Temora. With conditions so good it was no problem to skirt around the odd rain shower or two. I set up a long final glide from Ganmain and relaxed blissfully to enjoy the easy ride home. Rod did much the same.

Approaching Temora I scanned the sky for aircraft and any signs that wind or other factors might require special alertness or action. The airspace was clear, wind westerly and a large cumulus sat slightly east of the airfield. It looked like most of the oversized but innocuous clouds characteristic of the day. I joined circuit at 1,000ft above ground and commenced a very conservative left downwind for runway 27. The wind was gusty although not particularly strong. Halfway along the downwind leg, the angle towards my intended aiming point was steep – as you might expect from starting the circuit so high. I reached for the air brake lever intending to increase the descent rate and induce a more “normal” circuit angle. I didn’t need to deploy the brakes: Delta One suddenly staggered as though we had flown into an invisible skynet!

In the blink of an eye the situation changed from routine to downright alarming. Despite an indicated airspeed of 60kt, the Discus – normally delightfully crisp on the controls – suddenly felt mushy and unresponsive. The descent rate changed from about four knots to an off-the-clock reading. I was literally falling out of the sky and that was exactly how it felt.

Edging in I tried to regain a satisfactory angle to the aiming point. The descent rate remained unbelievably extreme. By now I was abeam the fence at the threshold of 27 at about 400ft. All thoughts of a base leg fled as the sink rate seemed to increase even further. With the ground coming up fast and the fence now between me and the airfield I simply turned early final about 50m short of the threshold. Selecting an aiming point short of the fence, I lowered the nose hoping to gain enough airspeed for a last second pull up over it. At about 10ft the ground speed increased sharply as I encountered some form of tailwind. The fence slid by underneath and I suddenly had the luxury of using dive brake for the final part of the landing.

Touch down was smooth and the landing run short. Incredibly I now had a headwind! In less than 100m the wind had swung through 360 degrees: amazing!

As I climbed out of the cockpit, the wind abruptly shifted easterly. Seconds later Rod flashed past me in 77 and rolled to a stop about 200m further down the runway. Ten minutes later the wind moved through 160 degrees and settled down to a steady south-westerly for the rest of the day.

Back at the glider tie down area we exchanged rueful grins knowing that we had shared an extraordinary flying experience, thankfully emerging unscathed. We compared notes. After an uneventful final glide Rod noted the westerly wind indicated by the windsock and flew a right hand circuit onto 27. About two thirds of the way along the downwind leg he, too, had encountered the phenomenal sink. Like me, he felt fortunate to have been boosted over the fence by the unexpected tailwind effect near the ground. Graeme Rickert had landed his HP 14 without drama shortly before us. He commented that just a few minutes later the wind had “gone right round the compass card.”

We concluded that we had encountered a microburst out of the seemingly benign large cumulus east of the aerodrome. The plunge of cold air had been virtually over the eastern boundary of runway 27 and had flung 77 and D1 earthwards with enormous force. Near the ground the descending air had fanned out, fortuitously pushing both aircraft towards the runway. The effects were very localised and short-lived as is the case with most recorded microburst events.

We learned some vital lessons that day. If it looks like a storm cloud, no matter how small, treat it with caution. Also, remember that virga is a strong indicator of possible microburst activity. The absence of virga is no guarantee that a microburst does not exist. Most importantly, at the slightest hint of possible microburst activity, be extra cautious near the ground.¹

Phew! Reading all this you would have to wonder if gliding near storms is worth the risk. It’s a fair question. The reality is that some of the most exciting and high achieving flights involve dealing with storms and even dipping into their awesome energy. The trick is to know what you are up against and to manage the risks. And remember above all, we’re only doing it for the fun!



¹A useful source for more detailed microburst information is [www.srh.noaa.gov/jax/events/windhear.html]



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43rd Australian National Gliding Championships

Dalby Aerodrome
4-15 October 2004

[www.ddsc.org.au]

<rhenderson@austarmetro.com.au>

phone enquiries: 07 3843 6178

Entry Form

Pilot name	Glider type
Email address	Glider registration
Phone number	Competition markings
Mobile number	Form 2 expiry date
Fax number	Glider class <input type="checkbox"/> Open <input type="checkbox"/> 15m
Mailing address	Logger type
.....	Logger serial number
.....	Crew Chief name
Total hours.....	Crew Chief phone number
1st or 2nd Nationals <input type="checkbox"/> Yes <input type="checkbox"/> No	Emergency contact name
Date of last annual flight review	Emergency contact phone number
Competition Licence number	Accommodation <input type="checkbox"/> Camp on site
Competition Licence valid to date	<input type="checkbox"/> Accommodation off site

Gliders must be insured for third party and public liability in a sum of not less than \$1,000,000. Any policy that does not include the GFA standard competition endorsement must include the following endorsement:

In respect of the use of the Aircraft competing in the 43rd National Gliding Championships at Dalby, 4-15 October 2004, sanctioned by the Gliding Federation of Australia, this insurance is extended to include as jointly insured, the Gliding Federation of Australia, Gliding Queensland Inc (Queensland Gliding Association Inc), the Darling Downs Soaring Club and any individual organiser or helper acting in connection with such sanctioned gliding competition but limited to the extent of coverage and limit of liability as provided by this policy.

- I hereby certify that the above information is correct and that I will provide the documentation at registration.
- I agree to abide by the competition rules and such variations as are decided by the Darling Downs Soaring Club or the Contest Director.
- I agree to waive all claims against the Gliding Federation of Australia, Gliding Queensland (Queensland Gliding Association Inc), the Darling Downs Soaring Club, the contest director and any person assisting in the organisation or running of the competition (including matters ancillary to the competition) for any property or personal damage whatsoever and I agree to indemnify and hold harmless these entities and persons in respect of their actions and inactions in organising and conducting this competition to the extent that any circumstances relating to any claim have been contributed by me.
- I hereby declare that I meet the minimum pilot requirements of: 100 hours solo in gliders, Silver C and two 300km flights, knowledge of rules of the air, two entries in national, state or NCC approved regional competitions, current flying practice in competition or cross country gliding, GFA member, FAI competition licence, and annual flight review.
- I hereby declare that the aircraft will have a current maintenance release and that the parachute(s) will have a current packing slip at the start of the competition.

Pilot Signature..... Date

**Complete the entry form, sign the declaration, and send with a cheque for the \$280 entry fee made out to "Darling Downs Soaring Club" to:
Ralph Henderson**

PO Box 322, Brisbane Albert St BC QLD 4002

Entries received after 20 August 2004, will incur a late fee of \$70, ie: a total entry fee of \$350.

A TALE OF CHINCHILLA

John Ashford

THE FOLLOWING IS A STORY ABOUT A MEMBER OF THE CABOOLTURE CLUB, PEARCE MITCHELL WHOSE ESCAPADES, AFTER MANY RETELLINGS REACH A MYSTIQUE APPROACHING THAT OF THE URBAN MYTH. THE SETTING FOR THIS STORY IS THE QUEENSLAND EASTER COMPETITION WHICH THIS YEAR WAS SPONSORED BY THE CABOOLTURE GLIDING CLUB. THIS NARRATIVE PERHAPS WILL IMPART SOME OF THE FLAVOUR OF THE COMPETITION THAT HAD ENJOYMENT AS ITS NUMBER ONE PRIORITY. ANYWAY, THE TRUTH MUST BE TOLD.

THE BEGINNING

The Chinchilla Easter comps started as a typical gathering of the gliding fraternity. Caboolture's number one seed Pearce Mitchell was slogging away in the IS29 futilely battling the big ships like the ASW 22, Ventus and Nimbus that have huge wingspans (and fairly accomplished pilots as well). This daily battle of David against the Goliaths was all very routine until the day Pearce landed out. From this point on day five we now record the 'Chronicles of Pearce Mitchell'.

THE PSEUDO OUTLANDING

The day commenced with a poor forecast which anticipated cloud base only to about 7,000ft. An assigned area task was set to achieve a total time of two-and-a-half hours. As competition time approached the sky developed and started to look good for a great soaring day as long as you went east of the strip. Unfortunately the task was to the west where it was blue. However we had confidence in our emissary and we launched him off into the wild yonder and prepared to wait.

We didn't have long to wait. In very short order the call came through. *"Pearce has outlanded on an ag strip 85km from Chinchilla."* But fortunately for his crew he had called for an aerotow retrieve.

This was good for us so we waited to welcome him back to the fold. And we waited and we waited. All aircraft had returned and only Pearce hadn't returned to base. The sun was sinking fast on the horizon. All other aircraft had been bedded down. All radio traffic had finished and the pre-dusk hush had settled on the bush.

The radio burst into life.

"Golf Papa Oscar, Chinchilla control, where are you?"

"Papa Oscar is at 65km and 8,500ft and is conserving height."

"It is getting dark. Will you make it back by last light?"

"Affirmative Chinchilla control"

Silence again. The sun finally sinks below the horizon.

"Golf Papa Oscar, Chinchilla control, What is your position"

"Papa Oscar, 35km out"

"Golf Papa Oscar, the landing lights are on"

Again silence. The deepening shadows now accentuated by the sound of crickets as they prepared for their nightly courtship. Those of us watching peered into the west, into the last glow of the sunset. Not a word was spoken. Our thoughts were with the lone aircraft out there somewhere, struggling to return from its mission.

As our hopes dwindled.

"Golf Papa Oscar, Chinchilla control, What is your position?"

"Papa Oscar, I am 10km."

And then we saw him. Low on the horizon but still with a chance to make it home. Our hearts were in our mouths.

"Golf Papa Oscar, can you see the strip?"

"Papa Oscar, I am unable to see the strip"

(read: fatigue, sweat and blood in my eyes, three engines out and the other on fire, crew dead, tanks on empty, only one aileron, tail shot to pieces, hydraulics failing)

"Golf Papa Oscar, turn 30 degrees left"

"Papa Oscar, Yes I can see it, I can see the strip... Chinchilla control, this is I S Twenty Nine Dee Two, Golf Papa Oscar... we're going to make it. Papa Oscar is coming home."

Papa Oscar made its final approach in the last glow of the retreating light. As the aircraft came to rest and the port wing dropped to the ground, the crew rushed through the still swirling dust and with watery eyes pulled the weary Pearce from the cockpit slapping his back in relief and congratulation. For without Pearce the rest of us had no beer money.

THE DUO

After all the back slapping and celebration borne of relief at having one of our own facing the perils of aviation, I was awoken from my sleep at about something past midnight by banging on the door of the caravan. As I grabbed for my trousers thinking there must be an emergency somewhere, a head poked itself through the door. *"I've got a seat in the Duo tomorrow"* the head said. After sometime I realised it was Pearce and having congratulated him and settled down I went back to sleep.

Next morning, I knew I could have the IS29 as Pearce had a better offer. I looked around to see if he could give me a hand with the aircraft. Nowhere to be found. The owner of the Duo was at breakfast but where was Pearce? As a volunteer I had other things



The Duo with Ralph Henderson (owner) and Tony Tabart (arch rival and Australian Open Champion)

Photos: Brian Wade

Joystick – check; wings – check; red nose cone – check

to do. I went to inspect and set up the marshalling area. As I walked past the open class ships with the really big wings, I noticed the Duo control surfaces seemed to be twitching and bouncing around for no reason at all, and the air was still. Thinking this was peculiar, I approached closer to investigate and heard sounds like *“whoosh, whoosh, eight knots, pull up, pull up, whoosh, turn steeper, whoosh, stick forward, let’s head out ahead of the pack, whoosh, 120kt, whoosh, whoosh.”* In the cockpit was Pearce practising.

I approached this burgeoning Duo pilot and said *“Pearce, could you give me a hand with Papa Oscar?”* (pause, cold look) *“A hand with what?”*

Must have been preoccupied with his own competition strategy! So I struggled with the IS29 by myself and as I sweated and strained to get it in position on the grid I observed a fresh Pearce with a very large chest swaggering about amongst the open class ships making conversation.

The day was very good and I scored 617 points of which I was very proud. At the end of the day I again met up with Pearce and asked him how he went. Giving me his most benevolent smile and placing his hand on my shoulder he whispered conspiratorially *“The trick is not to turn”* and swaggered off to jolly with the Open Class pilots leaving me to feel blessed by his attention.

THE PROPER OUTLANDING

The next day promised to be as good as the previous day. The task was set to the west and of course the clouds developed to the east and the west was totally blue. Pearce prepared the IS29 with the diligence of the seasoned Open Class pilot. He peered off into the distant west, mentally preparing for the trials of an arduous competition task. We, as mere mortals, scurried about in his shadow happy and privileged to have even

a word of abuse directed at us. For he was a Duo pilot of some note. He told us so.

The competition started and we settled down to wait. In short order came the call *“Papa Oscar crew report to competition director.”* This was Rob Hart and we could only think that Pearce had ordered his retrieve crew executed as we were no longer required for such an accomplished pilot.

But no! We stood aghast as we were told that the great Pearce had landed out and we were indeed needed to recover him and his aircraft. So immediately we set out to Drillam.

Apparently the great Pearce had thought himself in the Duo and had neglected to turn. This resulted in a glide from the start line into a paddock approximately 70km away. After executing a commendable outlanding he strode to the local farmhouse where he introduced himself to the farmer’s wife (no daughter). After Pearce explained how he got there the farmer’s wife said she saw the glider in the paddock but thought it was something her husband had bought home from the dump. *“But I thought it looked a bit shiny,”* she said on seeing his fallen face. This deflated the champion’s ego a bit and he was about to retrieve the situation when he was bitten on the backside by a three-legged dog that had snuck up behind him – undoubtedly defending the farmer’s daughter that didn’t exist. This was the final indignity which burst the bubble of ego and saw the return of our Pearce that we know and love.

On arrival at the farm, we found the great but now humble Pearce full of conviviality enjoying a beer with the local farmer. We packed up the glider and Pearce produced a half bottle of red which had survived the ordeal of outlanding, farmer’s wife and three-legged dog with which to consummate the outlanding ceremony.

With the warmth of the setting sun solemn upon our upturned faces, the silence of the bush respectfully watching, the shades of long past pilots looking down in judgment, the ritual toast of the outlanded, *“I’m going in”* was repeated three times with the gravity of a Druid sacrifice. Myself, Neil

Muspratt and Pearce (either ‘under the weather’ or speaking in tongues) supped of the Jacob’s Creek Shiraz for we were now bonded by shared experience as though brothers of the same blood.

POST SCRIPT



Papa Oscar in racing trim

When I joined the Caboolture club a little over 12 months ago I was introduced to a terrible trio who were later to become known as Peter ‘Wrong Day’ Davison (you should have been here yesterday), John ‘One Way’ Moeller (only does the out of an out-and-return) and Pearce ‘Wrong Way’ Mitchell (thermals against established direction and insists everybody else is wrong). I happened to attend the first outlandings of both Peter and John only through the most extraordinary coincidences. It became clear that my destiny by the hand of unseen and supernatural forces was tied to these three and I have been anticipating the outlanding of Pearce for some time knowing I would be present.

One more circle of life is now complete.



Our Hero, Pearce

DISCLAIMER

It is acknowledged that the events depicted in this narrative are nearly true and any similarity of the characters to real people is also nearly true. Names have not been changed to implicate the guilty. The truth must be told.



How did he land in this shady spot?



STOLEN MOMENTS:

An introduction to the book

Hugh Miller (Editor, Cross Country Magazine, 1998-2003)

I first met Jérôme Maupoint in 1998, when he was living in an abandoned school house in Annecy with a motley crew of young, impoverished and over-excitably pilots – David Eyraud, Alex Gignoux and Greg Blondeau. On the rare occasions that the fog generated by four chain-smoking, espresso-drinking, French 20-something-year-olds actually lifted, you could make out the Plan-fait take-off from the squat's window which was held together with those essential ingredients in any pilot's home and car maintenance kit: Ripstop nylon repair tape and Dyneema line. The rudimentary living conditions (a few mattresses scattered on the floor, no heating, stake-like splinters from the split floorboards threatening to impale you at any moment), combined with the wide-eyed enthusiasm of the four pilots, made me feel like I'd just walked into an Ashram for a paragliding cult.

Escaping a hectic, hot-tempered conversation about the latest directions in acro flying, Jérôme took me to the kitchen, flicked a switch on his home-made light box, and let me into his world of images.

What struck me straight away was the depth of his photographs. Sure, the compositions were unique, the light perfect, the focus and exposure spot-on, but each of the 24 x 36mm transparencies said so much more than the sum of its parts.

Through the harsh glare of the light box, Jérôme's images evoked many of the emotions I'd felt in 10 years of flying – and lots I'd yet to experience. There's a big difference between looking and seeing, and very few photographers who truly know how to communicate through the medium of camera and film, but Jérôme speaks to the very heart of what makes me want to fly.

Anyhow, after a lot of groaning and uttering profanities, I managed to convince Jérôme that Cross Country magazine would serve as an excellent support for many of his photographs.

Over the next six years, few packages arriving in our editorial office excited me as much as those from Jérôme. Not only did the success of many of our main features depend on his work, but each time his slide sheets arrived I couldn't wait to see what wonders in our world this quiet photo-

grapher had unearthed. From the abundant beauty of his home-site of Annecy, to the rich humanity and spirituality of India, his submissions always had me drooling for more.

It's a myth that a good photographer is simply born with talent, and that each image comes easily. When I travelled with Jérôme to cover the World Air Games in Spain in 2001, I gained insight into the extraordinary lengths he will go to capture an image. He often had us flying long into the evening, scratching hopelessly weak wafts – the last breaths of the day's thermals – in order to take advantage of the right light. He'd stop our car's CD player and shout at me to brake hard, opening his passenger door before I'd even come to a halt to chase after an old Spanish shepherd and his dog herding their flock across the dusty road, before crouching down on one knee like a sniper to snap his perfect shot. While following the competition tasks, I would often be gripped with fear, wrestling a 10m/s thermal at 5,000m over the Sierra Nevada mountains in a tight gaggle of 30 pilots, with Jérôme in the middle of it all, letting go of his controls to lean out of his harness and shoot the competitors circling over the harsh backdrop of parched peaks descending into tight canyons.

This book records Jérôme's work to date, written and edited himself. It starts with a celebration of the mountains and skyscape of his home, Annecy, and then pays homage to the close friends who have helped him make many memorable images. Stolen Moments then urges us to leave home comforts behind and to marvel at four of the wilder destinations for a travelling pilot: the frontier sites of northern Brazil, inner Mongolia, the Indian Himalayas and Morocco's Atlas range. The journey ends with a section simply titled 'Perspectives', which offers a colourful kaleidoscope of Jérôme's images.

By choosing his path in life – one that's poorly paid, that requires near-constant innovation, and often involves relationship-wrecking periods away from home – Jérôme has sacrificed much in the pursuit of his photos.

And his motivation?

"I just want to discover more places with my wing. I love it. I just can't get enough."

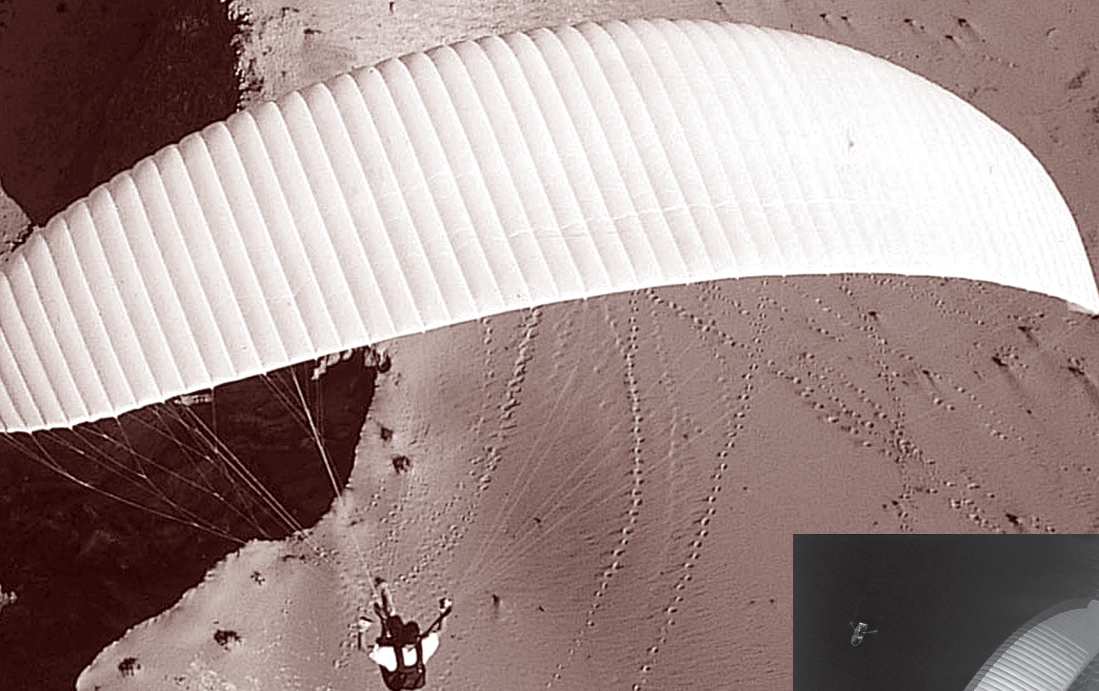
Stolen Moments is available online through [www.stolen-moments.com].



Flying along the coastal ridge
at Bareillas d'Icapui, Ceara, Brazil



Louise Crandal plays the waiting game at the World Air Games 2001/Spain



Morning flight over the edge of the lagoon at Semih Sayir, Oludeniz, Turkey



Reunion Island – Trike Heaven

Ron Langman

I IMAGINE THAT MOST
TRIKE PILOTS, MAYBE MOST
PILOTS OF ANY SORT,
FANTASISE ABOUT FLYING
THROUGH GORGES AND
VALLEYS WHERE THE
HORIZON RISES ABOVE
YOU ON BOTH SIDES.

As a South Australian, my experience of this sort of thing had been limited to flying up the swales between the sand hills of the Coorong (about 50ft high) or the occasional trip to the Kiewa Valley (a few hundred feet). Now imagine flying into a ravine that is two and a half kilometres deep!

My wife, Sonya, and I had been holidaying on Mauritius (not a bad flying spot if you think you can land in sugar cane plantation). Driving around through endless plantations of sugar cane I could not help

wondering what it would be like to have to land on these big cushions of greenery? Could you just push out, push out and push out until you have no forward speed and you drop out of the air? There are lots of soaring columns of basalt and cores of old volcanoes that would be fun to fly around and over.

Anyway, back to Reunion Island. I had heard that you could get powered hang glider flights on Reunion Island, just a forty minute flight from Mauritius. Reunion Island is an astonishing place. No tourist information prepares you for the fact that this tiny tropical island is effectively a suburb of Paris dropped into the middle of the Indian Ocean. There are multi-storey buildings and multi-lane freeways with prestige European cars. I saw two new Mercedes 500SL within an hour. Virtually no one speaks English and we appeared to be the only Australians anyone had seen in years.

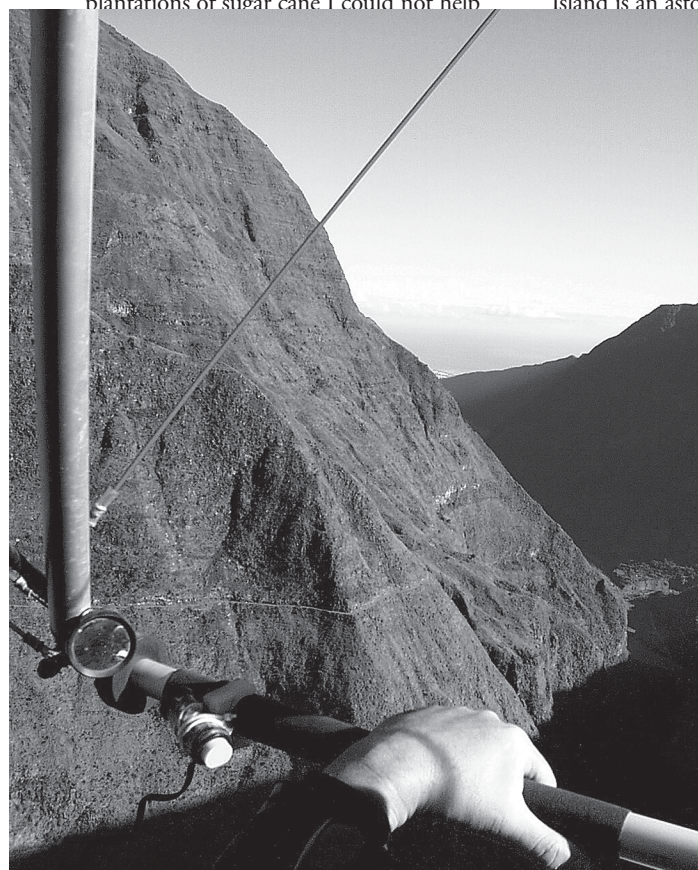
After the wonderful hospitality of Mauritius, Reunion Island presented us with the sort of courtesy and welcome that I can only describe as, well, French.

This community of 700,000 people has one amazing oddity that must be unique in the world. There are THREE companies making a good living out of flying people around in powered hang gliders! Why? Because this must be the most amazing flying site in the world. Reunion is just one giant collapsed volcano (still active at one end).

It rises from a surrounding coral reef to a height of more than 3,000m (frequently snow covered, yet at the same latitude as Townsville). That is impressive enough, but what makes this place unique is that the centre of the volcano has collapsed and eroded to form a number of ravines that descend almost to sea level.

My flight started at 8:30am in an aging "Air Creation" with a 586 Rotax. The professionals fly newer French trikes and Pegasus with 912 Rotax. I had met up with a local amateur, Jean Pierre, who loves to show off his "underground" flying. He was only too keen to take me up and allow me to fly from the back seat.

The local ultralight strip seems to have every kind of flying machine coming and going, including a couple of ultra elegant little powered sailplanes. The strip runs right off the edge of a cliff facing the sea. It's a bit like taking off from an aircraft carrier as the ground drops away and you are suddenly over the surf... We banked heavily to bring us into line with a boulder strewn riverbed and followed this from the



Top: Flying out of the valley, you might be able to discern a road at the bottom

Left: You can get a sense of scale from seeing the road etched into the side of the valley half way up the left hand wall

coast to the mouth of one of the ravines leading to the central crater, "Mafate". The sides of the valley run unbroken from the floor to the rim. Viewed from a few hundred feet above the valley floor, you look ahead and to the sides and cannot see the sky. You begin to realise that the valley seems too narrow to turn around in, and that you cannot climb out by going straight ahead. That leaves three options...

1. *Land in the riverbed bottom.*
2. *Attempt a half loop and barrel roll to face back out to the sea (not easy in a trike).*
3. *Keep flying and hope that the trench opens out into a bowl.*

Option three turns out to be okay as we near the centre of the crater. We are now about 7,000ft down from the rim. A Bell Jet Ranger is descending about 1,500ft ahead. Push right, power on and maintain height while we bank sharply left. Now wait until you get close to the valley wall to identify individual plants and tip the wing into a steep right and hold till you circle the bowl and wait till you come around to the exit...

A few climbing spirals of the bowl take you up to where the diameter is two or three kilometres, and you reach a shelf that is home to a small village accessible only by helicopter or a day's trek. From here you can throttle back to idle and just glide back down the valley to white surf on black sand.

It was all over too soon, and because I wanted Sonya to see where I had been, we caught a taxi to the Mafate lookout where you can look down into this chasm from near the peak. For unpowered hang gliders access to the 9,000ft rim is easy. You can park a few metres from the edge, but I saw no take off area. There are plenty of good landing opportunities at the bottom of the ravine along a road now closed due to rock falls.

It is very hard to get good information about Reunion (pronounced "Ray" union in French) unless you understand French. All the websites make it look like your average tropical island. It isn't! It is very modern and built up, with traffic congestion, pollution and road rage just like metropolitan France. Along with this comes palm fringed lagoons, great diving and surf, and the "scenery" does not stop at the landscape.



Top: You can see some villages about halfway down



Left: That white spot in the shadow of the mountain is a large helicopter

Team Flying

Philip Ritchie and Tobi Geiger

IN DECEMBER 2003 I WAS FORTUNATE ENOUGH TO BE PART OF A COACHING WEEK HELD AT BENALLA RUN BY BRIAN SPRECKLEY AND BRUCE TAYLOR. BRIAN HAS A GREAT DEAL OF EXPERIENCE IN COACHING THE BRITISH TEAM, WHICH HAS USED TEAM FLYING TO GREAT EFFECT, AND PASSED ON SOME OF HIS KNOWLEDGE. I HAD NO SIGNIFICANT EXPERIENCE OF TEAM FLYING PRIOR TO THIS COACHING WEEK AND MOST OF MY CROSS-COUNTRY FLYING WAS DONE INDEPENDENTLY IF NOT APART FROM OTHER GLIDERS. HE GAVE US SOME FUNDAMENTAL TIPS, WHICH CAN MAKE OR BREAK ANY ATTEMPT TO FLY WITH ANOTHER PILOT AS A TEAM; I'M GOING TO PLAGIARISE HIM REPEATEDLY THROUGH THIS ARTICLE.

I would like to explain that prior to the week my opinion of team flying was similar to most Australian glider pilots. That is, I thought it was probably not of much use in our conditions; that if it wasn't cheating then it should be and if you were good enough then you don't need it anyway. I finished the week not wholly convinced that I could do it but willing to try it out some more. After halfway through the first week at the Club Class Nationals held at Waikerie I was a convert. Admittedly, the weather we had at Waikerie was ideal for the successful team flying but I'm now convinced it has much wider application in Australian gliding.

The first thing Brian did was give a warning and some standard radio practice. The warning was to keep your head up and eyes open – often you will be flying closely with other gliders so see and avoid is essential. The following radio procedures were to minimise the amount of talk and to pass information clearly.



Philip Ritchie

Standard Phrases

Entering thermal, Turning – meaning:

warning entering thermal

4, 5, 6, etc – instantaneous vario readings (only useful if you are in sight of each other)

Yes or Good – centred or taking climb

No – discarding thermal

Not sure – haven't found a good core yet

5 point 3 – settled average

Building – thermal improving

Dropping off – thermal reducing in strength

Climbing – discuss/decide route ahead in plain language

Ready – ready to leave (question or statement)

OK – I'm ready too

Not Ready – I want to climb more

Leaving – setting off on track

Cruising – Better Left/Right to assist leading glider

Good air – to assist trailing glider

Bad air – to assist trailing glider

Other Good Radio Habits for Team Flying

- Use first names only, you will quickly learn to recognise the other pilot's voice.
- When on track give height, distance and bearing to the next turnpoint if asked to give your location.
- Prior to the start it is usually better to give relative position to ground features to aid in joining up, rather than distance and bearing.
- When on the start frequency and you want to discuss location, start time or other tactical matters it is best to switch to your team frequency. We found it best to call the other pilot's first name only. If they are able to change frequency then they just say "yes".

Then both pilots change channel. If the other pilot is busy in a gaggle then they say "no". It is up to them to call back when free.

- After starting agree on a suitable cruise speed depending on the conditions. If conditions change then agree on a new cruise speed.
- Often in assigned area tasks then it is best to agree on a track or aiming point that you can both head for.
- If you get separated, the leading glider should give regular calls regarding position, altitude, track, conditions, climb rates and thermal location. Such information can help the trailing glider to catch up or avoid falling further behind.
- If slightly behind then tell the other glider which side you are on so they can turn the other way into thermals without risk of collision.
- If you are far enough back then let the other glider know so they can turn whichever way feels best. However, make sure you let the glider in front know when you catch up and advise about your distance, height and side with respect to him.
- If you feel the need to turn inside the other glider then let them know. If it is happening too often then some discussion regarding thermalling technique may be needed.

Common Mistakes with Radio

- Do not say "no good". If the transmission is clipped or spoken over then it could be mistaken for "good".
- Do not leave a thermal without giving a warning: use the "ready" call; that will alert the other pilot that you want to go. Calling "leaving" is often not sufficient and

Photos: Lyn Ritchie

can result in the other pilot doing another full turn which will lead to unnecessary separation.

- Talking too quickly is my personal bad habit. You don't save any time if you have to say it all again. Just because the glider is doing 200km/h doesn't mean your mouth has to as well.
- Don't talk too much. Equally, if you have useful information don't be shy, pass it on.

Other Important Things to Make Team Flying Work

- A suitable partner with a similar glider. In my experience this is one of the hardest things to come by in Australian gliding. Our gliding sites are very widespread and cross-country pilots relatively thin on the ground. Trying to form a team if you fly a Libelle and the other pilot flies an ASW 20 will only lead to frustration. A similar handicap is a good guide: usually one percent or less between the gliders is best. Try to get similar wing loadings if possible.
- Finding someone who wants to team fly and the time to practice it. We are a pretty independent bunch as a rule and most of us learnt to fly cross-country on our own which means that we are not used to the give and take that is required. Many pilots fly cross-country so that they don't have to interact with others; after all gliding is usually a solo effort, not a team sport. Also important is their flying style – you will spend a lot of time in the other pilots' company and if they don't thermal like you do then it probably won't work.
- A large amount of trust, respect and self-confidence. At first it is hard to have someone watching your every move and I personally was self-conscious of not making any mistakes. It became obvious that other pilots make as many wrong turns as you do and if you don't have the confidence to do what you think is right then all the decisions are going to be made by the other pilot. This isn't team flying but lead and follow – and that won't make you any quicker, which is of course the whole point.
- A good radio and microphone. Nothing more frustrating than not understanding the other pilot and equally a good microphone on a decent length arm means you will be less distracted when making transmissions.
- Knowing how the other person's instruments read. It pays to compare instrument readings early on. For example, once established in a climb check the other pilot's averager reading so if the other pilot calls

six knots and yours reads five then you won't later leave a six-knot climb only to be disappointed. Equally, air speed indicators can be out by five knots or more so when deciding on an average cruise speed you don't start to separate.

- Discuss tactics before you launch. Plans can be changed but at least have one.
- Discuss your flight afterwards. Give each other feedback on what is working and what needs improving. Try to do it constructively.
- When flying close together it is best if one glider drops back a little. It makes it easier for that one to monitor the other glider and the front glider can concentrate on what is ahead.
- When approaching an area of convection the trailing glider should speed up so you are now flying side-by-side. Even if that means they are now a bit lower. This makes it easier to watch each other as the lift is explored.
- Not necessarily essential but a good idea is to do some flying in a two-seater with your partner. It's much easier to talk and you can discuss why they made certain decisions and see how they approach problems. Also a heap of fun.
- A change in attitude by competition pilots and organisers towards team flying. When well executed, team flying is fun, it reduces the chance of outlanding, cross-country speeds are higher and it's probably the best way to improve competition results. Team flying is not encouraged in Australian competitions but is used and accepted at overseas and international competition level. In fact, very often the Nationals are the only opportunity you get to fly in a team with like-minded pilots. While we are competing for places in the international team it is also the only opportunity to familiarise with your potential team partners for world championships. Team flying can increase the chances for good scores in world comps and as such should be encouraged to achieve the best result for Australian gliding. I think we have concentrated so far on developing good independent skills. Unfortunately, it means when our pilots go overseas they either try to go it alone or are forced to hurriedly try and learn to co-operate, often with poor results. Organisers can help by arranging more radio frequencies and using start arcs or start lines rather than segregated start points.
- You should believe in team flying as a means to improve your own gliding and as a supplement in your learning program. If you don't believe in it, simply don't do it. I think it is not very smart to just criticise



Tobi Geiger, Philip Ritchie and Terry Cubley at Waikerie



An up-and-coming star - Don Woodward at Waikerie

GLIDING FEDERATION OF AUSTRALIA Airworthiness Inspection

FORM 2 AND C OF A NOTICE

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

* Fees include GST

A) DOCUMENTATION REQUEST

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

Aircraft Type

Registration marks VH –

Address to which documents are to be sent is:

Name

Address

.....

State. Postcode

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

others team flying (and often doing better than you do). It is better to try and find like-minded pilots during competitions and give it a go. For most pilots this will significantly increase the fun, success and learning experience.

- *Discuss openly your expectations of team flying. If someone desires to race his team mate almost as much as the rest of the bunch it must be spoken out. It is not fair to use your team mate for most of the day to then just sneak off in the last thermal and win the day. Unless, of course, you agree upon such moves being okay. But rest assured team flying will most likely be less beneficial and you may question the meaning of team flying instead.*

What Not to Do

- *Don't believe this is the only way to go. I still think developing your personal flying is essential. I just think this is an added tool, like a good glide computer, a GPS or winglets. You can fly quite well without any of those but you will usually do better with them.*
- *When cruising together try to stay no further apart than 300 to 400m. Further than that means you will start to have quite different glides, which can quickly lead to remarkable height differences.*
- *Try not to fall too far behind. If the trailing glider finds a thermal then the leading glider either has to fly a long way back or separate by pushing on. It is usually not worth going back more than 300 or 400m. Better to speed up and be lower but closer, or ask the front glider to slow for a while.*
- *Don't delay a start too long because you are having difficulty getting together. Better to try and meet up later than both not make it home because you started too late.*

One of the objectives of Australian National Championships is the improvement of the cross-country skills of competing pilots. We even have a trophy dedicated to the learning experience, the mentor and student trophy. But under the current circumstances during a competition how often does the student see his mentor during a competition flight? How often can he learn by watching what the mentor is doing and discuss particular decisions during the flight? Never or very rarely are the most likely answers. So what qualifies for the mentor and student trophy then? I really don't know, to be honest. If we are serious about learning and teaching during a competition we should encourage team flying as well as lead and follow flying.

Because learning is so much more fun and more effective when flying together with others this may well help to increase participation in national competitions. At present the experience for many pilots flying in their first or second national gliding championship is quite frustrating. The hotshots get around with pretty good average speeds. The novices or less-talented pilots often struggle, outland or get around a task very slowly. Yet, they have no idea why, because they hardly ever see other gliders on task. I don't think this is an encouraging experience and not likely to attract many pilots for the long term.

On the other hand it is also important to identify the best individual pilot. My experience with team flying is that there are always situations where teams get split up either accidentally or consciously. Thus, there are enough opportunities to determine the best pilots even if they fly in teams. Also, in every team each pilot has the freedom to stick with his decision even if the other pilot(s) decides differently. At least at the end of the day they can both reflect on the results of their independent decisions and again, they learn something.

One very important experience during my competition career was the efficiency of learning when flying competitions compared to flying cross-country on my own. Provided I can fly together with others in a competition and see what they are doing and compare it with my own flying. This can be in a formal team or in loose groups or even gaggles. In competitions, where I hardly saw other gliders for the whole competition I generally didn't learn much that I couldn't have learnt while flying cross-country outside a competition. Still, the best learning experience is achieved in team flying where you sit together with your team mate afterwards and talk about the day (meteorological conditions, tracks, gliding psychology, etc.) and the decisions you made during the day based on the available information and your perception thereof during the day.

Finally, a cold beer with your team mate tastes a lot better when you can share the stories of the day.

On the last day of the Club Class Nationals at Waikerie a good example of successful team flying was had by four of us. Tobi Geiger and Peter Buskins flew as a team and Terry Cubley and I flew as a team. As it turned out the two teams spent most of the day together and the results for the day was that we were the top four finishers.

Tobi and I started together as we had the same start points. Terry also had the same start points as us but started a bit later since he had managed to get into the

thermal wave and Peter had to start at the closest point to us. Despite these differences we had managed to get in sight of each other by halfway down the first leg. The thermals were blue and it was difficult to find the best cores but with all of us working we were getting consistent climbs. A couple of times early on we were getting low but with other gliders around you have a much higher level of confidence and kept pushing forward all the time.

The middle part of the day was the best weather we had for the competition. There were good cumulus clouds at around 8,000ft and some great climbs to be found. Often there were several cores beneath a cumulus cloud but one was always one or two knots stronger and with our mini-gaggle we usually managed to pick them out. At one stage I was a little higher and about to suggest it was time to leave a thermal when a fresh bubble came up and Tobi called 12-knots. It was definitely worth waiting, knowing that was coming up to meet you.

By the end of the day the cumulus clouds had gone, the thermals had really spread out and we heard a few gliders calling outlanding reports. We slowed down a little and flying abreast we managed to continue to find good climbs. There were numerous times when we would pull up into buoyant air and then one of us would call turning when the other gliders would have missed the core and pushed on. I couldn't believe how close to a good core you could be and not get an indication it was there. We all arrived home together. While it didn't feel like we had done particularly well, by avoiding the slow spots and getting the slightly better climbs we had achieved a good result.

Team flying really worked well on that occasion and many other occasions throughout the competition. It helped that we used a common radio technique that we all understood. Everyone could understand what was happening and everyone could contribute. At times you could hear other gliders talking and trying to work together. Often it was quite distracting as a lot more radio time was being spent but less information being passed on. If Australian pilots could agree to use a common terminology then whenever team flying was possible we wouldn't have to reinvent everything from the ground up. Pilots who haven't had the luxury of practicing together would at least have the basics to work on. I believe it should be encouraged and taught more in the Australian gliding scene, then the individual pilot can decide if it's the way they would like to fly.



Letters to the Editors

New Directions:

Congratulations to Jenny Thompson on her New Directions article in the April edition of Soaring Australia. As she points out there is a need for the GFA to communicate more effectively with its members.

Soaring Australia, with its complete coverage of glider pilots and an excellent presentation, provides a medium for informing members as well as a marketing tool for our sport.

Two of the conclusions of the GFA Executive and State VPs' meeting on 6 to 8 February, were to "reform the GFA executive and council" and to "make the national organisation relevant to members."

The question must be asked: - How can an organisation be truly relevant to members, who pay compulsory membership fees, when most of them have no direct say in the election of its officers? The present convoluted process of working through clubs and state associations (a couple defunct for practical purposes) means we have the extraordinary situation whereby individual members are disenfranchised by a voting system which was designed over 50 years ago and bears little relevance to the current wide distribution of members.

The most common system used by similar organisations is to have postal, optional preferential voting for representative positions. Preferential voting is the process whereby if the leading candidate does not achieve 50% + 1 of the votes cast, then the second choices of the voters who supported the lowest performing candidate are added to those of the

other candidates and the process continued until a candidate has 50% + 1 of the votes cast. This procedure ensures the election of the candidate with the widest support and negates vote splitting.

In our case, state councillors would be elected by voters from that state (the state association could organise the election) and the national executive, say President and Vice-president, by voters from all states.

The Australian Ultralight Federation (currently undergoing a name change) and AOPA use such a system and at election time candidates are given space in their magazine to state their policies and experience. Members can use a cut out in the magazine to cast their votes.

This system may well result in the election of exactly the same people who have been doing such an exceptional, mainly voluntary, job as our current representatives, but at least they would know they had the support of members who would universally have the opportunity to vote for candidates. The relevance and relationship of the GFA to its members would be highlighted and enhanced.

Does such a system have popular support? I moved motions at pilot meetings in three states and it received overwhelming support. Difficult to implement? No. The paperwork would be included in Soaring Australia. The proposed changes to the GFA constitution provides at 12) b) iii) that state councillors (who basically act as a board of directors and control the GFA) will be elected by the state associations at an "AGM or equivalent meeting". This clearly sets out the mode of election and any

attempt to circumvent this provision would be seen as a breach of its intent. I have asked that an amendment be added to allow states to elect their councillors using a vote of all state members. This is a soft option allowing states to continue as they do now or change to a more democratic system. It most certainly does not impinge on states rights and I believe will encourage members to take a more active interest in the running of our sport.

It will be interesting to see the GFA council response. It requires a statesman rather than a politician to change a voting system which elects himself. Thomas Playford while Premier of South Australia changed an unfair voting system knowing he would be defeated at the next election. The GFA Councillors are not being asked to do that as their efforts are well known and there is no talk of a palace revolution – but it would be nice to see them elected by the votes of all members. Let's really "make the national organisation relevant to members."

Harry Medicott

Collectables...

Believe it or not, I'm still hanging on to my old kite from the '70's!

Totally unflyable of course, but brings back some huge memories every time I see it in the shed! It's a Cohen Super 2, built around 1976-1977. It's in pretty good nick, with only the bolts looking a bit rusty. Does anyone know of anyone collecting or interested in displaying old wings such as this? Let me know! Free to a good home.

Mike Radford, Ph: 0409 309078

GFA Badges & Certificates

FAI List – June 2004

A CERTIFICATE

Wyatt, John Lowther	10979	Lake Keepit
Powell, Christian L	10981	SA Air TC
Weir, Glenn Robert	10982	Lake Keepit
Walker, Ronald Harold	10987	Darling Downs
Sharman, John R	10988	Caboolture

A AND B CERTIFICATE

Hamey, Stewart R J	10979	Boonah
Butherway, Phillip	10984	Beverley
Cannon, Brendon T	10983	Kingaroy

B CERTIFICATE

Feeney, John	10948	Boonah
Hennessy, Graham W	10939	Darling Downs
Jowett, Peter Richard	10975	Boonah

B AND C CERTIFICATE

Grille, Uwe	10453	Byron Bay
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C CERTIFICATE

Whitaker, James	10842	Narrogin
Austin, David Harold	10782	Caboolture

A B AND C CERTIFICATE

Hoadley, Peter	10985	Barossa Valley
Talbot, Brian Alan	10986	Sydney GC

SILVER C

Delen, Hendrik	4541	Adelaide
McLachlan, Michael R	4542	Boonah

GOLD C

Bignell, Colin William	1590	SC of Tasmania
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DIAMOND DISTANCE

McLachlan, Michael R	Boonah
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DIAMOND GOAL

Edwards, Darren Anthony	Alice Springs
McLachlan, Michael Robert	Boonah

DIAMOND C

Schartau, Philipp W	214	Narrogin
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750KM DISTANCE

McLachlan, Michael R	120	Boonah
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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>.



THE WEATHER IN MANILLA
HAD NOT BEEN UP TO PAR...
WHAT DID WE GET FOR THE
STATE OF ORIGIN PARAGLIDING
COMPETITION AT EASTER?
5298.4KM IN THREE DAYS!

James Thompson

Paragliding State of Origin 2004



Travelling up from Newcastle towards Manilla, for the first time this year I could see those great Manilla clouds, wider than high with flat dark bottoms, the sort that just beckon XC. The country was still much greener than usual after all the rain, but the conditions were looking great for the State of Origin Competition.

Prior to the comp I had only received one email from a group of ten pilots from the Conondale Cross Country Fliers Club in Queensland confirming they were coming. By word of mouth, I heard other instructors were bringing pilots, but I had no firm numbers. I estimated that the competition would have maybe 40 to 50 pilots. From the

Newcastle Hang Gliding Club I knew that there were a few hang glider pilots also in Manilla for a State of Origin comp of their own. After the registrations were in we ended up with a total of 87 paraglider pilots and 20 hang glider pilots in the two State of Origin competitions.

We got to Vic and Tom's Royal Hotel, which was to be HQ for the comp. Vic had asked if she could help with a little fund raising around town. I'd also raised funds and prizes. Vic had rounded up over 40 prizes to share between both competitions. The main sponsor

was the NSW Department of Sport & Recreation through the NSW HG Association. They provided cash for training and development of our sport.

The competition was held over three days of Easter. Each day was open distance and direction, with pilots scoring on how many kilometres they flew in a straight line from take off to landing. Handicapping was then used to give the day score. Novices had their distance multiplied by three to give their points, intermediates used a multiple of two, and advanced pilots were scored one point per kilometre. State of Origin team points were the average points of the pilots in that team.

After comments from last year I decided to include smaller coaching teams of five, made up of one advanced pilot and a minimum of three novice pilots. These were formed so that as many novice pilots as possible were closely paired with a coach to gain maximum support for their XC's.

On day one, it was up to launch at 12 noon after the first briefing, which was a bit of an eye opener for the first time competition pilots. Even though this was a free and friendly comp, we conducted the standard comp procedures. This included elections, briefings and pin-ins, in line with a C Grade Sanction.

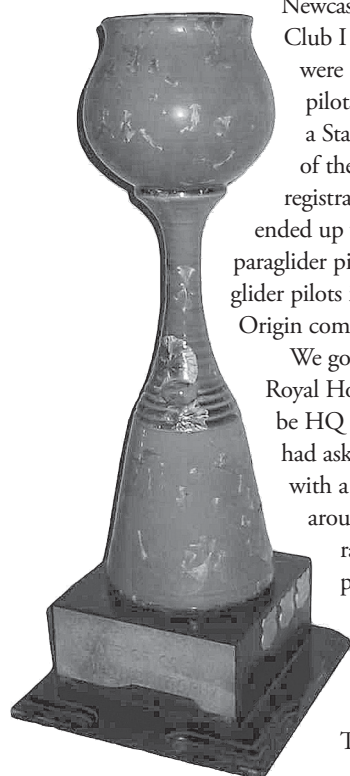
As we reached the top of the hill there were pilots skying out on the west launch, with a light west to sou'westerly cycling up the face. After a hill briefing the day was on. With a southerly trend to the winds at height, it was north over Tarpoly and on to Barraba and beyond. Pilots launched into good strong conditions with only a little turbulence. As the day moved on the sun

started to heat the west side, improving the lift. At 13:45 hours a pilot had a collapse close to the side of the hill in front of launch and hit the ground amongst trees. He radioed up to say that he was okay with a sore leg, but needed a hand to get his wing packed and back up the hill, though the end result was a broken leg with a helicopter extraction which closed the launch for some hours. With half the field still on the hill or in the air space which had to be cleared, the day was cancelled.

Many of the pilots came back to discover that their fantastic flights were not counted because of the cancelled day. A group of five pilots, some of them novices, didn't arrive back from Bingara until 21:30 hours and were then told the news. Needless to say they thought it was a joke at first. The best flight was Navin Doloswala with 87km. First female was Meg Butler with her first cross-country and a distance of 28km, and 10th overall. Sadly, with the day being cancelled, these points were not counted. Rhett Rockman flew 102km, his longest of the year; going back to work can be so inconvenient.

Day two dawned just as good, if not better, than the day before. At the morning briefing we also discovered that on 'Good Flying Friday' over 20 personal bests in distance, height and/or time had been achieved. One of the traditions of the State of Origin comp is the "Sky God" jacket awarded to the day winner, so Navin came forward to receive the jacket, and a day prize of a beer care of Tom and the Royal Hotel to be enjoyed that night whilst re-telling the tale of his flight.

We headed to the hill with pilots anticipating another great day's flying. Some



novices were having early glides already from the hill. The weather was looking great again, with clouds already popping and pilots thermalling up at 12 noon, which is early in the day for Manilla. The pilots were looking north again. Pilots landed from Tarpoly to Bingara, but Frederic Bourgault landed in the Upper Horton Valley well off the line flown by all other pilots. His story was, that after buying a Flytec vario for that day's flight, he found it a lot easier to centre his thermals. Frederic headed to the left of the road north because it looked "good" over there. As he landed in the late afternoon Frederic was very lucky to have a lift offered to him to get back to Barraba and then back to Manilla. Talk about the luck of a novice! The traffic is near non-existent at that time of the day in the Upper Horton Valley; also, there's no radio contact and only a few public phones. Frederic's flight of 74km gave him 222 points for the best flight of the day. First female for the day was Dee Savage with 45km, giving 135 points. Best distance was Bob Smith with 113km.

Day three briefing again found pilots with PB's from the previous day's flying. The "Sky God" jacket was handed over to the new day winner, Frederic Bourgault.

The weather was a little different, with a more southerly wind and unstable air. Clouds quickly started to pop from the north, formed streets and areas of over clouding. Great clouds soon started popping above Mt Borah with the teams organising themselves. The team leaders briefed and encouraged their groups. A few of the earlier pilots had very good low saves off the tree line or west bomb-out in front of launch. These thermals were tracking almost due north, parallel with the mountain, while the thermals up the face of the launch were pulled over the centre of the mountain.

Myself, as the comp organiser, had stood on the hill over the last few days watching pilots "sky out" and head XC. So far I'd only had a glide to Godfrey's on the first day. I did a bit of arm twisting and got Neil Bright of the Hunter Skysailors to act as Launch Director for the day so I could do a little XC myself (ahh! you can tell who your mates are!). I launched with my team who had been flying well without me. I stayed with a weaker core to get to base. My team had pushed out to find stronger lift, feeling it uncomfortable so close to the hill so soon after launch. I headed north with a few other pilots, just flying from cloud topped thermal to thermal, till I reached the plain in front of Barraba with a very large cloud over-shadowing the way ahead. I glided in to a thermal on the edge of the cloud to join a hangie. We were gaining height when the hangie left and glided down to land at the air strip; I



Launch, go up, head north, land at sundown, easy!

Photo: James Thompson

stayed with the thermal to base. I then had the choice to fly a round or fly a straight line north and hope for cloud suck. I went straight line and guess which didn't work? I landed on top of the range 15km north of Barraba. With a quick retrieve by Brain, our trusty local driver, it was back to

Manilla. With a shower and a beer, not necessarily in that order, I again set up the computer for pin-in with the help of Meg. As this was the last night of the comp, we were having a presentation dinner with the aid of Vic and Tom in the courtyard of the Royal Hotel. Again

HIGH ADVENTURE

OUR WINTER SCHEDULE:

BALI: 19th July - 22th Aug

Paragliding Courses and Tours!

NORTH QUEENSLAND: 25th Sep - 3rd Oct

After the outstanding success of our tour last September, we are planning another week-long trip encompassing Thermal and Coastal flying at Eungella and Mackay, plus 3-Day Whitsunday Sailing Experience!

TOWING AND THERMALS: 25th Sep - 3rd Oct Towing Endorsements and Thermal Courses Early November in NSW and QLD!

BOOKINGS ESSENTIAL!

Contact Lee Scott for Further Details, Schedules and Pricing!

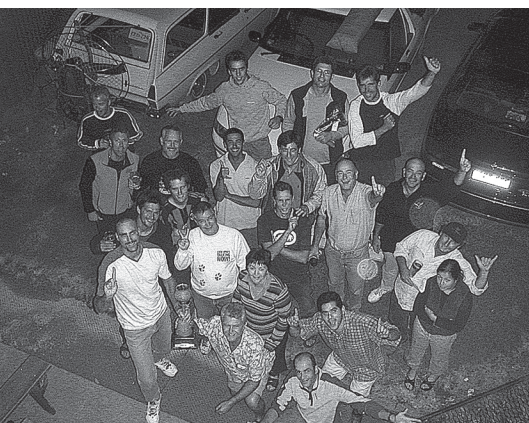


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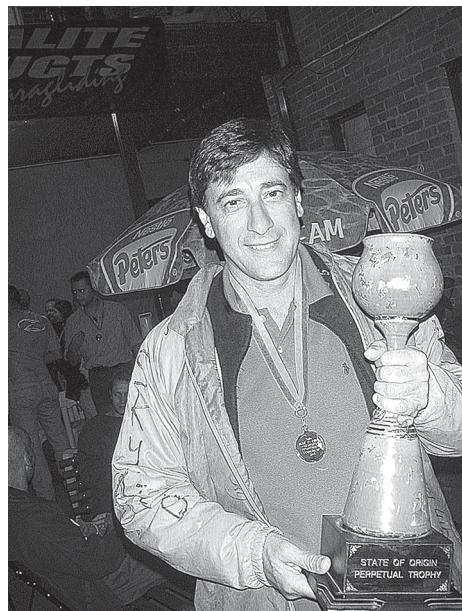
The State of Origin Winners Queensland

Photo: Brandon O'Donnell



Team MPG1, Winner are grinnners

Photo: James Thompson



Frederic Bourgault, the winner

Photo: Brandon O'Donnell

the tales of great flights were told, a first XC or Godfrey complaining of sore legs after having to hold the bar out for 60km of straight line glide under one of the longest cloud streets he had ever flown.

There were over 60 prizes and trophies to award after the dinner. The day winners were Frederic Bourgault with 40km and Jan Smith with 15km. Then on to the competition winners, Frederic Bourgault with an total of 342 points and Dee Savage with 147 points. The New South Wales team were feeling comfortable, but Queensland pulled past them on the last day to win the State of Origin trophy. The winning Coaching team was MPG1 with Godfrey Wenness, Dee Savage, Tim Smith and Wayne Bailey with 574 points all flying Advance gliders. Next came Qld A+ with 569.6 points, and Aerodyne Starters with 566.5 points third. Best Team Coach was Godfrey, with Rob MacDermott second and Patrick Roser third. The low airtime pilots were a little tired from so much flying and the courtyard soon emptied, but the old hands were just starting to warm up as the pub closed its doors.

With over 45 PB's and 5,198.4km being flown by the pilots in three days, I had no complaints. Pilots had had some of the best flying of the season. My support team of Meg and David made the event so much easier.

To end, thank you to all the supporters and sponsors who made it free to enter the comp, paid for hill transport, the team coaches and the prizes. The local assistance was open hearted and generous.

Oh, by the way, I've already booked the same weather for next year.



Name	State	Team	Day 2 (km)	Day 3 (km)	Total points
Frederic Bourgault	NSW	Aerodyne Starters	74	40	342
John Vasta	QLD	QLD A+	45.6	37	247.8
Godfrey	NSW	MPG 1	108	112	220
Bob Smith	NSW	MPG 2	113	90	203
Enda Murphy	NSW	Sydney Connection	95	93	188
Carl Foster	QLD	The C Team	108	62	170
Markus Von der Lucke	NSW	Sands of Silence	53	26	158
Ian Shaw	NSW		40	10.5	151.5
Dee (Aideen) Savage	NSW	MPG 1	45	4	147
Tim Smith	NSW	MPG 1	35	13	144
Rob MacDermott	QLD	QLD A+	68	62	130
Rhett Rockman	NSW	Sydney Connection	39	90	129
Shaun Stamm	QLD	Vertigo	53	8	122
Col Hjortshoj	QLD		28.2	31	118.4
Rob Adams	QLD		37.4		112.2
Zarir Karanjia	NSW		51.6	4	111.2
Danny Munsie	NSW		95	15	110
Meg Butler	NSW	Hunters & Collectors	24	10	102
Myles Young	QLD	QLD A+	36	12.5	97
Ky Wittich	NSW	Sydney Connection	39	58	97
Gavin Zahner	QLD	Sands of Silence	60	35	95
Tisza Sargeant	NSW	Aerodyne Starters	35	10	90
Navin Doloswala	Other	Hunters & Collectors	5	25	90
Remy Houet	QLD	The C Team	4	25	87
Martin Wysocki	NSW		44.8	41	85.8
Steve Stocker	QLD	Pete's Supporter Team	40	40	80
Tim Hewatt	NSW	Sydney Connection	18	57	75
Craig Papworth	QLD	Pete's Supporter Team	37	37	74
Brandon O'd5Donnell	QLD		29	44	73
Jan Smith	NSW	Vertigo	8	15	69
Peter Kains	NSW	Team Hollywood	4	30	68
Brian Clark	NSW	Aerodyne Starters 2	53	14	67
David Wintan	NSW	Sands of Silence	22		66
Bruce Parker	QLD	QLD A+	28	4.2	64.4
Curly Pete	NSW		32		64
Wayne Bailey	NSW	MPG 1	15.5	5.5	63
Patrick Roser	NSW	Aerodyne Starters	46	13.5	59.5
Nicholas Hughes	NSW	Vertigo	4	15	57
David Holgate	NSW	Hunters & Collectors	14	4	54
Kim Dutton	QLD		10	8	54
Andreas Unger	NSW		49	4	53
Che Golus	NSW		18	8	52
Graeme(Crannie) Cran	NSW	Tri Nations	18	33	51
Andrew Weekes	Other	Tri Nations	14.3	36	50.3
Nir Eshed	NSW		43	4	47
Alex Makarenko	NSW	Aerodyne Starters	11	4	45
James .B Thompson	NSW	Hunters & Collectors	4	41	45
Ian Klum	NSW		18	4.2	44.4
Bill Tarrant	NSW	Sands of Silence	4	10	42
Robbo Robinson	NSW	Tri Nations	35	4	39
Julian Lock	QLD	Pete's Supporter Team	31.2	6	37.2
Pierre Favier	NSW	Hunters & Collectors	13	4	34
Bob Pratt	NSW	MPG 2	28	5	33
Ben Anderson	NSW	Sands of Silence 1	4	7	33
Chao(Carlos) Martinez	QLD	QLD A+	15.4	15	30.4
Deonie Castle	QLD	The C Team	4	6	30
Tobias Kaupp	NSW	Aerodyne Starters	4	6	30
Steve Allen	QLD	The C Team	4	10	28
Melissa Darke	NSW	Vertigo	4	4	24
Sonja Hans	NSW	Vertigo	4	4	24
Natalie Laveridge	NSW	Sands of Silence	4	4	24
J J	QLD		18	4.2	22.2
Marcos GayVarela	QLD		16	6	22
Sue Buch	QLD	Pete's Supporter Team	4	7	22
Denis Davis	QLD	QLD A+ 1	4	4.2	16.4
Garrit Verway	Other	Tri Nations	12	4.2	16.2
Ben Darke	NSW		4	4	16
Kevin McAidle	NSW	Poliglide	4		12
Melinda Pottor	Other	Tri Nations	4		12
James Bowden	NSW	MPG 2	4		12
Stephen Loughnan	NSW	Aerodyne Starters 2	4		12
Glenn Smith	NSW	Vertigo 1	4		12
Shaun Ashman	NSW		4		12
	NSW		4	7	11
Terry Bruce	NSW	Cloud Streeters	4	4.2	8.2
Peter Buch	QLD	Pete's Supporter Team	4	4	8
Matt Morton	NSW	MPG 2	4	4	8
Scott Zwanenbeen	NSW		4		8
Dave Gibbs	Other		4.2		4.2



WEDDING CARTS AND RUNWAYS

Kathy Little (previously Kathy Robinson), HGFA Board

WHAT A FULL-ON TIME THESE PAST FEW MONTHS HAVE BEEN. BESIDES BECOMING A NEW HGFA BOARD MEMBER, AND TRAVELLING ACROSS TO OUR AGM IN MELBOURNE FROM WA, I HAVE BEEN PUTTING DOWN MY NEW RUNWAY, DOING MAJOR RENOVATIONS TO OUR HOME SO WE COULD MOVE IN, MOVING, AND ON TOP OF ALL THIS, PLANNING OUR WEDDING!

And if all that wasn't enough, my new husband has been off work with a torn cartilage in his ankle. He had to have an operation two weeks after the wedding!

I will be writing an article later on in the year telling you a bit more about myself, but in the meantime I thought I would write this small article so when you read the list of Board members you don't think you have suddenly got a new Board member and that one has left! No, it's just a name change and a change of address. My last name has changed from Robinson to Little, and of course we have moved into our new home.



Being a pilot, my husband (not a pilot!) thought I might arrive in my trike, but I thought it could be a bit tricky when wearing a gown, as well as having to rely on the weather gods. Instead I chose a medieval theme, so there was not an aircraft in sight. I arrived in a horse and cart, with my son giving me away and my daughter and grandchildren (all from my previous marriage) making up the wedding party.



Our wedding guests all dressed up in costume as well and the weather gods gave us their best smile for May 1st.

Now I hopefully can find some more time to get some more air time – if the weather gods keep smiling! Five days after the wedding the gods unleashed from the skies the much needed rain for the south-west of WA. Now the grass is growing on my runway. Hooray!



Photos: Phillip Norman

Soaring Australia 35

Soaring Calendar

AUSTRALIA

The Conondale Cup

28-29 August 2004

Kenilworth, SE Queensland. This fun fly-in is hosted by the Sunshine Coast HGC. Accommodation will most likely be at the Kenilworth Homestead, as last year. A fun competition suited to nov, int and adv pilots alike. No cameras or GPS required. Most wind directions catered for. Friday likely to be a practice day for those early arrivals. Enquiries and expressions of interest to Paul Brydon, 07 38802174, 0416 084513, <paulbrydon@hotmail.com>.

Picolight Fly-In 2006

18-19 September

Milbrulong, NSW (east of Lockhart, NSW). It's on again, the annual gathering of paramotor and hangmotor pilots. Join us for a weekend of fun and flying. Jeff has, as he has done for so many years in a row, made a paddock available close to the camping ground, and Jos has organised fine weather. For details contact the organisers, Jeff (02 69206233) or Jos (02 60265658).

Queensland State Gliding Championships

26 September – 2 October 2004

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

Mackay Tour

25 September – 3 October 2004

Mackay, Queensland. Due to last September's outstanding success of the flight tour at Mackay, we are planning another week long trip at Eungella (Mackay, North Queensland). We need to book early to ensure the cheap flights with Virgin. The itinerary will be based on the same format as last year, with a mixture of coastal flying and thermal training. Also, with enough numbers this year (pre-arranged), we intend to book a yacht for at least four to five days to sail around the Whitsunday Islands. For more info, email Lee Scott <Fly@HighAdventure.com.au>.

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 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". 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>, ph: 02 98734770 (between 10am and 4pm).

Australian Multi-Class National Championships

6-15 October 2004

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

Canungra Paragliding Cup

9-16 October 2004

Canungra, Queensland. Paraglider pilots are invited to compete in the fifth year of the AAA sanctioned 'Canungra PG Cup'. The competition this year will be the last sanctioned CAT 2 competition before the Worlds in Brazil and the first AAA competition for the Australian season. Only 80 entries will be accepted to compete this year for the eight day event. Pilots must have an int licence and have 150 hours inland thermal experience. Entries will be accepted based on the requirements in the latest HGFA Competitions Manual edition. This will be the first year of the new Glider Classes, and details will be released as soon as possible on our website. Last year saw an epic seven out of eight days flying, all high scoring 800+ point days. You gotta' be here to experience the fun and games, supportive and diverse flying, and to win those first and last points available for the seasons. The entry fee will be \$160 for entries received and paid by 9 September, thereafter the cost will be \$190. The entry fee includes pilot pack, official comp T-shirt, map, presentation night dinner and day prizes. Over \$3500 worth of prizes are expected to be awarded over the duration of the event. The popular Retrieve Package will once again be available – numbers are limited, so book and pay early. The cost for the package, which includes Brisbane Airport pick-up and return, is \$180. The infamous Canungra entertainment schedule each evening will see the return of 'Miss Canungra Cup', 'Roast & Boast', 'Skills Clinics' and a new exciting night planned at the Canungra Hotel! Accommodation in Canungra is limited, so book early for rooms at the Motel, B&B and Hotel. Details available on the Canungra HGC webpage [www.chgc.asn.au] (go to the Links page and find Paragliding). Registrations can be made online, or email Competition Director, Karen Sexton, for details or any enquires <canungracup@hotmail.com>.

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 GC – 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].

Narrowmoe 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>.

2005 World Hang Gliding Championships

4-19 January 2005

Hay, NSW. Dynamic Flight, in conjunction with the Hay Shire, are presenting the World HG Championships 2005. Practice days will be on 4th & 5th, with registration, Grand Parade, team photos and Welcoming Party on the 6th. First comp day is the 7th, last comp day the 19th with closing ceremony and party. For initial enquiries please email <dynamic@netconnect.com.au>.

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 four turnpoints set to make pickups easy. This year the comp will again be scored on a handicap basis according to glider type



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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 newcomer 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

Bolu Paragliding Festival 2004

19-23 July 2004

Turkey. Festival includes an international PG festival. All expenses including accommodation, breakfast, lunch boxes and transportation during the festival are covered by the organisation. Registration fee: 55 Euro. All PG pilots are invited. Contact: Didem Ersoz <bolupgfe@yaho.com>, <info@bogaziciparagliding.com>, ph: +9053 2560 0692.

Brazil Tour

August 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!

Red Bull Vertigo

20-22 August 2004

Villeneuve. The world's best PG and HG pilots will meet in Villeneuve to compete in the 7th edition of the Red Bull Vertigo, an event of the Acrobatics World Cup. The first edition was held in 1998 and today, the Red Bull Vertigo is considered to be the ultimate event for HG and PG pilots. From the very beginning, the Organisation Committee has focused on offering the world's best pilots the best and safest conditions to demonstrate their skills. Their main objective was also to gain the recognition of acrobatics in PG and HG as an official discipline by the World's Air Sports Federation (FAI). This goal has been reached: the International Freeglide Committee granted the Red Bull Vertigo Organisation Committee, led by Alain Zoller, permission to hold the 1st FAI World Acrobatics Championships in 2006. And there is one last detail: see you this year in Villeneuve for the 7th edition – it will be the second-to-the-last meeting before the official World Championship in 2006. Visit [www.redbull-vertigo.com].

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De Aar Team Open Distance Challenge

30 September – 2 October 2004

De Aar, South Africa. De Aar is at it again... a team challenge is on offer... three days open distance... highest total team score wins! What's on offer: A team consists of four pilots: One DHV 2-3, comp or prototype glider, pilot must have 500+ flights, one DHV 2-3 or SAHPA serial or Afnor performance wing, one DHV 1-2 or 2, one DHV 1 or 1-2 with a novice pilot (ie: no more than 150 logged flights). Entry includes: One item of clothing (T-shirt or something different), winching facilities (drivers, winches, etc provided), GPS co-ordinates plus colour map of the area, three free dinners, trophies to each member of the winning team, full recovery along suggested routes. Entry fee: R1,000 p/team (R250 each) BUT... the first seven teams to enter get free entry! Dates were suggested in order to coincide with Hanover 150th Birthday Festival! For more info visit: [www.pottiesbnb.co.za].

Motorless Flight Symposium

8-10 October, 2004

Varese, Italy. An International Congress named "Motorless Flight Symposium" will be held in Varese, Italy). The Milan Section of AIDAA (Associazione Italiana di Aerotecnica & Astronautica) is the main sponsor. Prof. C Cardani of the Politecnico di Milano, President of the Section, and Ing. V. Pajno are managing the organisation. OSTIV (Organisation Scientifique Technique Internationale pour le Vol a Voile) has already offered "Patronage" of the event; other Associations and Organisations are supporting the Symposium. The town of Varese and the surrounding territory has a long heritage in the aeronautical field and the township will host the Congress in the historical Palazzo Estense. An exhibition of old technical documents is foreseen in the Town Library and a static show of old Italian gliders and modern ones will be held in the gardens. The list of participants and subjects to be treated includes: Aerodynamic (Prof. LM Boermans – OSTIV Chairman), Aeroelasticity (Prof. N Niedbal/FH Bielefeld), Design (Dr Ing. R Kickert), Composite Structures (Ing. C Kenschke of DLR), Design Rules (Ing. H Fendt/H Kopp, LBA), Flight Tests (Ing. S Ronig, LBA),

Meteorology (Dr H Trimmel), Motorgliders or Self Launching (Ing. A Lange – Antares), ULM Sailplanes (Prof. P Morelli of Politecnico di Torino), Instrumentation (Ing. M Seyschab, LBA), Non Destructive Testing (Ing. R Aoki, DLR), Crashworthiness (Prof W Roeger/Dr M Conradi), Performance Measurements (Ing. R Blume, LBA), Record Flights (Ing. JM Clement). The invited papers will illustrate the actual "state of the art" and give indications to follow or to investigate in order to improve the actual techniques. The Symposium proceedings will follow. For more info, please contact Dr Ing. V Pajno: ph: 0039 2 98231644, email <pajnovittorio@libero.it>.

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 Gliding Federation of Australia

From the Pen of the President

Bob Hall

Membership Fees

It is with considerable pride that I can report that at the latest Executive Meeting we were able to maintain the fees for the period 2004/05 generally at last year's level and at the same time make provision for a considerable increase in activity and costs for a range of sporting activities particularly in coaching. This desirable result was achieved by being able to contain our insurance costs reflecting directly the excellent operating record of the GFA as well as continuing with our very careful financial management.

Membership Trends

The GFA Development Plan has now been in operation for a few years. A direct benefit of that plan is seen in the fact that over the last two years our equivalent full term membership has increased by an average of five per cent. This result gives some confidence that the essential elements of the plan are having an effect and, through continuing hard work, the gradual decline experienced in previous years seems to have been arrested. The importance of this result should not be underestimated as even a small increase in membership has a significant impact on our financial situation.

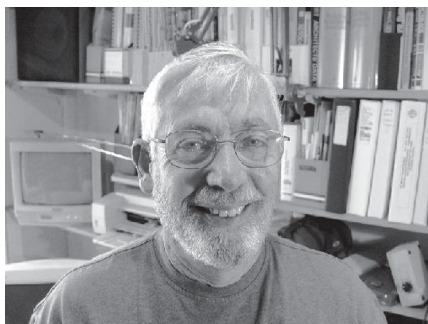
One of the features of the GFA over the last years has been the trend of change in the type of memberships making up the organisation to the point where it becomes almost meaningless to speak in terms of the number of standard full term members. Currently the standard full term membership constitutes less than 20 per cent of memberships taken out with the GFA in a year.

The total memberships issued for the year 2003/04 is 13,750 up from 11,040 in the year 2001/02.

Short Term membership

This raises the matter of reporting of short term memberships. Some repeated explanation of the reasons for this form of membership and hence the charge placed on this membership category may be of interest.

The freedoms we have to operate and control our operation by our own processes are justified to CASA by the logic that we offer services to people who are informed of the risk involved – as contrasted with the situation of uninformed risk which may



Bob Hall

apply where the intent of the customer is to travel or otherwise participate without being aware of any risks involved.

In order to have access to this modus operandi, we need to provide a process which establishes that we have informed our customers of the reality of the risks involved. It has been accepted by the Authorities that this process is the act of joining the GFA. We have to maintain documentary evidence that this has occurred – hence the short term membership category and form. It should be noted that for the period of the membership the recipient has rights and privileges including access to insurance that has to be financed by the membership as a whole.

The charge for the membership category barely covers the costs of insurance and essential management. The GFA policy is to attempt to allocate costs across all forms of membership that minimises any subsidies hence the fees for short term members.

The management of these forms and accounting of payment is, at this time, designed to be as simple as possible. However there remains a suggestion that some clubs are not being as careful as they could be with this process. We are improving our control over this process without making the whole too cumbersome.

It is very important we have an adequate administrative trail verifying all forms of membership including short term memberships. We must be sure that this process is adequately controlled and we do not expose ourselves to process failures to an audit carried out either as a routine audit by CASA – as has occurred in the case of the APF (parachuting) – or because of an accident, where we cannot establish that the passenger was a member of the GFA.

If this matter is not resolved adequately we will have to consider upfront payment for these forms – an option we have been avoiding for obvious reasons.

Insurance

As above, insurance costs have not increased significantly this year. This is partly due to our targeted insurance coverage but mainly to the very commendable actions of both Operations and Sporting in limiting our accident rate. A very pleasing outcome.

Discussion with our insurers and other aviation bodies shows that the changes in legal liability legislation have not yet impacted insurance costs.

On advice, the GFA has resolved that third party liability insurance be compulsory for all GFA-sanctioned competitions.

An issue that has arisen with competitions is the difficulty in providing insurance coverage for organisers and helpers at competitions for incidents occurring away from the airfield. It has been resolved, on advice, that the cover can be obtained by having competitors' third party liability policies endorsed to provide such cover. The GFA has now negotiated to have a standard endorsement included for all third party liability insurance policies issued through the GFA Insurance Scheme for all GFA sanctioned competitions.

Any GFA-affiliated organisation can apply to have their competition endorsed by meeting minimum standards as set down by the Operations and Sport department of the GFA.

Structure of the GFA – Voting Processes

I note that some have raised the matter of voting processes within the GFA.

This, and other matters relating to the structure of the GFA, was the subject of protracted debate in the recent past. There are many 'democratic' voting systems each with their own characteristics. During this recent debate it became clear that we would not get consensus on this matter.

Accordingly, we opted for the continuation of the current electoral college approach. This voting system is no more or less 'democratic' than any other. It is, in principle, the system used to elect the US President and it has characteristics which make it suitable to our purposes.

Specifically, examination of direct election systems in sport aviation bodies similar to us shows that because voter participation is very low – 10-15% being the norm even in controversial times – this direct election process is very 'unstable' and open to single-

issue candidates who can then do considerable damage. I don't wish to add to any problems other groups have or are having but this has, at different times, affected other Australian sport and recreational organisations that have direct election processes.

Perhaps there are other ways we can achieve the aims desired. Certainly improved communication is one such approach and I am committed to doing what I can to correct this issue within the GFA. A second approach might be to enable some form of member-initiated discussion and vote at our annual meeting. Proposed changes to the governance of the GFA may allow us to address these concerns.

Future Directions

The willingness to address matters of long concern to some of us including, specifically, the Executive, dealt with in the article by Jenny Thompson – Future Directions – is very welcome. This led the Executive to consider possible implementation plans. This is a big topic so I have written a separate article and I refer all to this article.

National Airspace System (NAS)

Because of the actions of Airservices, doubt still surrounds the changes introduced in November last year (referred to as the Stage 2b changes) as the latest step in the staged introduction of the reformed airspace management system known as the National Airspace System (NAS). These changes continue to have our full support, representing a safe, proven system providing overall superior safety outcomes and minimising restrictions on VFR and sport aviation.

Airservices are reviewing these changes following concerns regarding their own internal processes. They have not provided the aviation industry with any evidence which would justify any change to the current airspace architecture, in fact all available data shows that the current airspace system is very safe as is confirmed in a recent report by ATSB.

We are, nevertheless, aware of a proposal introduced to meet concerns expressed by the major airlines, referred to as 'the industry proposal'. This would see some enhancement of the current model involving mandatory radio reporting within the Class E steps down to a Class D tower (such as Albury, Maroochydore and Tamworth) and an additional ring of Class C airspace around the Class C towers (Sydney, Melbourne etc.) down to a lower level of 12,500ft to meet a 2.8 degree slope down to the C Class towers. While our position remains that no change can be justified we do not propose to expend already scant resources to fight such a compromise if it were to be introduced by Airservices Australia.



Jimbour Wines Awarded Naming Rights Sponsorship for the 43rd Australian Multi-class Nationals

Ralph Henderson

WE HAVE ALWAYS SEEN OBTAINING SPONSORSHIP AS ESSENTIAL IF WE ARE TO LIVE UP TO OUR INTENTION OF DELIVERING A GREAT NATIONALS FOR A FAIR PRICE. CONSEQUENTLY I AM OVERJOYED TO ADVISE THAT JIMBOUR WINES HAVE AGREED TO BECOME OUR NAMING RIGHTS SPONSOR.

To find out more about Jimbour Wines and how you can support our sponsor, go to [www.jimbour.com]. The Darling Downs Soaring Club has had a long association with Jimbour House, which is the residence of one of our long-term members, Alex Russell. Jimbour House is a short 20-minute drive north of Dalby.

Jimbour is also the turnpoint the Darling Downs Soaring Club has historically used for Silver C distance flights, as it is 53km from our base at McCaffrey Field at Jondaryan. Outlandings are not an issue for early cross-country pilots as they have a safe route to Jimbour via Dalby aerodrome and there is a kilometre-long bitumen strip at Jimbour. In earlier days pilots used to land there, but now it is more common to turn and return to DDSC.

Jimbour House was originally the centre-piece of Jimbour Station, a large pastoral station taking in most of the Shire. The current townships, and turnpoints, of Kaimkillenbun, Bell and Macalister were all once part of the property.

Jimbour Station is one of the Dalby area's primary tourism attractions. It is becoming a significant wine business with the development of 52 acres of vineyard. In 2002 the historic Station Store was opened as the cellar door. The establishment of a new vineyard at Jimbour is the latest chapter in the story of Jimbour. Wines are made under the guidance of nationally recognised experts including Michael von Berg (Project Management), Peter Scudamore-Smith, Master of Wine (winemaker), and Geoff Weaver (wine consultant).

While Jimbour Wines is the naming rights sponsor, we have been successful in attracting other sponsors as well. Telstra CountryWide will again assist us with telecommunications connections and equipment. Dalby Moto will

help us with transport around the airfield and other facilities, and the Country Club Hotel is providing us with valuable sponsorship.

Our other major supporter continues to be the Dalby Town Council, which helps us considerably. This support has been rewarded with Gliding Queensland deciding to hold the 2005 Easter competition at Dalby.

The nationals' entry form is included in this month's magazine.

In the meantime please visit our website at [www.ddsc.org.au] or send any questions you may have to <rhenderson@austarmetro.com.au>.



Between Turnpoints

Copyright Robert Hart

Hissing with speed, sinking, searching.
Descent requilts the earth's skin
parched upon a frame of roads
beneath a self-inventing sky.
Distant coruscation reveals a gam
writhing to the cloud in shared gyres.
Each flash a careful dancer
in the dappled, rising stream.
Rotate the world, slow the hiss.
Weave and merge,
embraced into the round.
Circle through sun and shadow
to the lifting electronic bleat
reeled in by doming cloud.
In turn, each flicks its tail
and spins a thread upon the sky.



A Day at the Camp



Jay Anderson – re-printed from the Southern Cross Journal

NOT AT EVERY SOUTHERN
CROSS GLIDING CLUB
GLIDING CAMP DOES A
TWIN-TURBINE FIVE-ROTOR-
BLADE RETRACTABLE-UNDER-
CARRIAGE ITALIAN AGUSTA
HELICOPTER JUST DROP IN
FOR A LOOK-SEE.

And not at every camp does Dick Smith just happen to jump out, stroll over and introduce himself. But that's what happened on Easter Sunday at Goulburn.

It was looking a lot like a no-fly day with a high overcast sky. We were Df'ing the fleet on the off-chance, and contemplating a visit to a vineyard at Mittagong if the weather didn't improve. Delta Sierra Echo (Dick Smith Enterprises?), a navy blue eight-seat chopper, gracefully hovered in while the gear was extending and gently landed a respectful 100m from the sail-

planes. As the rotor spooled down the front doors opened and the wiry iconoclastic figure jumped out of the right hand command seat.

"Dick Smith," he said to each of us as he approached with his hand extended. He had seen the gliders and was keen to find out more. He told us that aviation was his hobby and that he collected aircraft the way some people collect cars. (After he left we asked each other who amongst us had nine cars?). He watched captivated as Steve Korbel, returning from a check flight, landed the DG with Andrew Rickard as self-loading ballast. *"That looked perfect!"* he remarked (quite accurately) as Steve completed the ground roll.

When Bill Kirkham asked *"So what are you doing with yourself now?"* he said he was building a boat (*"not a white one like Rene's"*) and was developing a six-wheel-solar-powered sled to take to the South Pole.

Jay Anderson, Don Palmer, Bill Kirkham, Mike Bow, Mal Bruce, Geoff Uther, Dick Smith, Phil Endicott and Martin Feeg. The aircraft is Martin's Ventus

The conversation then turned to his Agusta and he proudly opened the nose faring to reveal half a dozen big black boxes with expensive-looking electrical cables coming out of them – you know those ones of plaited gold and copper with transparent plastic coating that hi-fi buffs pay about a grand a metre for. The electronics perts in the group oohed and aahed in adulation as Dick explained what the various gizmos did. It was all a bit beyond me – what with electronically oscillating radar sensors and terrestrial warning systems – although I must admit that the black paint job was one of the best I'd seen.

After about 45 minutes of scintillating chat Smith said his good-byes and thanked us for our offer of a flight in a real aeroplane any time he wished to visit Camden. He spooled up the 007 machine and made a very deliberate 180 degree scan left and right before waving goodbye and whirring off towards Canberra as the gear retracted.



The Southern Cross Gliding Club's DG at Goulburn with Jay and Andrew, and Steve on the wing

Expressions of Interest for hosting the National Gliding Championships in the 2005/06 season

The National Competition Committee (NCC) is seeking expressions of interest from gliding clubs or other organisations wishing to host one of the three National Gliding Championships to be held during the 2005/06 season.

The three championships are:

The National Multi-class Championships
The National Club Class Championships
The National Junior Championships

The rules and format of these events are set by the GFA, and organisers will be required to guarantee that the events will be run strictly in accordance with the rules.

It is normally expected (unless the location is Queensland) that the Club Class and Multi-class Nationals will be held between Christmas and Australia Day, and will not overlap.

The Club Class Nationals are usually run at the same site two years running and so bidders for that event should indicate if they are willing to do this.

The NCC and the Sports Committee will assess all expressions of interest received and will decide on the successful bid based

on the location, proposed timing, value for money to pilots, and the likelihood of attracting significant numbers of competitors.

The idea of requesting early bids is to allow the selected organisations and the GFA plenty of time to prepare and promote the event. Bids should be submitted to Tim Shirley by 31 August 2004.

Further information can be obtained from Tim Shirley on 0417 268 073 or at <tshirley@bigpond.net.au>.

Tim Shirley, NCC Convenor

Aviation Insurance Leader Flies Nationally

Chamberlain Knights, a leading provider of specialised aviation insurance broking services has changed its name to OAMPS Aviation. Respected throughout the aviation industry, Chamberlain Knights has been providing leading insurance solutions for over 20 years.

In 2000, Chamberlain Knights joined forces with OAMPS Insurance brokers to extend its insurance services nationally. OAMPS Insurance Brokers is one of the top five insurance broking companies in Australia with branches in all States and Territories. As the largest publicly listed

insurance broker in Australia, the OAMPS Group provides increased security for its clients and has greater buying power through its partnerships with major Insurers in Australia.

The name change is a reflection of the new, national capabilities of Chamberlain Knights through OAMPS Insurance Brokers. OAMPS Aviation will still provide the same high levels of service expected by its customers, but now includes dedicated staff Australia wide including Adelaide, Melbourne, Sydney, Brisbane and Cairns.

OAMPS Aviation caters for a diverse range of aviation client's from private owners and sporting groups through to large commercial fleets. Utilising the full purchasing power of the OAMPS Group, OAMPS' clients benefit not only by the bargaining power and specialised aviation team but also have access to the broad range of general insurance and other financial services provided by the group.

The aviation team members can be contacted Australia wide by telephone on 1800 025481 or email <aviation@oamps.com.au>.



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Contact: Dieter Stuempfl

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In order to develop an Australian market, the TeST Factory is willing to release gliders to Australia at factory door prices.

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HGFA General Manager's Report

Damian Gates

The Year That Was

This is my very last report to the membership as General Manager of the HGFA, and as I consider the last year and my departure as the GM, I have mixed feelings. The last year has been very educational and a rollercoaster ride of emotions as I endeavoured to fulfill this role as best I could. Within a few weeks of you reading this, a new General Manager for the HGFA will be selected and appointed to take the lead role in this organisation. Rather than focusing on operational issues for this report I think it advantageous to give some space to how I have viewed this last year and what I consider to be the focus points during that time.

At the start of my time I wrote some articles about "Ethos", our sports and attitudes. One thing that is apparent to me that comes up again and again, is the *"What is the HGFA doing?"* question. Well, firstly, as I have said innumerable times, the HGFA is YOU! Flying, clubs and individuals prosper and develop from strength to strength where the clubs, local flying communities and individual pilots step up to the plate and make things happen. Yes, the HGFA needs to, and should, support and assist, but the impetus and person power, must, by necessity, come from these base level sources. Our sports will not stand on the strength of the HGFA General Manager and its Executive Board; it simply can not, nor does it need to. What makes our sports prosper and develop is the commitment of the entire flying community and how they direct and affect their local flying resources. The strongest, liveliest and most developed clubs and flying communities are those with motivated, energetic volunteers (thank YOUR volunteers, don't chastise them) who provide their time and expertise to developing their flying opportunities. Motivation and energy of volunteers is a finite thing. It will not last, nor will those people necessarily be around next week. For this we need a healthy pool from which to draw our next local organisers and administrators.

This is a self perpetuating ideal. As part of any local flying community development, one goal for the instructors, safety officers, leaders and club executive members should always be the development of those newer pilots in a three-fold manner: flying attitudes and skills, safety AND development of our sports and clubs.

BUT, to answer the question *"What is the HGFA doing?"*, well, LOTS. We are a bare bones organisation. These days finances are

becoming more and more strained. With the insurance crisis finally impacting our sports as dramatically as it could, and because of the ever increasing costs of living and running an organisation in general terms, we can only expect costs across the board to continue a steady rise. Over this last year and in analysing the last financial year and the next, it is apparent that the HGFA is severely under-funded in terms of the roles and responsibilities it carries out for government authorities under agreement. Much of the General Manager's time is taken up with these requirements and the total cost involved in fulfilling these roles is at great expense to our organisation. The GM also spends quite a lot of time on the road conducting facility audits, accident investigations and liaising with authorities from those in control of Airspace, Aviation Safety, local councils and Park authorities, insurance companies and the flying communities themselves as time permits. Time never permits enough to this last element as by delegation and certainly job description the former have priority for the HGFA GM in order to maintain a strong position to continue our sports and maintain access to the air with regulations and rules that actually reflect what we require with out imposing onerous and irrelevant responsibilities.

It is a difficult thing to explain and promote our sports to those who cannot (some perhaps will not) view them as a righteous aviation pursuit in their own right. All of our disciplines are viewed with trepidation from many other disciplines, I am told; that is simply sports aviation. Add to this the lack of knowledge and appreciation of what we can and regularly do achieve from the general public, politicians and authorities and it is easy to see that we must never relent in defending our right to pursue our sports, as a hobby, competitively or in general recreation. The freedom these sports offer us is a freedom that must always be promoted. The HGFA helps to do this.

Defending such freedom happens at my level and a great deal of debate, frustration and heated exchanges have occurred in doing so. But defending these things is more than an argument with an individual or a group. It means operating in such a fashion so as not to give any ammunition to those who would prefer to see us extinct (most often because of ignorance and arrogance). It means not flying where you should not. It means flying safely, it means being courteous and cordial at all times to EVERYONE (fellow flyers alike).

Now the GM's position is not run by committee. Each and every member is not the GM's boss. The fundamental hierarchy as defined in any incorporated association exists in the HGFA. I have always believed, and do so even more now, that the best practice for the HGFA is to encourage and revisit the idea of regional and discipline representation. It would only take more activity at a regional and local level, co-operatively. That is, we have a hierarchy and chain of administration that starts at the individual level, then a club level, state associations, Board Members and the GM. I am not saying that the GM is the pinnacle of the tiered system, rather that the system should function in such a fashion that implementation of any policy and procedures should, at the last, be delivered to the GM; presently it is the first. This does not mean that the process is circumvented or ignored. It simply means that the GM must then go back and canvass all those parties who have been skipped. Quite often then concepts, ideas, requests and suggestions are fatally affected when addressing the concerns and criticisms of those who missed out on input in the first instance. What this does then is commit a great deal of time to something which was unnecessary to deal with at the GM level at all. This should be a proactive role most of the time; unfortunately it is nearly 100% reactive because so much is asked of it that need not be.

Read! Research and learn! How many of you have looked through the Operations Manual lately? The amount of questions the HGFA Office and I receive where the answer is already clearly defined is simply astounding. What do I need to do to become an intermediate pilot? What do I need to do gain an XC endorsement? Many questions that are asked are ones that are very easily answered individually if one would only take the time to look. It is most likely that you will pick up more information than what you needed when researching answers to questions; this can only be of benefit. What's your hurry? I am also quite concerned about many pilots' need to progress for the sake of progression itself. Time, experience and skill is the true test of progression. These are things that cannot be controlled or expedited just because a person wishes to progress faster than they are. Holding an Advanced Rating WILL NOT MAKE YOU A BETTER PILOT. Flying an advanced wing WILL NOT MAKE YOU A BETTER PILOT. Only experience and skill can do that, and these are things that may only be gained through patience and time.

In nearly all of the accidents I have investigated and those that have been reported, "pilot error" can be seen as the main cause. The "Swiss Cheese Model" lines up the holes most often because of the decisions we make as the pilot in command. All of our sports are as safe as we want to make them, but the price paid when safety is forgotten or ignored is the most expensive and damaging. A price which is paid by pilots, families, friends and flying communities.

It is difficult not to become emotionally attached to this role, when at the heart of your profession are sports you know and love. I have suffered much criticism on various decisions. On the other hand there are many many people whose support, advice and assistance have been priceless. Kerry, Michelle and Sue at our Office all have an excellent work ethic and are very motivational. These are the things that keep you going when working remotely. It is a difficult role. It is time consuming and the benefits are not that great. I ask that, from my experience, the greatest asset the HGFA has, in total, is the support from its members. This support can have many faces: support for your club and local community, support for other pilots, support for instructors, club development officers, and safety officers, support for the Board and office staff, support for that pilot that needs a ride. Denounce the negative, promote the positive. Like Bill Moyes says, *"Do something, just don't do nothing!"* and make it positive.

The insurance issue is not the death of our sports, but it surely will be if we keep saying so; a self-fulfilling prophecy. Even now the drop out rate of instructors has been very low. The main problem we are seeing is not that instructors are dropping out, but that many are unwilling to "supervise" lessor instructors for the fear of accumulating the responsibility of liability for them. The level of interest in people wishing to become instructors has not diminished at all; the only change is that those with this interest are more concerned about, and seek advice on how they should set themselves up to successfully manage our new insurance environment. Far and above the insurance issue I see our main threat as being continued site access. Of course this all may have an accumulative affect, but if we are able to secure long term tenure of flying sites then our sports will never die. For this reason I encourage all clubs and areas to actively pursue and implement site management procedures and seriously start thinking

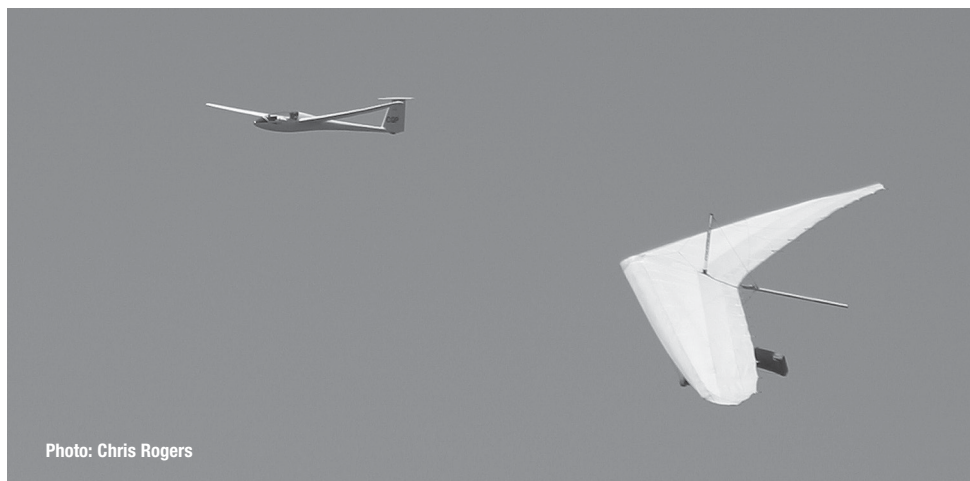


Photo: Chris Rogers

about site acquisition strategies at a local level. The times we have enjoyed where we could access some of the most scenic and wonderful terrain and landscapes to conduct our flying at no to little cost have gone. We need to proactively secure our access to flying sites.

Throughout the HGFA we have many and varied personalities, and this variety is something that makes us unique. Doctors, lawyers, labourers, jet pilots, the old and the young enjoy our sports. We need not compete with the next extreme sport that comes along, as those that wish to soar need only to be given the opportunity, and if it is their niche sport than nothing is likely to change that. Sometimes as I ponder why I do this sport (in the bomb-out) and quite often I remember it is not for the flying alone, but also for the friendships, fun and happy times that are offered around the edges. In the end it is less a sport than a lifestyle, and the fact that so many varieties of "extra curricular" lifestyles come together is a true expression of the challenges and rewards, friendships and social interactions that are offered and received in living and experiencing the joys of flight, as once we dreamed, before it became our reality.

Gone Flying...



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GFA

NSW Gliding Association (NSWGA)

Australian Air League

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

Australian Soaring Centre

PO Box 1315, Byron Bay NSW 2481.

Bathurst Soaring Club

PO Box 1682, Bathurst NSW 2795.

Byron Power Gliding Club

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

Byron Soaring Centre & Aeroclub

PO Box 549, Byron Bay NSW 2481
02 66844244.

Canberra Gliding Club

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

Central Coast Soaring Club

PO Box 1323, Gosford South NSW 2250, 02 49772740.

Cudgegong Soaring Pty Ltd

PO Box 352, Frenchs Forest NSW 1640,
02 94522777, 02 94530777.

Forbes Soaring & Aero Club

PO Box 267, Forbes NSW 2871,
02 68523845.

Goulburn Gliding Group

57 Munro Rd, Queanbeyan NSW 2620.

Grafton Gliding Club

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

Greenethorpe Gliding Club

Weerona Young Rd, Grenfell NSW 2810,
02 63431375, 02 63431375.

Harden Gliding Club

78 Badenoch Crs., Evatt ACT 2617, 02 62585554, 02 62578280, 0418 670291,
[users.bigpond.com/richard.hart/hgc/default.html], Sec: Richard Hart 02 62585554.

Hunter Valley Gliding Club

PO Box 9, Newcastle NSW 2300.

Kentucky Flying Club

The Hill, Kentucky NSW 2354.

Lake Keepit Soaring Club

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

Leeton Gliding Club

PO Box 607, Leeton NSW 2705, 02 69536970.

NSW AIRTC Gliding Club

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

NSW Police Gliding Club

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

Orana Soaring Club

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

RAAF Richmond Gliding Club

RAAF Base, Richmond NSW 2755.

RAAF Williamstown Gliding Club

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

Royal Australian Naval Gliding Association

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

Scout Association NSW Gliding

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

Soar Narromine Pty Ltd

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

Southern Cross Gliding Club

PO Box 132, Camden NSW 2570,
02 46558882.

Sportavia Soaring

PO Box 78, Tocomwal NSW 2714, 03 58742063.

Summerland Gliding Club

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

Sydney Gliding Inc. (Concordia GC)

PO Box 633, Camden NSW 2570, 0412 145144.

Temora Gliding Club

PO Box 206, Temora NSW 2666, 02 69772733.

Wagga Wagga Gliding Club

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

Wee Waa Gliding Club

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

Queensland Soaring Association (QSA)

Boonah Gliding Club

PO Box 107, Boonah QLD 4310, 07 54632630.

Bundaberg Soaring Club

PO Box 211, Bundaberg QLD 4670,
07 41553158.

Caboolture Gliding Club

PO Box 920, Caboolture QLD 4510,
0418 713903.

Central Queensland Gliding Club

PO Box 953, Rockhampton QLD 4700,
07 49371381.

Darling Downs Soaring Club

PO Box 584, Toowoomba QLD 4350,
07 46637140.

Gympie Gliding Club

PO Box 103, Gympie QLD 4570, 07 54867247.

Kingaroy Soaring Club

PO Box 91, Kingaroy QLD 4610, 07 41622191.

Moura Gliding Club

PO Box 92, Moura QLD 4718, 07 49973265.

North Queensland Soaring Centre

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

No. 229 Squadron Australian

Air Force Cadets
3 Hedlow Court, Carindale QLD 4152,
07 33989745, 0148 984752.

Southern Downs Aero & Soaring Club

PO Box 144, Warwick QLD 4370,
07 38923473.

Tarwan Soaring

PO Box 34, Wandoo QLD 4419, 07 46274080.

SA Gliding Association (SAGA)

Adelaide Hills Soaring Group

PO Box 1, Bridgewater SA 5155.

Adelaide Soaring Club

PO Box 94, Gawler SA 5118, 08 85221877,
08 85223177.

Adelaide Uni Gliding Club Inc., Adelaide

Uni Sports Association

The University of Adelaide, SA 5005,
08 88262203.

Alice Springs Gliding Club

PO Box 356, Alice Springs NT 0871,
08 89526384.

Balaklava Gliding Club

PO Box 257, Balaklava SA 5461,
08 88645062.

Barossa Valley Gliding Club

PO Box 123, Stonefield via Truro SA 5356,
08 85640240.

Blanchetown Gliding Club

c/o 12 Altola Rd, Modbury SA 5092.

Bordertown Keith Gliding Club

PO Box 377, Bordertown SA 5268.

Gawler Gliding Club

PO Box 135, Cockatoo Valley SA 5351.

Millicent Gliding Club

PO Box 194, Millicent SA 5280.

Murray Bridge Gliding Club

PO Box 1277, Victor Harbor SA 5211.

Northern Australian Gliding Club

PO Box 38889, Winnellie NT 0821.

Port Augusta Gliding Club

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

Renmark Gliding Club

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

SA AIRTC Gliding Club

PO Box 2000, Salisbury SA 5108.

Waikerie Gliding Club

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

Whyalla Gliding Club

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

Victorian Soaring Association (VSA)

Albury Corowa Gliding Club

PO Box 620, Wodonga VIC 3689.

Beaufort Gliding Club

116 Tennyson St, Elwood VIC 3184.

Bendigo Gliding Club

62 Lawson St, Bendigo VIC 3550.

Corangamite Soaring Club

Kurweeton, Derrinallum VIC 3325.

Geelong Gliding Club

PO Box 197, Bacchus Marsh VIC 3340.

Gliding Club of Northern Tasmania

58 Hales Street, Wynyard TAS 7325,
03 64422108.

Gliding Club of Victoria

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

Grampians Soaring Club

PO Box 468, Ararat VIC 3377, 0417 514438.

Latrobe Valley Gliding Club

PO Box 625, Morwell VIC 3840.

Mangalore Gliding Club

PO Box 80, Avenel VIC 3664.

Mount Beauty Gliding Club

44 Roper St, Mount Beauty VIC 3699.

Murray Valley Soaring Club Ltd

PO Box 403, Corowa NSW 2646.

RAAF East Sale Gliding Club

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

Soaring Club of Tasmania

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

South Gippsland Gliding Club

PO Box 475, Leongatha VIC 3953.

Southern Riverina Gliding Club

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

Stawell Gliding Club

20 Jones St, Stawell VIC 3380, 03 53582713.

Sunraysia Gliding Club

PO Box 647, Mildura VIC 3500.

Swan Hill Gliding Club

PO Box 160, Nyah VIC 3594.

Tumbarumba Gliding Club

Mundaroo, Tumbarumba NSW 2653.

Victorian Motorless Flight Group

(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)

Beverley Soaring Society

PO Box 136, Beverley WA 6304, 0407 385361.

Gliding Club of Western Australia

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

Morawa Flying Club

PO Box 276, Morawa WA 6623.

Narrogin Gliding Club

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

Stirlings Gliding Club

c/o Post Office, Lower King WA 6330.

WA Squadron Australian Air Force Cadets

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

WGFA

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

HGFA

HGFA National Office

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

HGFA Acting General Manager

Stewart Dennis, PO Box 118, Dickson ACT 2602, ph/fax 02 62470008, 0417 766356, 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

Pres: Rohan Holtkamp RMB 236B Western Highway, Trawalla VIC 3373, ph/fax: 03 53492845, 0409 678734, <President@hgfa.asn.au>.

Vice-Pres: Rohan Grant

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

Sec: Carla Pierce

33 Edmonds St, Diamond Creek VIC 3089 Ph: 0407 788710, <Secretary@hgfa.asn.au>.

Trs: Stewart Dennis

PO Box 118, Dickson ACT 2602, ph/fax 02 62470008, 0429 158721, <Treasurer@hgfa.asn.au>.

Board Members:

Hakim Mentes 16/59 Riversdale Rd, Hawthorn VIC 3122, 0412 617216, <Hakim.Mentes@hgfa.asn.au>.

Bill Moyes

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

Andrew Polidano

PO Box 1903, Byron Bay NSW 2481, 0428 666843, <Andrew.Polidano@hgfa.asn.au>.

Kathy Little

(formerly Robinson) Lot 108, Pinjarra Rd, Ravenswood WA 6208, 08 95376204, <Kathy.Robinson@hgfa.asn.au>.

Mark Thompson

40 Hovia Terrace, Kensington WA 6151, 08 94912417 (w), 0428 729028, <Mark.Thompson@hgfa.asn.au>.

Microlight Public Relations

Paul Haines ph/fax: 02 42941031.

GFA MEMBERSHIP FEES 2003-2004

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

States & Regions

ACTHGA

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

Hang Gliding Association of WA

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

Victorian HG and PG Association

PO Box 157 Northcote VIC 3070, [www.vhpa.org.au]. Pres: Carolyn Dennis; Sec: Steve Norman; Trs: Lisa Charleston; SSO: Rob Van Der Klooster 03 52223019 (h). Site weather-boxes: Three Sisters 0409 864700, Buck-land Ridge 0407 356295, Mt Buffalo 03 57501515, Ben More 0417 112062.

Clubs

New South Wales

Blue Mountains HG Club Inc.

Pres: Peter Burkitt 0418 435204, <pburkitt@ozemail.com.au>; Sec: Jim Grant 02 47588625; Trs: Allan Bush 02 47738037, <fairallan@pnc.com.au>; SSO: Dave Petrie 02 47871610, <petrie@lisp.com.au>; Allan Bush 02 47738037, <fairallan@pnc.com.au>; Newsletter: Alan Bond 02 98995351, <skybond@primus.com.au>. Meetings: 3rd Wed/month, 7:30pm, Blue Cattle Dog Tavern, Mamre Rd, St Clair.

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

Dusty Demons Hang Gliding Club

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

Hunter Skysailors

Pres: James Thompson 0418 686199, <james.b.t@hunterlink.net.au>; Sec/Trs: Neil Bright 0412 689067, <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 Rylie 02 62359120, <rymicalago@netspeed.com.au>; Sec: Alex Johnson 0411 748713.

Manilla SkySailors Club Inc.

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

Mid North Coast HG Association

HG contact: 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 126, Byron Bay NSW 2481, [http://bbhg.tripod.com/]. Pres: Eddie Gray 02 66841795, <edgrey@linknet.com.au>; Vice-Pres: Maggie Clark 0404 263524; Sec: Mick Mackender 0414 867820.

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/dyna].

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: Check [www.home.aone.net.au/gilbert/nevhc.html].

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.

General Manager, HGFA

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, Alistair Johnson, Adam Neinkemper. Meetings: 1st Wed/mth 8pm, Retreat Hotel, 226 Nicholson St, Abbotsford.

Southern Microlight Club

Pres: Kel Glare 03 94395920 (h), 0421 060706; V-Pres: Ben DeJong 03 97898970; Sec: Jeanette Walker 0438 418808, 03 59412721; Trs: Dianne Pierpoint; Newsletter: Barry Wood <bwood@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/vwhgcl]. Pres: Glenn Bachelor 0419 324730, <GlennB@pocketmail.com.au>; V-Pres: Mark O'Keefe 0412 473724, <mokeefe@bigpond.net.au>; Sec: Andrew Edney 0438 571445, <andrew.edney@edag.com.au>; Trs: Phillip Campbell 0419 302850, <campbell.p@giant.net.au>; Web/Database: Damian Georgiou 0413 677090, <damiann@bachomp.net>; SSO: Rohan Holtkamp 0409 678734, <dynamic@netconnect.com.au>. Meetings: Last Sat/month, The Golden Age Hotel, Beaufort.

Queensland

Cairns Hang Gliding Club

Pres: Russell Krautz <krautrz@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 33998500 (h), 0416 089889, <olofly_@hotmail.com>; V-Pres: Raphael Mackay 07 55345190; Sec: Col Hjortshoj 07 55437248 (h), 0429 312067, <col61@gil.com.au>; SSO (PG): Rob Wilton 0418 732325, <robertmarie.wilton@bigpond.com>; SSO (HG): Ken Hill 07 55435631, 0418 188655, <kenhill@iprimus.com.au>.

Central Queensland Skyriders Inc.

915 Yeeppoon Rd Iron Pot Qld 4701. Pres: Bob Pizzey 07 49387607; Sec: Grant Suthers 07 49361790; SSO: Alistair 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 HG & PG Club

Pres: R D Jones, 1/14 Lyndavale Dr, Alice Springs NT 0870, 08 89551088, 0402 805099; SSO: Simon Shuttleworth 0407 950536; Sec: John Middleweek 08 98412096, fax: 08 98412096.

Cloudbase Paragliding Club Inc.

334 Belmont Ave Kewdale WA 6105. Messagebank 08 94875253; Pres: Wieslaw Zdanowicz, 08 92493707, <spoton@starwon.com.au>; V-Pres: Robin Rankin, 0407 441 463; Sec: Mike Duffy, 16/3-5 Geddes St, Vic Park, WA 6100, 08 92771906, <MikeDuffy@graduate.uwa.edu.au>. Trs: Colin Brown 08 94594594, <cobrown@bigpond.com>. Meetings: 2nd Wed/month 8pm, Rosie O'Grady's Pub, South Perth.

Goldfields Dust Devils Inc.

9 Broadarrow Rd, Kalgoorlie WA 6430. Pres: Murray Wood 08 90215771, <dustdevils@hgfa.asn.au>; Sec: Peter Cepuritis 08 9022 2084, <pcepuritis@kal.snowdenau.com>; Trs: Richard Breyley 08 90227684, <Richard.Breyley@harmonygold.com.au>; SSO: Mark Stokoe 08 90911297, <Mark.Stokoe@health.wa.gov.au>.

Hill Flyers Club Inc.

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

South West Microlight Club

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

Western Soarers Hang Gliding Club

<wshgc@hgfa.asn.au>, PO Box 483, Mt Hawthorn WA 6915, [www.iinet.net.au/wshgc]. Pres: Paul Blachford 08 93977565, <paul.blachford@bigpond.com.au>; V-Pres: Mirek Generowicz 08 93821804, <mgenerow@bigpond.net.au>; Sec: Phil Wainwright 08 92455974, <phil@iqpc.net.au>; Trs: Sun Nickerson 0401 135042, <sunny@inet.net.au>; SSO: Sam Blight 08 93363738. Meetings: Last Tues/month, 7:30pm, Rosie O'Grady's Pub, South Perth.



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HGFA

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

Classifieds are to be delivered to the HGFA office for membership verification/payment by email <office@hgfa.asn.au>, fax: 02 65593830 or post: PO Box 157, Hallidays Point NSW 2340. The deadline is 25th of the month, for publication five weeks hence. Submitted classifieds will run for one issue. For consecutive publication, re-submission of the classified must be made, no advance bookings. When submitting a classified remember to include your contact details (for prospective buyers), your HGFA membership number (for verification) and the State under which you would like the classified placed. (Note that the above does not apply to commercial operators. Instructors may place multiple classified entries, but will be charged at usual advertising rates.)

All aircraft should be suitable for the intended use; this includes the skill level required for the specific aircraft being reflective of the pilot's actual rating and experience. All members must adhere to the maintenance requirements as contained in Section 9 of the Operations Manual & as provided by manufacturers. Secondhand equipment should always be inspected by an independent person, an instructor wherever possible. Advice should be sort as to the condition, airworthiness & suitability of the aircraft. It should include examination of maintenance logs for the aircraft. It is unethical & a legally volatile situation for individuals to provide aircraft which are unsuitable for the skill level of the pilot or aircraft that are unairworthy in any way.

Hang Gliders & Equipment

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AIRBORNE CLIMAX 13 C2 adv, EC, 30 hrs use, blue dart & off-white Mylar sail, Airborne speed frame. Ph: Jod on 0419 765715 in Newcastle for inspection or test fly.

AIRBORNE FUN 190 nov, 3 mths old, brand new cond, \$3,500. FUN 160 nov, EC, \$2,800. Pacific Airwave, V2 tandem, new sail, frame in EC, \$3,800. North Wing T2, tandem, the professional's choice, glider in brand new cond, 6 mths old, \$5,000. SHARK 144 adv, red/white/blue, 20 hrs since factory inspection, PC, \$3,400 ono. Harness, reserve parachute, \$250. Ph: 0427 730741 (Coffs Harbour).

AIRBORNE STING 154 int, in fair cond, but serviced with new Airborne parts, \$1,100. Reserve parachute,

High Energy Quantum 550, tandem rated, new April '04, still in box, cost at \$875. All these gliders & more available for inspection from Tony Armstrong, ph: 0417 939200 (I'm not closing my school, just moving excess stock).

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MOYES CONTOUR HARNESS, near new with chute, suit 178cm, \$950. Ph: Jason 02 49206484; 02 49449222 (w).

MOYES SONIC 165 int, 5 hrs, \$2,500. Flex harness (173cm), 1 hr, \$500 & Metamorosi parachute, \$500. Ph: Troy 02 49387905.

MOYES SX4 adv, blue/white US, 60 hrs airtime, EC, \$2,500. Ph: Bill 0412 229181.

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

MOYES XS4 adv, black/purple US, just tuned up at the factory, looks good & flies great, 2 spare DTs plus basebar, 100 hrs only, \$2,000. Ph: Luc 0404 499514; 02 91301076 (h).

QUEENSLAND

MOYES LITESPEED 5 adv, 11/2001, 100 hrs, EC, airfoil speedbar plus round one, 2 spare DTs, US white/black/red, full Mylar, flies perfect, \$5,500. Ph: Sigg 0414 608377; 07 55450674.

VICTORIA

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FUN 190 mint cond as new: \$4,050, Moyes MISSION 170 solid beginner/int glider: \$1,100, Moyes XT 165 mint cond, crispy sail, bright colours: \$2,200; towing winch, trailer mounted pay in winch. Ideal for flatlands: \$1,200. Ph: Rob 03 52612895, 0402 029457 or <fly@alphalink.com.au>.

SOUTH AUSTRALIA

BLADE RACE 141 adv, low hrs, silver/black, little use past 3 years, a great glider, \$850. Ph: 08 84472797; 0421 705160.

Paragliders & Equipment

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PARAMOTOR, never used, for pilots 40-90kg. Very light, ready to fly, \$3,000 (was \$4,000) Ph: 0438 612790; <AyalaSantiago@hotmail>.

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NEW FLIGHT DESIGN STREAM DHV 1-2, 80-100kg, \$3,000. Flight Design B4 30 large, DHV 2-3, 100-125kg, 80 hrs, \$500. Flight Design C5 Proto (M), 80-100kg, 80 hrs, \$300. 2 NEW full-face helmets, \$150. Back Pack F2 Adventure Engine, 80 hrs, 4-blade + spare blade, \$2,900. NEW 10 litre water ballast bag, \$40. Any serious offer considered. All prices plus postage. Ph: Franz Wallner 08 8388 8214; <wallner@chariot.net.au>.

Trikes & Equipment

NEW SOUTH WALES

AIRBORNE EDGE EXEC 582 T22618, new 4-blade Brolga prop, all instruments, covers, Icom 22E radio, stone guard, wing recently serviced. Meticulously maintained. Just had engine service, incl. trailer, all in VGC, \$14,500 ono URGENT SALE. Ph: 0418 648105.

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VICTORIA

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