



Soaring AUSTRALIA



August 2004



Trip to Teewah



**World Club Class
Competition in Norway**



**Student
to Competitor**

August 2004

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Landing at Rainbow Beach
Photo: Courtesy Hugh Alexander

Soaring AUSTRALIA



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Articles, advertisements	soaring.australia@hgfa.asn.au	Soaring Australia only content and other content

Terry Cubley's Notes from Norway

THE WORLD COMPS CLUB CLASS

(Edited from Terry's reports, available via [www.wgc2004.no] under the Australian team section)

10 JUNE 2004

We are now in the practice week of the World Gliding comps at Elverum in Norway. The trip from Oz went quite smoothly, but it is a veeery long way. We stayed in Hong Kong overnight, which made the trip quite bearable. Flew into Frankfurt and I had to pick up a car from the Opel factory – only about a 15-minute drive away. I was given a Vectra Caravan (stationwagon) diesel, a great car, very comfortable with all modern conveniences: built-in phone, GPS, etc. The towbar folds away, which gave me some concerns, as it wasn't out when I first saw the car.



The Team at the opening ceremony with the Australian Ambassador

Vicki and I travelled with Peter Buskens (Beaufort GC) and his wife Anne. We drove an hour north and picked up Peter's Cirrus, and the next day drove 750km to Denmark to get my glider. I had a check ride in a K13 on the winch so that they could approve my logbook, and we then drove via a ferry to Sweden, and then to Norway. 1,500km and a few days later, we arrived.



The three Australian pilots and the team manager. From the left: David Wilson, Terry Cubley, Phil Ritchie and Peter Buskens

Peter, Phil Ritchie and I are all flying Standard Cirrus, and we have now flown on two practice days. Team flying has been difficult because of problems with the radios, but the weather has been fine, with cloud-base 4,000 to 6,000ft. It is very cold though; maximum temperature yesterday was 18°C, and I am flying with a jumper on. It is raining today – a lot of fronts coming through, so I am fixing the rudder and playing with instruments.

The first impressions are of lots of trees and water, with a good choice of green paddocks in some of the valleys. As long as you are careful, outlanding shouldn't be too much of a problem. I outlanded on the first practice day, mainly due to a silly mistake and some impatience. I was quite comfortable as I was keen to try the paddocks from above, rather than just from the road.

DAY 3 (18 JUNE 2004)

After such a good day (Thursday), we woke on the Friday morning to more overcast skies but with some very tall cumulus. The weather forecast was for thunderstorms and rain. We started launch at 11:30am into quite reasonable Cu near the airfield, but a wall of rain out to the west. The task was an assigned area task with a first turn near Lillehammer to the north-west. To get there you have to cross a high, unlandable plateau, but with some reasonable paddocks next to the lake if you make it across.

I was in the second row for launch, and was deposited into a weak two-knot climb to cloudbase at 4,200ft. There was a Cb just to the west of the field which appeared to be getting bigger and closer. The later launches seemed to have a little more trouble getting up, but generally it wasn't too bad near Elverum. There was a big grey hole on the first leg over the high ground, but with reasonable Cu on the other side. We discussed heading north first under some Cu before heading west in order to reduce the length of the glide.

As the start approached, the thunderstorm became quite large and aggressive, and was moving over my and Peter's start points. There was good lift in front of the storm, but it was quite scary with gliders coming from all directions through the wisps of



Elverum in the foreground, with the airfield at upper centre



Over the high ground, turnpoint in the blue in the distance at top right. A couple of gliders ahead and slightly below



Peter Buskens and another glider, with a shower in the background



Lillehammer: a view of the valley and potential paddocks, the large lake and green fields. Some of them are okay, provided you allow for the slope and the powerlines



Day 2 grid. Andrew Wright resting prior to launch



Vicki Cubley and Peter Buskens. Note the thunderstorm activity in the background



cloud. As soon as the start gate opened we made a run for the start. I had to descend below the cloud to get into my start point, as did Peter. I got into the sector and flew out from underneath the cloud in the opposite direction to the first leg, and climbed a thousand feet before cruising around the cloud in the direction of the turn.

The path to the north looked fairly poor now, with a large gap to the clouds, so we elected to try and glide to the Cu on the other side of the plateau, about 30km away, on track. I was surprised to see a few gliders about 1,000ft above me, and for a brief moment thought that I should go back to the storm and get some more height, but it seemed I had enough height to reach the clouds, so I didn't – another poor decision, as it turned out.

It was quite an impressive picture: thirty small razor blades ahead of me gliding into the darkness of the plateau, trying to make it to the other side.

As we approached the Cu on the other side, it became apparent that we were getting quite low. Just enough height to glide over the edge of the plateau into what looked like a couple of green paddocks. The Cu had better work. It didn't. Thirty gliders trying to find lift, but with no one really climbing. There was at least one reasonable-looking paddock in the high valley ahead, and I saw one glider on final approach to it. We flew over the paddock, with Peter and Phil about 500-600ft below me and probably no more than 800ft above the ground.

We flew over a factory, which gave some bubbles of lift but nothing to really climb in. Peter and then Phil decided to fly back to the paddock and land in it. I had enough height to move into the next valley where a couple of gliders were trying to climb, with a couple of paddocks available.

When I got there, the lift was low and very rough. The green paddock that I could see appeared to be very short, and there was a clearing in the forest nearby that looked quite large and landable. I looked closely and could see no tree stumps and only a few saplings that I could avoid fairly easily. The ground looked like sandy dirt with a few clumps of bracken in places; it might be a little rough, but should be a good landing place. Better than the trees or a short paddock.

I found some lift at about 400ft, but it was too rough and I started to lose height. Time to land. The approach was good. I would put it down in the clearing, close the brakes to glide over a clump of bracken, and

then stop on the other side. I touched down – and the glider just stopped. Not harshly, it just seemed to smoothly slide along on its belly. This puzzled me as I was sure that I had put the wheel down, and sure enough, the handle was still forward and locked. The glider was sitting on its belly with the wings level. I climbed out, and immediately sank 20cm into a bog.

There is a lot of water in Norway, and I have now discovered that sandy looking paddocks are not good. The sandy colour is that of the moss, which, combined with a good mix of mud and water, makes a very sticky mess. The glider was down safely, but the retrieval was going to be another story.

Meanwhile, Peter and Phil were landing in the bigger paddock some eight kilometres back. Peter was first to arrive, but as he approached over 20m tall trees it started to rain quite heavily, making it very hard to see, and reducing the glide angle considerably. Peter was able to just pull up over the trees by getting rid of his airbrake, and descended quickly into the field. He barely rolled, due to the soft ground, and was down within 40m of the start of the paddock. A South African pilot heard his glider clipping the tops of the trees on final, and managed to pull back enough to clear them, just getting into the field. An Austrian pilot clipped some trees and landed, hitting one tip first and ground looping. A little bit of damage to the drag pin, which they are trying to fix today.

Phil wasn't as lucky as these guys. He had enough height to reach the field when the rain suddenly became quite heavy, and the glider started to sink fast. It became quickly apparent that he wouldn't clear the 20m trees, but there weren't many other options. There was a small field on the left, behind high tension power lines, which had been cleared but which still had some tree stumps. It wasn't going to be pretty. He had to get past the power lines. Not enough height to get over, so he opened his brakes to get under them. The glider contacted some small trees, which grabbed hold of it and brought it to a rapid halt, arriving on the ground with very little forward speed.

Phil was shaken, but unhurt. He was of course very upset and in shock, but at least he was able to walk away from the crash with no injuries. The glider did not do quite as well. The canopy and fuselage were broken, the wheel pushed up, and the wings split open at the leading edge in a couple of places where the trees had impacted. The pilots in the field, and one guy landing, saw the accident and quickly ran over to help out, a little fearful of what they may find.

The glider halfway out of the swamp. Note the left wing in top left corner which is where Terry landed. Canopy and parachute on bank

There were plenty of people to help carry the glider out of the forest to the trailer.

A disaster for Phil, but one which could have been much worse. It seems that if he had made it to the small paddock he was aiming for, he would have been landing amongst tree stumps and large rocks. He may not have walked as easily away from that landing.

Meanwhile, back in the swamp, my crew finally arrived. It was up to Andrew Wright, Nick Buskens, myself and Vicki to carry the glider out of the mud and water for a distance of over 600m. We pulled it all apart, and left bits of glider scattered around the field as we slowly moved them towards dry land. The fuselage was the hardest, and we made best progress by retracting the undercarriage and just sliding it backwards across the swamp, Nick holding the tail while Andrew and I pulled on the fuselage. It was fairly slow, as each of us would in turn get stuck in the mud up to our knees as we stepped into softer parts of the swamp.



Recovering Terry's glider: Getting through the scrub towards a large shed along the railway line

Once we reached a drier part of the field, we then had to get the bits through a scrubby and boggy area with holes and tree roots. There was an old railway track used for pulling trees or moss out of the swamp for processing. It had been many years since it was used, but it gave us a bit of a track that we could roll/carry the fuselage along.

We finally got the fuselage, and then the wings, out after nearly three exhausting hours of wading through mud and water. A good landing, but a terrible retrieval. I know that I was very sore that evening, and even today am still feeling the effects. Nick and Andrew have pulled up very well, and Andrew is even going for a jog.

The final result of the day is that 15 pilots managed to fly 100km, so it is a contest day. Three pilots actually managed to get around the task (at a speed of 40km/h) with a few others landing close to Elverum on the return second leg. The fifteenth pilot flew a handicapped distance of 100.38km, so if

he had flown 400m less it would have been a no contest day.

Only 250 points for the winner. I only got 62 points for 43km, and Peter about 50 points.

After my disastrous Day One result, losing over 500 points, we just aren't flying enough tasks or enough distance to make any progress on the overall placings. Hopefully we will have a few more reasonable flying days in the next potential six days, although the weather forecast doesn't look promising. We have had one good racing day so far, and two distance days with speeds around 40km/h, with lots of luck deciding the outcome. It must be said though that there are a few pilots who keep getting lucky. Maybe they're just good at this sort of flying?

20 JUNE 2004

No flying again today. Heavy rain at times, and generally cold and grey. There is snow falling in the hills down to about 2,000ft. Frere Woods arrived today from Australia; we had warned her to bring some warm clothes, but she still needed to borrow a jacket.

The team decided to have lunch together today, and Nick Buskens and Lisa cooked a marvellous feast. Salmon, potatoes, caviar, salad, Swedish bread savouries, pancakes, and of course some wine. A great time was had by all.

We finished in time for a short break before going to the main tent, where the US team put on a meal of Tacos with mince, refried beans, salad, cheeses, cream, etc. A big night enjoyed by everyone, even if our feet were soaked by the heavy rain seeping onto the floor. There were numerous videos, and the Australian one made by Robert Hare at the Gulgong Nationals attracted a lot of wistful looks: hot temperatures, sunshine, good Cu, dust and dry fields, large outlandish paddocks. We all felt a little homesick. It certainly made me wish that I could go to a gliding competition, if only I could find one.

21 JUNE 2004

We lost the appeal against Peter's airspace infringement on Day Two. He flew 61m too high, infringing the airspace boundary. Our appeal was based on the inaccuracy of the equipment, but the organisers and jury decided that all errors needed to be allowed for by the pilot. This is certainly a hot topic now, and we will need to put some possible changes to the next IGC meeting.

DAY 5 (23 JUNE 2004)

...There is a low-pressure system to the south-west over Scotland moving this way. A high pressure has set up nearby, and it



The Aussie team at lunch: Andrew Wright, Lyn Ritchie, Lisa, Nick Buskens, Anne Buskens, Terry Cubley, Phil Ritchie, Frere Woods, Vicki Cubley, David Wilson.



The grid. Vicki and Frere staying out of the rain



The grid, viewed over a rain-covered wing



Launch grid. Gliders were tied down in front of the trailers; most people de-rigged every night



Day 5. Libelle – down the first leg, coming under the cloud street. Notice extensive trees and lakes



Final glide on Day 5. Airfield top centre, with green paddock just before it



is a race between these two systems to see which would influence the task most. If the front with the low pressure comes in, it could develop into thunderstorms, with an earlier finish...

After the gate opened the whole fleet moved up to cloudbase, and it was actually possible to climb above the main cloudbase as cloud formed around us on the way up. This meant that we were generally in the clear, but had to watch out for new cloud forming below and around us whilst five to ten other gliders were flying in the same lift. It then became quite dangerous as new gliders or even gaggles moved around the cloud and tried to join our thermal. There were gliders going in all directions, and quite a few occasions when I had to simply leave the thermal to avoid too much conflict.

Peter and I were together, but it was difficult to keep in touch as there were so many gliders around. We started, Peter a couple of minutes before me, as the glider he was following ended up being someone else. Off on the first leg, we started to aim well east of track. It appeared that the sky was cycling at this time, and it didn't look good for the first 20km. I thought about a re-start and even spotted the German team doing just that, but Peter was a couple of kilo-

metres ahead and it seemed it would be better to stay together. After a long glide we finally found a climb with a couple of other gliders, and were on our way...

Peter and I achieved just under 100km/h for the day. The winner did 105km/h, so we were happy with our placing and points, although the day was devalued again because of the short distances and times; so the winner only received 634 points. We could see how we could have done a little better: if the start had been better timed, if we hadn't changed streets near the second turn, if we had contacted a good climb getting close to Elverum. However, there are always small improvements you can recognise.

The German team made a big effort today, hence my noticing them heading back for a second start (a good decision), but they obviously pushed very hard. One of their pilots won the day, whilst the other two landed out only 68km down the first leg. The Polish pilots are doing very well, as are two of the British and the Czechs. These guys hold the top eight places at the moment.

SATURDAY, 26 JUNE 2004

Well, the last couple of days were completely non-flyable – quite heavy rain with overcast skies. They decided to hold the closing ceremony on the Friday evening rather than wait until the Saturday – a popular decision, as many of the Europeans were keen to head home.

As Arild Solbakken said at the closing ceremony, it was the coldest, wettest June for many, many years. Amazing what a gliding competition can do for the local weather.

The Polish team were the stand-out winners, with Sebastian Kawa being the champion, Arkadiusz Downar third and Piotr Jarysz placing seventh. Jay Rebbeck was second, and the other British pilot Richard Hood (who has been silver medallist at both Gawler and Musbach) placed fifth.

The Aussie team didn't place very well at all. Terry's early outlanding on Day One, Peter's airspace penalty, and Phil's accident all meant lower than expected positions. The Roger Woods trophy, presented to the highest-placed Australian pilot, was won by Terry Cubley. Beryl Hartley made a short speech to explain Roger's contribution to gliding in Australia and internationally, and his work in getting Club Class accepted as a world championship. Roger's daughter Frere attended for the last week, and presented the trophy to Terry at the closing ceremony.

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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.



TRIP TO TEEWAH

Hugh Alexander

IT SEEMS SO LONG AGO NOW, HOWEVER I'M REMINDED OF THE TRIP TO TEEWAH EVERY TIME I OPEN MY COMPUTER, AS THE DESKTOP IS A PHOTO TAKEN BY CURTIS OF ME FLYING INTO THE BOWL AT RAINBOW BEACH. AT WORK THERE ARE THREE OTHER COMPUTERS WITH OTHER SHOTS OF RAINBOW, SITTING AROUND CAMP ON TEEWAH BEACH, OR THE BRILLIANT SUNRISE OVER THE WATER. AHHH... TEEWAH!



Hugh high above Rainbow Beach

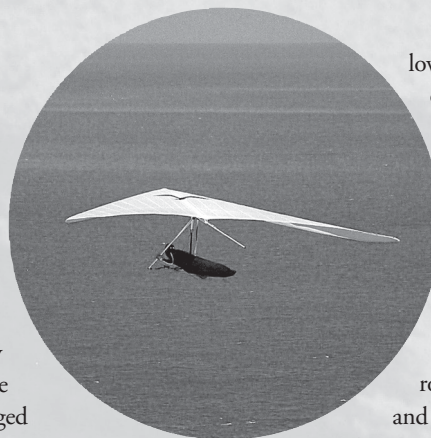
Andrew and Tash have been venturing up north since b.k. (before kids), and they still do it, dragging the poor things out of school for weeks at a time. The same Andrew has been pestering many of the members of the Melbourne Hang Gliding Club to get a group together and come along to play with him on the dunes of this magnificent piece of Queensland coastline. Eventually a clan was gathered (Hugh Alexander, Peter Batchelor, Curtis Greenwood, John Langmead, 'Moby' – aka: Steve Ross, Vanessa Spark, Adam White, Andrew and Tash, Ruby and Kean Wicks), and we managed to shift our collective large asses from 'Mexico' to Teewah, with a brief stop-over in Manilla (the NSW one).

Due to a slight lack of communication in the date department, the day of departure happened to be the day after my 40th (I'm not old yet) birthday party, and bed at 3:30am isn't suggested the day you're going to travel nine hours in a vehicle loaded to the hilt with harnesses, gear, surfboards and four chaps that have breath like camels. The first night Peter, Curtis, Moby and myself caught up with Adam and Ness at Parkes; funnily enough we all hit the sack early. Next morning was up early, breakfast, and packing up quick, because we hoped for a flight at Manilla before the end of the day (tell 'em they're dreamin'). As we headed for Gunnedah the sky grew black as... (like really dark things, storm clouds for example). There was lightening, thunder, and curtains of rain all around. Then it hit, the roads were awash, one couldn't see through the windscreen as the rain and hail was so heavy. *"Oh well, s'pose we'll be setting*

up in the rain", sighed Moby. Ten minutes later the sky was blue, the roads dry.

We made it to Manilla, but not early enough for a fly, so we set up camp and foraged for food in town at a restaurant recommended by Eric and Francoise (the two that run the caravan park, Eric flies a jelly). The size of the chef was all we needed to assure us that the food was good.

After meeting the irrepressible Godfrey, we made our way up the hill to find the hang gliding take off. Cycles moved up the face of the hill as we set up. I had left one of my basebar bolts at home after fitting a set of wheels; luckily one of the paraglider pilots found a bolt that did the job (which was better than option B, an allen key and some gaffer tape... I was desperate to fly). Adam took off and hooked into a thermal, disappearing out of sight. Curtis then went finding something out front that took him in a northerly direction up the ridge. The paragliders seemed to have no trouble staying up. Moby and Ness left the hill, not finding much. Peter and I watched as Moby made a couple of passes along the ridge, then headed out down the spine to eventually land. The landing paddock seemed to be Vanessa's fate also, but heading out to land she caught a thermal, banked it up and circled out. Pete and I were cheering loudly from take off, although she may not have heard from three kilometres away! We willed her into the sky. Adam, her one true



love, returned and urged her on over the wireless (a little too Mills and Boon for me). Ness lost the thermal (collective sigh) and headed back to the landing paddock. To add insult you need injury, so on landing in the rather rocky paddock Ness tripped and took the skin off both

knees – nasty! Peter did a couple

of passes and landed in the paddock after a flight of some fifteen minutes. I went last, and after scratching on the hill, getting and losing two thermals, one came along that I managed to core to 4,500ft. Heading north towards Curtis, he said he'd landed 16km up the track towards Barraba. The thermals became higher during the flight. Over Barraba I topped out at 10,000ft and headed north on a cloud street. I ran out of puff halfway to Bingara and landed in a paddock tailwind after a poor decision and trying to squeeze a little more out of the glider. Praise the lord for the new wheels, although I attempted to emulate Vanessa in the grazed leg stakes. And didn't the blowflies love me!

Much to my disappointment the farmhouse that I chose to land near was empty. I lugged the glider, harness and flies over a barbed wire fence, then another 300m, and packed up next to the front gate, leaving the glider in the grass against the fence and stuffing the harness under a cattle grid. It was hard to walk away. Walking up the road back towards Manilla I stuck my finger out. The first thing to come along was a B double full of moos off to market. The truck veered off the road onto the dirt; my heart was in my mouth as it didn't look like

stopping. I climbed up and met Terry, who scarcely drew breath as he told me he had been *"knocking on death's door after an addiction to alcohol and other drugs, but the Salvos who were keeping an eye on him would call most days to make sure he was still alive, so he decided to join the calling, stopped the life of debauchery, and only last week gave his first sermon to the congregation with the raised eyebrows of the brethren due to the truck drivers who knew that he was preaching blasting their horns as they drove past the church."* Breathe in now! There was more about his family, wife and home life, but that's another paragraph, for another story.

It was 67km back to Manilla. It was worth the flight just for the ride back. Terry, ironically, dropped me at the pub in Manilla, but wouldn't accept a drink or money. I wished him luck with his new venture and bid him farewell.

Soon enough we were trucking north ourselves again, and approaching Brisbane found another storm, complete with lightning, thunder and torrential rain, which caused several accidents. Could this be what we'd be in for camping on the beach?

As luck would have it, we coincided leaving Brisbane with every working person this side of Southport. After a long day's travel we decided to camp at Tewantin for the night and purchase supplies before leaving for Teewah. We met up with Dave (one nut), the local HG instructor, and a couple of the colourful characters of the area, who walked around throwing their arms about and shouting abuses at the shop keepers and unsuspecting passers-by. Must be the northern climate.

Crossing the river on the barge meant we had arrived at our holiday destination. We drove a few kilometres to the first sand crossing onto the beach. Having never driven on the sand I was a little nervous. *"Let the tires down to 15psi,"* a wise Adam said. *"And just gun it across the loose sand"* – more wisdom still. This boy was full of it (wisdom I mean). So many cynics. In the end it wasn't so scary – driving on sand is fun! We noted the take off ramp as we travelled past. Another 15km along and there was the Wicks family playing in the waves, across the beach from camp. Paradise!

Next morning we pulled out a tow line of 300m, set up the gliders and towed up, over camp, beach and dunes, to fly for miles; 16km south to the ramp, and 16km north up to the lighthouse at Double Island Point. If a rain band came through you'd just fly to the other end of the dunes. The dunes are 100-200ft and taper off towards the north. As we gained some height, fires in the rainforest behind the dunes could be

seen. Apparently these are started by lightning, and as it's so remote they just let them burn, nature taking its course. With 14kt of breeze it's easy to stay up and cruise along, or pull the bar in to zip across the tops of the bushes on the crest of the dunes.

The first day Peter Batchelor and myself flew south to the ramp, then north over the 'Cherry Venture' ship wreck, and on to Double Island Point. Unfortunately neither of us had the height to make it back to the higher dunes, so landed on the beach just south of the wreck. Later that day people wanted to make phone calls on the mobiles, so we motored back to the take off ramp. While they were yappin' I took off in Vanessa's Fun 190. Flying back to camp the light began to fade; this made a great show with the colours of sunset, the fires burning below and the car headlights on the sand returning from Fraser Island. My estimated time to arrive back at camp was rather out, as the speed of the Fun was somewhat less than my Litespeed. Adam and Vanessa put lights out on the sand to aid the setting sun. Even so, my depth perception was out, and I flared two feet above the sand. I came down with a bit of a thud, but no damage.

Each morning the new lifestyle would become more entrenched, starting with getting up with the sun (except Moby, who educated the crew early in the piece that *"computer fixers get up at 10am and no earlier!"*). We would then swim, surf, have a cup o' tea with the scrumptious biscuits from Tash's kitchen, ponce about for a while deciding where to fly, then ponce some more.

The ramp seemed to be the only option for the Saturday, as the traffic on the beach would have made towing difficult. After a leisurely morning and lunch we perambulated down to the track below take-off, then after hauling our gliders and gear up the steps and along the path we all wished we flew Funs like Moby and Ness (10kg lighter than high performance gliders). Moby, Curtis and I flew down towards the 'Cherry Venture'. Adam and Ness landed at camp. Then Peter called on the radio saying that he was at the ramp after collecting John from the airport. Curtis and I flew back to the ramp to welcome John to Teewah.

The wind swung more to the north on the Sunday, so there was a mass exodus to Rainbow Beach. The sand at the northern end of Teewah had been rather chopped up by traffic, making it rather tricky to move off the beach. Let more air out of the tires, make room for a good run up, and gun it! High tide was nearly upon us for the last two kilometres of beach at Rainbow. (The following day an article appeared in the paper on the millions of dollars lost by



Andrew Wicks at Rainbow Beach



Morning surf, mid-morning cup of tea, afternoon fly – the natural order!



John and Hugh watch the flying action from camp



Forest fires burn themselves out in the background



Peter, Hugh and Moby – happy campers!

Background image: Wind, earth, fire and water – Curtis and Vanessa soar above it all!

Photos: Courtesy Hugh Alexander



Hugh zooms at Carlo

insurance companies due to cars being bogged then swamped as the tide came in on Rainbow Beach.) After a look around the shopping centre and more food we drove up to the carpark, then began the task of carrying the gear up the track, 600m to the Carlo Sandblow. On emerging from the bush one is greeted by a huge (three or more football fields) sandblow. It's a treat setting up in the sand, with the sun and hot wind blowing it into every crevasse of glider and body. Then it's only a matter of climbing into your harness, taking three

or four steps and pushing the glider until it lifts off your shoulders, then taking mighty moon length strides down into the bowl, keeping on going until you finally fly. Once at the edge of the blow where it meets the face of the steep sand dune (it drops 100ft to the small beach below) the glider is just lifted skyward; it's now just a case of do I turn right and fly to the point, or left and fly over the town in the hope of catching a thermal. The views are simply splendid, cruising along with sea eagles, white caps on the water, and all the room in the world to zoom zoom zoom! (Unless you were John flying the B-52 sized Venturer with wheels of epic proportions – you know you can't be too safe – all hired from Dave the local instructor.) Curtis had the camera mounted to the wing tip in an attempt to reel off yet more great shots of himself. Lucky he's not camera shy. Moby had the head up in an effort to curb the need to vomit, and Andrew showed us all how to fly to the back of the bowl, crank it round then scream across the sand, still in the harness, with the basebar barely clearing the surface.

As the tide turned and began its march in, we landed on the beach in town. Tash and kids gave the drivers a lift back to the carpark to collect the cars. Then it was back to Teewah for a camp fire, with red wine from the Wicks' Turramurra Estate collection; a fine drop grown on the peninsula (Morningson that is), spaghetti bolognese, and beer from, well, who really cares, as long as the title doesn't contain any X's.

The next day the wind had swung more to the north, so it was only 15 degrees off the beach. We all had a go at towing with Vanessa's Fun. Penetrating forward was difficult, but the downwind runs were great. Adam pulled off the best landing when on approach he grabbed a can of drink and took a swill before meeting the sand... on his belly.

Such a beautiful spot to camp, fly and LIVE or relax. If you haven't been there it's a beautiful part of the world. Best around November, but probably other months also, as the sea-breeze comes in each day and the predominant wind is in a favourable direction. You pay the National Park camping fees in Tewantin just before you cross the river on the ferry. A van travels down the beach each morning selling milk, bread, and other necessities. He will also fill gas bottles or purchase things you need to deliver to you the following day if you can't be fagged making the trip to the big smoke. You have to supply everything including water and a dunny, but it's more than worth the effort. Just go there!



FLY TO LIVE

Taff

WE HAD DRIVEN A LONG WAY SINCE OUR LAST STOP, ALMOST OUT OF WATER IN FACT WHEN WE HIT TOWN. IT WAS A "NO GREAT SHAKES" COUNTRY PLACE, BORDERLINE DESERT, POPULATION AROUND FIVE HUNDRED I GUESS. JUST THE SORT OF PLACE WE DO WELL AT. THE JOURNEY HERE HAD BEEN HARD. WE TRAVELLED MAINLY BY NIGHT TO AVOID THE HEAT OF THE DAY; OBVIOUS OF COURSE, BUT IT STILL TOOK ITS TOLL. I WAS FEELING A BIT ILL AND FLAT AND LIFELESS WHEN WE GOT HERE. NEVER MIND; A GOOD DAY'S TAKINGS TOMORROW WILL HAVE ME BACK ON MY FEET IN NO TIME.

Sorry, should've introduced us, shouldn't I?

I'm Vaclav Gregorius, my two companions are Audrone Reksnys and Arunas Yatvingians. Audrone is the young lady, for those of you not familiar with Czech names. We came over from the Czech Republic, as it is now known, some time back. We'd grown up together there, just outside Cesky Krumlov. We'd shared childhoods, gone to lessons together, and learned to fly there together. But as we got older and a bit wilder we'd made it uncomfortable for us to stay. Arunas especially, he'd had the whole town after him, he's a bit reckless at times. I still miss the old place, I'm sure the others do too. But from what I've heard, Cesky Krumlov's become a bit of a tourist trap now, with people queuing up for the music festival and to see the old buildings.

So we came here, "down under", not to seek fame and fortune, just to get by and have some fun. We wanted to shake off the old country, revitalise ourselves. We'd got the idea for our latest venture watching some guys do winch towing down near Sydney. It looked a doodle compared to the sort of flying we did back home. If they could do it, we bloody well surely can. We're all great flyers; Audrone could be the best female in the world if she had ambition. So we "acquired" a winch, got the dual gliders and all the trimmings, and set ourselves up in business.

We now travel from small town to small town, mainly here in the Outback. We don't like the big cities, too many authorities and people who want to put a stop to you. We're reasonably legit,



but let's just say we don't overburden the taxman, and we avoid getting ourselves into conflict with the law as best we can.

This place looked perfect, so we set up the tent, got in and slept till about 3pm the next day. We always avoid the heat of midday. We've got barrier creams and sunblock that we use, but our skin will not tolerate the harsh Ozzie midday sun. We've got better at being out in the sun, meticulous in putting on our creams and covering up, so it's not the problem it once was.

We set the winch up just outside town on an unfenced bit of scrub. Almost the perfect spot; close enough to town, but also far enough out. I was going to be winchman for the first sessions. I towed the other two up. Once they were circling in some decent rising air they unfurled their banners. *"Live to fly, Fly to live"* was our slogan.

It didn't take much time to draw a crowd; sod all happens in these hick towns so a novelty like us gets noticed fast. Those two waited until they saw that we had sufficient people around and came into land. I'd already been doing my sales pitch, fielding questions, answering queries and taking cash. We had a whole bunch of official looking forms for people to sign, insurance waivers and stuff. Most of it was worth the paper it was written on, but no more. It impressed the yokels though. So we took it in turns, working the winch, working the crowd, and doing flights.

We charge a hundred bucks for 10 minutes flight, and 200 for 25. We get the same old crap off some people; *"Hundred bucks for 10 minutes, more than I earn in a day!"* But with a bit of sales pitch, offer to fly them over their land, offer to do some aerobatics, we get enough takers. We all seem to attract different punters, too. I get the middle-aged women, they all want to mother me, at least that's what I think they want to do. I also get a fair whack of the older guys, I guess I just look trustworthy.

Arunas gets women, young and old. The thought of a ride with him sends them weak at the knees. He also gets a lot of cocky young men, most of them trying to prove their masculinity after watching him sweep the girls off their feet. Some get quite nasty with him, stupid thing to do to the guy who's going to take you high in the sky? But he smiles at them; I've seen very big lads come close to wetting themselves at the sight of Arunas' smile.

Audrone gets the village men, and the young kids. To the men she's a raven-haired beauty, with deep dark gypsy eyes. Her body just makes men drool; she could have them fighting, rolling around in the dust trying to kill each other over her, if she'd been so inclined. To be honest, she often is so inclined; I think all the blood gets her excited. None of them get too close to her though, not unless she chooses them. To the kids, who knows what her attraction is for them? It's just a knack that's she's perfected over the years, attracting kids. She's not the maternal type.

So we took the money, and we did the flights and it was all going great guns. Arunas went off for a while with some officious looking local busybody; he wanted to know about our airworthiness certificates. He claimed to have been a pilot himself and *"knew about these things"*. He bitched and bickered and we even offered him a free flight, but he had the bit between his teeth and refused to give up. So Arunas went off to his house with him so they could talk to our licensing board on the phone. He came back looking pleased with himself.

It was starting to get darkish now. We decided to have three last flights. These are always our favourite ones each day, before packing up and moving on.

I had chosen a smart looking woman in her mid thirties for my last one. She told me her name was Sandra, that she was divorced and needed a thrill in her life. I promised her the thrill of a lifetime. She looked quite pleased, but she wasn't as pleased as I was. Arunas

had chosen some flighty teenage totty; typical of him, he's a fast food freak not a gourmet. Audrone had a short, tubby, soft looking teenage boy following her round like a lost puppy; that would be hers then.

I went for my last flight first. I'm better organised at getting everything sorted than the other two; I'm that much older and more disciplined, I suppose. Then I get down fast and prepare for our move, we don't hang around after the last flights.

I got Sandra strapped in, making sure I was able to move freely to control things. Audrone winched us, and we got set into a nice holding pattern above the fields. She whooped and hollered and shrieked for the first couple of minutes. Then I started my routine. The slow low chat, making her strain for every word. Speaking of images, scenes, clouds of vapour trails and winds. I talked her down into that state halfway between sleep and dreams. She was in perfect relaxation; nothing in the world was real anymore. So I bit down hard into her neck and drank.

Oh, don't be so shocked! The worst she'll suffer is something that will look and feel like a couple of insect bites. I've known humans to laugh these off as *"Dracula"* marks they've got off insects. Uncle Vlad was never that subtle. Sandra will have been out cold for half her flight as well. Do you think we should give the people on the last flight of the day a 50% refund? Seems only fair to me.

So the other two did theirs, both came down looking sated. And we packed up and pushed off into the night, looking for the next village. The things we have to do to live, eh?



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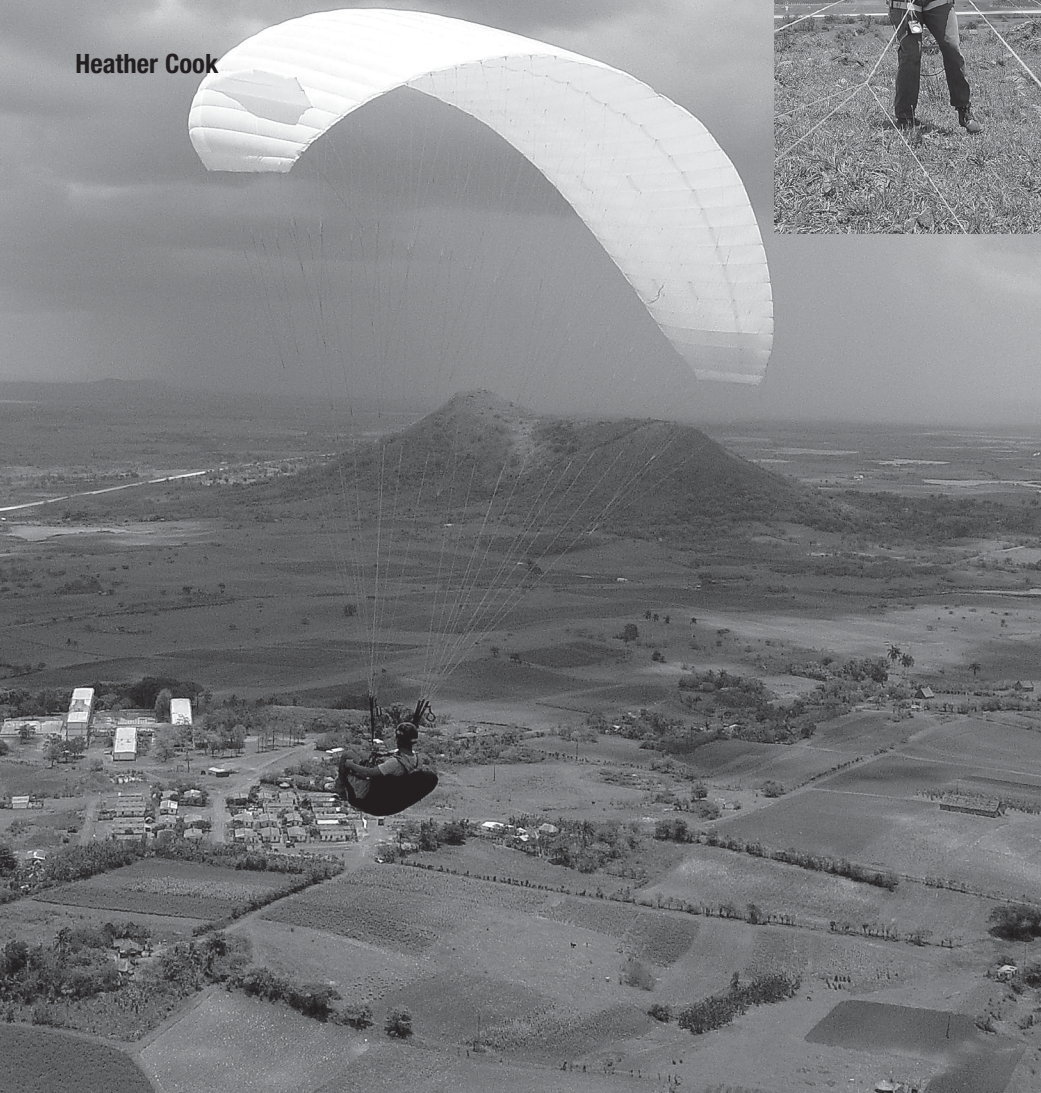
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GETTING HIGH IN CUBA

Heather Cook



Flying at Santa Clara, inset: Is there a tangle?

The people are charming, the sites stunning and the air buoyant. Sure, there are challenging moments, but if like me, you start laughing hysterically when in a tight situation, you will come home with well-toned tummy muscles. My travelling companion Gary can attest to this, as his facial 'laugh lines' prevented him from getting a snug fitting snorkelling mask!

So, two paraglider pilots from Tasmania, Australia, and a non-flying buddy from the UK hire a car and set out across Cuba with two Cuban paragliding pilots. It was a joint mission – to get to Holguin for the Cubans' granny's 90th birthday, and to fly as much of Cuba as possible on the way there and back.

I've always loved the 'dodge'm cars' at fun parks, and ducking around horses and carts, wheel barrows and cyclists at 100km/h on unmarked three-lane pothole ridden highways, weaving through 1950's vehicles belching smoke and struggling along with

Photos: Courtesy Heather Cook

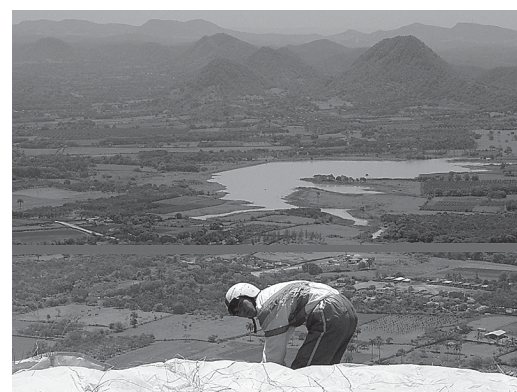
eight or more passengers, all while listening to funky salsa tunes, was two weeks of childish play for me. Getting our Kia Carnival down narrow cycle lanes, doing three-point turns over hefty road bollards and reversing down steep and narrow 4WD tracks was all part of the challenge. The driving conditions led me to believe it was 'anything goes', and it always made me laugh heartily when, after doing something radical to get us out of a desperate situation (like a U-turn over the highway median strip, or parking in the centre of a three-lane road) our Cuban friends would remind me that I was not driving in Australia now!

Unfortunately I got booked within one hour of hiring the car, so it became a job for all five of us to spot the traffic lights, non-existent road signs, obstacles to be avoided, find our way through counter intuitive road

CUBA IS DEFINITELY NOT THE EASIEST OF PLACES TO GET TO, PARTICULARLY AFTER A WEDDING IN THE USA. AND YOU REALLY DON'T NEED A DESIGNER FLOOR LENGTH SILK

DUPIONI SHANGTUNG BRIDES-MAID'S DRESS FOR CLIMBING STEEP SLOPES COVERED IN STINGING NETTLES, IN 35°C HEAT AND ALMOST 100% HUMIDITY, WITH AN EXPLOSIVE BUM. BUT... IF YOU'VE GOT A SENSE OF ADVENTURE, A SENSE OF HUMOUR AND NO SENSITIVITY TO ENDLESS DAYS OF PORK WITH RICE AND BEANS AND SICKLY SWEET FRUIT SHAKES, IT CAN BE A PILOT'S DREAM COME TRUE.

design, and get ourselves out of the confusing one-way systems when navigating around Cuban cities. There was many a night after a few mojitos (famous Cuban rum cocktail) with dinner, when trying to get back to our 'casa particular', we thought we were stuck in the 'ground hog day' movie. We would inevitably negotiate the same nar-



Local pilot setting up at Holguin



The donkey does the work

row lanes, turning up again and again on the same street corner, beside the same hustler, again falling into uncontrolled hysterics.

Anyway, back to the flying. The skill of the Cubans took me by surprise. Mostly they don't have any formal training or instruction and largely they learn on old shared DHV 2-3 gliders, donated by visiting foreign comp pilots. (If any of you have an old, large flying helmet you could send or give me to send, I know a Cuban pilot who'd be chuffed). Generally you have to walk to the top of the hill you want to fly, so unless you are fit, determined and brave, you won't get far with learning to fly in Cuba. Without exception, every pilot we flew with was welcoming, friendly, helpful, competent, skilled, caring and had a great sense of humour. They were happy to share their sites, offer advice, help out with carrying gliders, launches, etc. I think we Aussies could learn a bit there. Okay, so being a female pilot in Cuba may help a bit perhaps, but I am sure they do the same for the blokes.

Conditions were better than expected, flying all but one or two of the days we planned to. Our flying was stopped only by the strength of the wind. My Cuban friend had warned me before booking the trip that it was not the best time of year to be flying Cuba, which leaves me wondering just how much potential it would have during the peak flying season. We saw some amazing cloud formations. The air was consistently lift, big solid thermals were abundant, there were lots of helpful and friendly birds, and the launches and landing options were all more than adequate. Generally it was no trouble getting to cloudbase and we could have done some great cross-countries if we had been set up for it. Can you believe our non-flying buddy forgot her driver's licence? Unforgivable! And our Cuban buddies were not allowed to drive rental vehicles (along with all sorts of other general living restrictions). We didn't take radios or GPS with us, as we were advised by the Cuban customs website not to. And my lack of Spanish



Flying at Guisa

would have hindered my chances of hitching anywhere useful if I did land out.

The Cubans have also got it sussed when it comes to organised flying. Inevitably they know the person at the bottom of the hill, who has a toilet, food and cold drinks. If you are not up for climbing the sites you can often hire a mule to take three gliders to the top of the hill for you. The kids in the LZ's know how to pack up gliders properly and carefully and love doing it. Ripe mangoes are falling off the trees. One of our gracious Cuban hosts took my non-flying buddy for a tandem early on and it was hard to keep her on the ground after that. I reckon she'll take up flying, it's just a shame she lives in England.

And if you get sick of the endless dinners of pork and congri (rice and beans) you can usually find pizza and mango shakes in most towns. The pizzas are very affordable at eight for \$1 (that's more than enough to feed five hungry people) and the shakes are both refreshing and have enough sugar in them to keep you going for a long long time. Cuban beers are good and cheap. And mojitos are a fine way to celebrate a good day flying (even for non-rum drinkers like myself). But only after you've had a refreshing dip in a nearby waterhole or after a great snorkelling session in the clean seas if you are flying coastal.

The last few days in Cuba were particularly sad, knowing our time together was nearly over. The five of us had become quite a tight knit family, and leaving our two intelligent, witty, articulate and fun-loving Cuban brothers was not going to be easy. Not only did they look after us like royalty, but they gave us a rare insight into the magic of their Cuba. It is sad to think that under the current Cuban regime, we may never get the opportunity to return that favour. Our only consolation is knowing it was a mutually enjoyable and educational experience.

When talking about gliders one day, it came out that one of them, who is both shorter and slighter than me, weighed nearly




Coastal flying in Cuba



A strange looking glider launching from Boniato



Local kids enjoy helping with the gliders

as much as I do. This seemed a little odd, but they were quick to point out that emotions are heavy and he is a man with a deep soul. It is true. These two characters are fine men and Cuba is a wonderful country. Get there before it changes! 

Author's note: Feel free to call or email me if you want contacts or info on flying in Cuba. Budget around US\$50/day if you are renting a car (around US\$20/day if you are not), and make an effort to go to the peso places not the US\$ places. And don't forget to take all your old flying clothes and equipment to leave there for them.

Author's second note: Even more important, don't forget your loo paper.

Balaklava Club Celebrates 50 Years

Noel Matthews

THE BALAKLAVA GLIDING CLUB BEGAN LIFE AS THE CLARE SOARING CLUB ON 15 OCTOBER 1953. ENTHUSIASTS AT CLARE HAD PURCHASED AN UNFINISHED PRIMARY GLIDER FROM THE ADELAIDE SOARING CLUB; MEMBERS COMPLETED IT AND FLEW IT FOR THE FIRST TIME ON 13 MARCH 1954. IT CRASHED ON THE THIRD FLIGHT, FROM 30FT UP, FORTUNATELY WITHOUT INJURIES!

An Easter camp was held at the club's base, between Clare and Blyth, from 16 to 19 April 1954. This was attended by members of the A.S.C. with their Munn Falcon two-seater which was launched by the local winch. The local Zogling was also back in the air, and an Auster or two gave joy-rides.

Fifty years on, these events were commemorated with a day's flying at the original site near Blyth. This was the last function in a series to mark the anniversary.

On 17 April 2004, BXC, one of the club's ASK21s, was towed to Blyth behind a winch, and members took to the skies over the original site. Unfortunately that first airfield was deep in stubble, but we were able to launch from an adjacent paddock. A very pleasant and busy day's flying was held, with members coming from as far afield as Coober Pedy to take part.

As with many clubs, the Balaklava club has had a long tradition of doing everything 'in house' and rewarding endeavours with life memberships. Life members present for this event included Hedley Neumann, Colin

McKinnon, Dene Newton, Ken Cathery, John Reid, Alan Powell, Dean Hill, Noel Matthews, John Wheatcroft, Bevan Spencer and Don 'Wal' Mayger.

Three current members had actually flown at the site in the mid-1950's: Colin McKinnon, Hedley Neumann and Dean Underwood. After some searching instigated by Brian Underwood, Hedley found the site of the original hangar and clubhouse. Some bricks were found under the rubble, and put in the boot of president Tim Lacey's car. These will be incorporated in the next building project back at the airfield.

Soaring had to be limited to fit in all the flights that were needed. There was plenty of lift around. Bernard Eckey flew over from Balaklava in his ASH25, and later took a winch launch to fly home. Bruno Krapez also flew over to do a flypast in his Minicab.

The last launch was at 4:30pm, to allow time for de-rigging. This didn't take long, with about 20 pilots on hand to help. Dean Hill towed the '21 home, leaving Wal Mayger to drive the winch back.

That evening, after an excellent meal in the clubhouse, members enjoyed a showing of slides of

Don 'Wal' Mayger takes the winch and ASK21 trailer through a creek hazard on the way to the launch point at Blyth

Background image: The club's first airfield in the foothills between Blyth and Clare. Launching on 17 April was carried out in the adjacent field



club history. We were lucky to also have some rare film taken at the 1954 Easter camp, showing the A.S.C. Falcon flying, and Brian Creer launching in the Clare Zogling. There was also a short film of the maiden flights of the club's first Kookaburra, made in 1955 (and still flying).

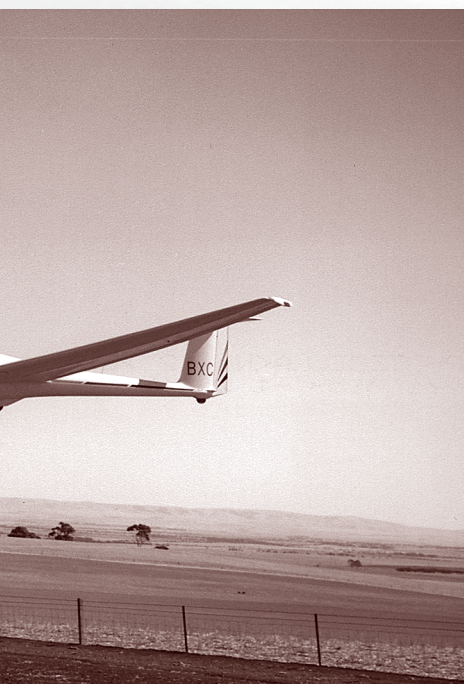
The club has had only three sites in its 50 years. After a few years at the original field, the first move was in 1957 to Everard, some 15km west of Blyth. In 1963 we moved to our current location at Whitwarta, near Balaklava. With this move we began flying all weekend and holidays, instead of just on Sundays, with a consequent huge leap in utilisation and income.

In 1968 we became the first club in Australia to buy our own airfield, with the purchase of 150 acres of land which encompassed the two airstrips and the building area. Though difficult at the time, the purchase has put us in a very sound financial position.

Over the years, the club has operated some 22 different aircraft: the Zogling, two Kookaburras, T31, several Blaniks, a Twin Astir, two Ka6's, Boomerang, and numerous glass-fibre single-seaters. For a short time the club even owned a Piper Tripacer as a tug! About 36 privately owned gliders have flown with the club, including the Spruce Goose, Super Goose, Grunau Baby, T31, K7, ASK13, and ASH25. One of the club's Libelles at one stage held Mexican and New Zealand national records!

The first event to mark the 50th birthday was a club reunion, held earlier in 2003. Many former members attended for a day's flying and eating at Whitwarta. Numerous photographs were taken of former presi-





Photos: Noel Matthews

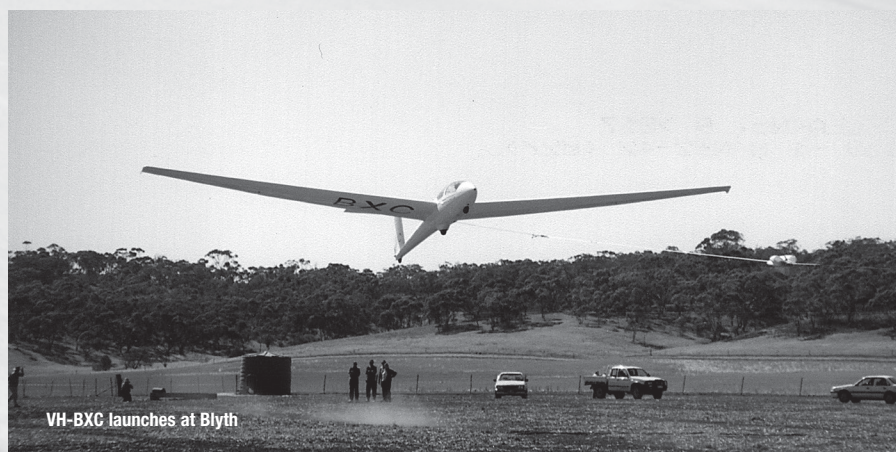
Left: VH-BXC about to land at the original club site at Blyth

(rear) and Colin McKinnon

Right: Alan O'Halloran



Balaklava Gliding Club members (left to right): Steve Shuck, Geoff Hastwell, Alan O'Halloran, Dene Newton, John Wheatcroft (CFI), Bevan Spencer, Ulrich Stauss, Merv Lindner, Jo-Anne Stauss, Eric Stauss, Jessica Stauss, Heidi Launer, Catherine Love, Bert Heath, Don Mayger and Dean Underwood pose with the club's newest aircraft, an ASK21, VH-BXC at the site of the original airfield where operations started with a Zogling primary in 1954



VH-BXC launches at Blyth

dents, life members, etc. The local fleet, club and private aircraft were lined up, and aerial views taken.

In November, the usual annual dinner became a birthday party, held at the Balaklava Golf Club as our own clubrooms were not quite large enough! Alan Powell, Dene Newton and Bevan Spencer, all life members and ex-CFIs, reminisced about earlier days. Life membership certificates were presented to Bevan Spencer and 'Wal' Mayger. During the evening, copies of photos from earlier club history were screened.

With excellent clubrooms, bunkhouse, workshop and hangars, a club fleet at the moment consisting of two ASK21's, a Hornet and Mini Nimbus, and with numerous private aircraft ranging from the Grunau 2 to ASH25, the club's aims are to upgrade the two winches and the ageing single-seaters in the fleet. In the early days, we dreamed of the club acquiring a Ka6 – and it didn't take all that long to happen. We are looking forward now to what the next 50 years will bring!



Colin McKinnon (Balaklava Gliding Club's CFI from 1960 to 1963 and treasurer from 1957 to 1962) and Hedley Neumann (right) stand on the site of the first clubhouse at Blyth. The original club airfield is the stubble paddock in the background. Both flew at this field and are life members of the club



Don 'Wal' Mayger (rear) and Bert Heath



Bevan Spencer (rear) and Alan Powell. Alan was President of the club from 1967 to 1970, and CFI from 1981 to 1985. Bevan was CFI from 1991 to 1999. Both are club life members



Life member John Reid was Balaklava club president from 1962 to 1964 during the busy period of the move to its present site

Left: Dene Newton (rear), who joined the club in 1957 and became its CFI in 1970, prepares to launch with Ken Cathery, the club's 1965 president. Both men are life members

SEA-BREEZE FRONTS

– Part 2

Bernard Eckey



TAKING ADVANTAGE OF SEA-BREEZE FRONTS

Last month we looked into matters relating to sea-breezes: my comments on flying a sea-breeze convergence line over Yorke Peninsula in South Australia might still be remembered by some readers.

Of course, such flights clearly fall into the category of sightseeing although they are hugely educational and provide a first class opportunity to assess the meteorological forces at work. Comparing the location of the convergence line at different wind directions, for example, or observing the change in cloudbase in line with a variation in ambient temperatures is most enlightening and very interesting at the same time.

For readers unfamiliar with the area a map of Yorke Peninsula is reproduced below. It might be shaped not unlike the Italian Peninsula but its average width amounts

to only 40km and its length is in the order of 150km. Although the sea-breeze convergence line is usually located near its centre there have been occasions where the best lift was found along the western coastline and on rare occasions (with a very strong easterly airflow) even a few kilometres out to sea.

A strong sea-breeze front over the open sea is by no means an isolated occurrence in this part of South Australia. The local geography is dominated by a coastline aligned in a north-south direction resulting in some extremely interesting weather phenomena in easterly airstreams.

On days with a high convection there have been numerous cases of blue thermals over land but a distinct line of high cumulus

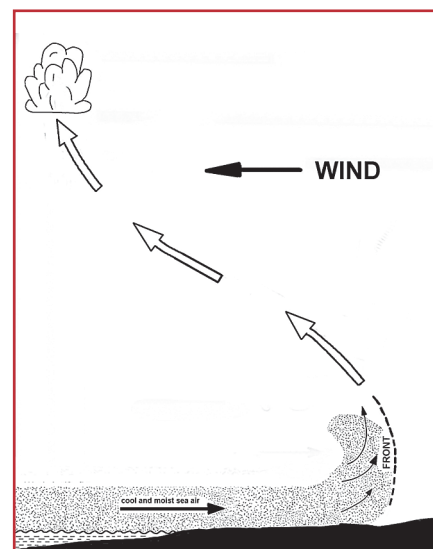


Figure 3: Sea-breeze convection pushed out to sea

clouds positioned over Spencer Gulf. I have explored this unusual phenomenon not only with powered aircraft but also in gliders and have come to the conclusion that we are dealing with a standard sea-breeze front. The only difference to Figure 1 (in last month's article) is that a very high convection in combination with a strong easterly wind forces the sea-breeze air back over the sea. When this moister air condenses between 8,000 and 12,000ft it forms a picture post-card cloud street with excellent soaring conditions underneath. I'm happy to admit

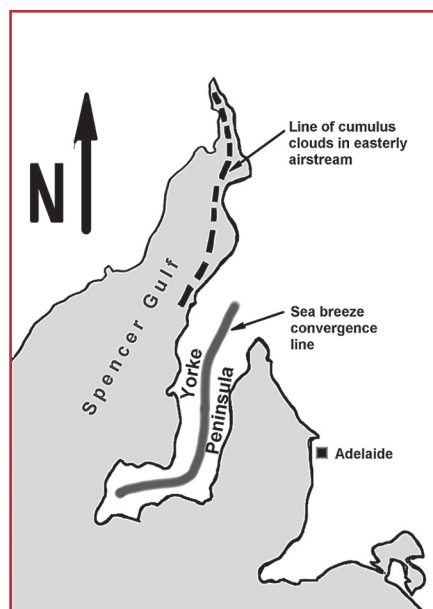


Figure 2: Geography around Yorke Peninsula

To underline these comments let me report on a recent flight with my club's CFI. We shared the pleasure of flying an ASH 25 until we were about 10km short of the second turnpoint and approximately 170km away from home. Keen to demonstrate the high speed performance of the glider I took over and announced that it was my intention not to thermal on the way back. The reply was as short as it was down to the point. *"I want to see that."*

During a minor deviation (to align the flight path with some cumulus clouds on track) we already picked up enough height to cruise home at 100kt or so but just as we got ready for a fast final glide we noticed a line of clouds in the distance. As both of us suspected that these clouds marked the leading edge of the sea-breeze front we decided to extend our flight and add another turnpoint to the task in order to take full advantage of this convergence line. But even before we arrived anywhere near the clouds our instruments were showing very strong lift. In fact the pointer of the netto variometer was often leaning hard against the stop for more than a minute at a time. Although our airspeed was now approaching 120kt and the GPS indicated a ground speed of over 250km/h our biggest problem was to get down to the 8,500ft maximum altitude overhead our home airfield.

As none of us wanted to open the airbrakes we decided to add one more turnpoint but even after rounding it we still had the same problem. Because my friend in the back seat was overdue for some check flights we changed tactics and this time went for an additional turnpoint approximately 40km within the sea-breeze affected area. When we finally landed we had not done a single turn over a distance of 236km which was covered in 76 minutes for an average speed of 183km/h.

That says it all. As much as glider pilots generally dislike sea-breezes they can provide fantastic soaring conditions if only we manage to be in the right spot at the right time.

that cruising under a cloud street as far as five kilometres over the open sea feels a bit strange at first but when it works really well it is just another unforgettable experience for a glider pilot.

It is possible to take advantage of a sea-breeze on a cross country flight along most coastlines of the world. In the final analysis it all comes down to good planning. When a task is selected which provides an opportunity to fly at least one leg along the sea-breeze front we not only increase our chances of a successful completion but we can also achieve a much higher speed.

Pseudo Sea-breezes

The subject would not be covered properly without a quick mention of pseudo sea-breeze fronts. In the case of a conventional sea-breeze the supply of cold and moist air comes from the sea, but when a part of the country lies under a thick blanket of low level clouds and an adjacent area is receiving ample solar heating, a temperature differential develops which produces a circulation very similar to a conventional sea-breeze.

Air from a cloudy and colder region flows towards the warmer sunlit areas and where the cool air collides with the warmer air we can again expect a classic sea-breeze front. Especially when we fly near large areas



Photo: Courtesy Bureau of Meteorology

of fog or thick layers of low level stratus clouds we need to be very alert and remember to apply the flying tactics described in last month's article.



CLIO'S WINGS

by Clio, the Muse of History

CLIO, THE ANCIENT GREEK MUSE OF HISTORY, HAS HAD A GREAT INTEREST IN THE HISTORY OF GLIDING AND SOARING EVER SINCE ICARUS AND DÆDALUS FIRST SPREAD THEIR WINGS.

IN AN EFFORT TO FOSTER AN APPRECIATION OF THAT HISTORY, SHE HAS INSPIRED THE FOLLOWING QUIZ.

THIS MONTH'S SUBJECT: NOTES FROM ALL OVER

CLIO'S QUIZ:

1. *Who was the first glider pilot to fly from the US Nationals to New York City thus winning both a Bendix Trophy and A. Felix duPont's \$5,000 prize?*

- a. Warren Merboth
- b. Richard C. duPont
- c. John Robinson
- d. Chet Decker
- e. Jack O'Meara

2. *The first rocket propelled glider flight took place at AeroJet General with a war surplus Pratt-Read glider in Southern California.*

TRUE or FALSE

3. *The first glider meet in Italy was held at:*

- a. Rome
- b. Naples
- c. Pavullo
- d. Asiagio
- e. Pisa

4. *Philip Wills was known to fly with his shoulders sticking through the fuselage of a glider.*

TRUE or FALSE

5. *What was the largest civilian glider or sailplane ever flown?*

- a. Slingsby T-21 Sedburgh
- b. Scheibe Bergfalke III
- c. Akaflieg München KU-4 Austria
- d. Grunau 7 Moazagotl
- e. Dittmar Condor 4

6. *During World War II, the Kokusai KU-8-11 was the only cargo glider to be used by the Japanese and it was basically just a*

converted twin-engine transport plane.

TRUE or FALSE

7. *The French Nord 2000 is better known as the:*

- a. Grunau Baby
- b. Olympia-Meise
- c. Apperson Sapsucker
- d. Blanik L-13
- e. PW-5

8. *Soaring was scheduled to be an Olympic sport at the 1940 Helsinki Olympiad.*

TRUE or FALSE

9. *Who was the first glider pilot to break Orville Wright's 1911 nine minutes 45 second duration record for motorless flight?*

- a. Hawley Bowlus
- b. Ralph Barnaby
- c. Peter Riedel
- d. Peter Hesselbach
- e. Wolfgang Klemperer

10. *Not counting hang gliders, the Horten brothers were the first to design and build tail-less gliders.*

TRUE or FALSE

The answers can be found on page 31.





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HGFA Editor's Choice

Have you ever tried hiding one thousand two hundred gold coins? Not easy, no sir. I can't just put it in the bank – at \$5 per month bank fees, that'd mean our worthy winner 12 months away would miss out on half of his/her loot! No... I have to hide the bounty... somewhere around my sub-editor's hovel...

It's not a big place, you know. Just one room really, an earth floor, swept with a straw broom. Straw matting makes my bed, on the floor in a corner. A small kitchen adjoins, holding a black wood stove and a few broken cupboards. Then there's the bathroom, functional I suppose, if not somewhat unpleasant. Where can twelve hundred gold coins be safely hid?

The bath! That's where! Thieves and scoundrels would never think to look there, my precious gold coins safe beneath the waters, further hidden by judicious use of bubble bath.

Last night, after slaving away till ungodly hours under the piercing gaze of the Board to complete this issue, I decided to treat myself: a warm luxurious bubble bath with my beloved treasure. O, fun! O, joy! My captain, my captain, the pirate captain! I was king of the seas, rich beyond imagining!

Yet captains have responsibilities, decisions to make. Who should win the first \$100?

It was time to decide! Hugh Alexander inspires us to get out there and make the most of the beauty around us – a great holiday tale, 'Trip to Teewah'. And Heather Cook sounds like a wonderful travelling companion, roaming even further afield in 'Getting High in Cuba'. Jill Georgiou gets us higher still as her tale of adventure continues, while Taff cleverly and creatively entertains the masses once again. Not to mention Meg Butler's wonderful account of gaining comp confidence, Michael Zupanc's fascinating trip down memory lane, and Benn Kovco's excellent tips for the upcoming season! How to decide...?

I pondered and pondered, until the bubbles were no more and the water cold. Then, after extracting myself from the submerged bullion and pulling the plug, I watched in fascination as the glinting water swirled swiftly away. And the answer became clear! Revealed with all the fortuitousness of tea leaves at the bottom of a tea cup! As the water receded the gold coins conspired to form a large 'T'...

Congratulations, Taff! My choice, the readers' choice (see 'Letters to the Editor' this issue), fate's choice, a good choice! Not only for your best story yet, 'Fly to Live', but also for being so consistently supportive of the magazine in leaner months. Please phone the HGFA Office (for membership check, voice print check, retina scan, etc) to claim your bounty.

But a large 'T' was not the only thing to be revealed at the bottom of my bath tub... Other coins coalesced into fine print, foretelling that there will be a different winner next month, and a different one the month after that... The gold coins wish to bestow themselves upon as many of you as possible, it seems. Who am I to argue? Just a lowly sub-editor, ever so humbly awaiting your submissions for the next issue...

Richard Lockhart, Soaring Australia HGFA sub-editor <soaring.australia@hgfa.asn.au>
(Next deadline: 25th August for the October issue)



Pilot: Gasper Prevc (Slovenia)
Paraglider: Gradient Avax RSE
Date: 3/7/2004
Current record: 28.04km/h (24/1/1999, Howard Travers, UK)

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

Competition Winners

Paragliding, Cross-country

Title: 1st FAI Asian PG Championship
Date: 15-23/5/2004
Location: Hadong, Gyeongnam Province (KOR)

FINAL RESULTS

Overall	Masataka Kawachi (JPN)
Women	Young Sook Choi (KOR)

Hang Gliding Class 5

Title: 2nd World HG Championship
Type: World
Date: 5-18/6/2004
Location: Greifenburg & Berg (Austria)

FINAL RESULTS

1	Christian Ciech (ITA)	Icaro Stratos C
2	Alessandro Ploner (ITA)	AIR Atos VX
3	David Chaumet (FRA)	Helite Tsunami

Hang Gliding Class 2

Title: 15th World HG Class 2 Championship
Type: World
Date: 5-18/6/2004
Location: Greifenburg & Berg (Austria)

FINAL RESULTS

1	Manfred Ruhmer (AUT)	Swift
2	Brian Porter (USA)	Swift
3	Bob Baier (GER)	Swift

FAI NEWS

New Visual Identity for FAI

The FAI is pleased to inform you that the introduction of the new FAI visual identity and logotype started on 1 July 2004. The introduction of the new FAI visual identity brings to a conclusion a process initiated by the FAI Executive Board almost two years ago in order to modernise and reinforce the image of FAI and air sports. We would like to express our warmest thanks to all FAI members who contributed to the development of our new visual image, and to express our regrets that not all proposals could be adopted.

Max Bishop, FAI Secretary General

World Record Claims

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

Claim number: 9628

Sub-class O-5 (Hang Gliders with rigid primary structure/movable control surface(s) without pilot surrounding structures and fairings.) – General

Type of record: Speed over a triangular course of 150km
Course/location: Mansfield, WA (USA)
Performance: 46km/h
Pilot: Martin Henry (Canada)
Date: 6/7/2004
Current record: new

Claim number: 9629

Sub-class O-3 (Paragliders) – General

Type of record: Speed over an out-and-return course of 100km
Course/location: Drazgoska Gora (Slovenia)
Performance: 34.75km/h

Left: Everybody knows you will find gold at the end of the rainbow. But finding good flying conditions there – less likely. It does happen now and then however, and if you are lucky, you will be there. If you are very lucky, quick, and have a camera with you, a picture like this can be captured. This one was taken at Portsea on 15 June this year. The pilot, Rowan Ratnik, got sucked into what looked like a wasted trip, as the forecast was for rainy, squally weather. Well, the conditions were just perfect when we arrived.

The couple of drops falling from the sky couldn't make you wet, but they created a spectacular illumination. One of the most beautiful rainbows I've ever seen!

Photo: Jiri Stipek

Hang Gliding Class 1

Title: 14th FAI European HG Championship

Type: European

Date: 21/6-3/7/2004

Location: Millau (France)

FINAL RESULTS

- | | | |
|---|--------------------|----------------|
| 1 | Manfred ruhmer AUT | Icaro Laminar |
| 2 | Alex Ploner ITA | Icaro Laminar |
| 3 | Mario Alonzi FRA | Aeros Combat L |

Women

- | | | |
|---|-------------------------------|----------------|
| 1 | Françoise Dieuzeide-Banet fRA | Icaro Zero 7 |
| 2 | Natalia Khamlova RUS | Aeros Combat 2 |
| 3 | Elena Roshchina RUS | Aeros Combat |

Team

- | | |
|---|---------|
| 1 | Austria |
| 2 | France |
| 3 | Italy |

Title: 9th Women's World HG Championship

Type: World

Date: 5-18/6/2004

Location: Greifenburg & Berg (Austria)

FINAL RESULTS

- | | | |
|---|---------------------------------|----------------------|
| 1 | Corinna Schwiigershausen (GER) | Moyes Litespeed S3 |
| 2 | Françoise Dieuzeide-Banet (FRA) | Icaro Laminar Zero 7 |
| 3 | Rosi Brams (GER) | Moyes Litespeed |

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

FAI congratulates the winners and thanks the organisers of the championships.

16th FAI World Hot Air Balloon Championship

Ninety-four competitors representing 34 nations will take part in the 16th FAI World Hot Air Balloon Championship, which will be held from 26 June to 3 July 2004 at Mildura, Australia.

We invite you to pay a visit to the interesting and informative webpages published by the organisers: [www.2004.worldsballoons.com].



HIGH ADVENTURE

OUR WINTER SCHEDULE:



BALI: 19th July - 22th Aug

Paragliding Courses and Tours!

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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!

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...you drive two hours (each way) with a one and a three-year-old just to spend a few hours standing about on an airfield watching other people fly, knowing that it will be several months before you can get airborne yourself!

Les Huggins

You know you're

...in the very early '80s when I was starting to fly gliders an ASW20 had recently arrived at our club, back from the World Championships somewhere in Germany where it made record distances, and all the talk was ASW20. Around that time I asked my wife to buy oil for the car while I was at work (she was at home looking after our young kids). I wanted 20W40 grade oil, and so I wrote it on a bit of paper. When I got back from work, she says: "that oil doesn't exist!" I grabbed the bit of paper and... you guessed it... I had ordered ASW20 oil! Yes, I was hooked. Now I own one.

Carlos Varsavsky

...you have your own trike and notice that, while drinking a cup of tea or coffee, you lift the cup off the table with thumb, first and second fingers gripping the handle and upon lowering the cup back to the table you always "flare" the cup when it is close to the table and use your little finger as landing gear to avoid bounce, gently sliding the cup to a spot further in towards the centre of the table. This phenomena happens to me automatically every time without fail!

Clarrie Rowdon

hooked when...



A competition gaggle at the Manilla Open

Photos: Courtesy Meg Butler

EASTER TO EASTER STUDENT TO COMPETITOR

State of Origin Paragliding Comp by a First Time Competitor

Meg Butler

Have you ever tried launching your trusty DHV 1 wing in front of 30 or more pairs of experienced comp pilot eyes? And be so flustered that you end up fluffing no less than three attempts in the light and variable winds? Including falling in a heap with the wing draped on top of yourself... and getting dumped on your arse with the wing still flying overhead? Before finally giving up to sit on the sidelines until everyone else has launched? Embarrassing!

Up until the State of Origin Comp I had not flown cross-country, and my prior visits to Manilla and Mt Borah were successful in that I learnt how tricky and embarrassing it can be to launch at times. I also found that the bomb-outs have their own special fickle winds to give interesting and unorthodox landing experiences (that's what I call downwind landings anyway).

I went up to observe and learn whilst the 2004 Manilla Open was on. I also hoped to get some free-flying in. Driving up the hill with a car load of experienced competitors on the first day, I was excited with them about how the competition would turn out. I naively almost wished that I were competing in the Open with the experienced pilots, as it seemed like a lot of fun. Before the launch window was opened I got out my trusty DHV 1 glider, complete with red streamer, and proceeded to make a complete fool of myself in front of most of the experts.

I had three attempts at launching in the light and variable winds, which I wasn't used to. I entertained the pilots with my abovementioned falling in a heap, wing draping and arse dumping, making them glad, I'm sure, that they had passed this stage in their own flying careers. I'm sure my efforts helped them all to have a better day and to feel good about their flying capabilities. I gave up trying to launch at that stage and waited on the hill till all comp pilots had left and the launch was available for free-flyers. I launched perfectly of course (most of the audience was gone) and caught a bit of ridge lift. I enjoyed a nice evening flight and landed easily at the west bomb-out.

My paragliding training had started the Easter before, with my High Adventure holiday of a lifetime. On my third flying day as a student I gained the reputation as a thermal hog due to Lee, my instructor, finding me two thermals to circle in off Middle Brother. I shot up to over 3,000ft, which started my obsession for height and thrills. I qualified as a Restricted pilot in June last year. This took a while because there was an unusual run of bad weather at the time, which delayed my free-flying career. Soon after that, I suffered a sprained ankle whilst ground handling (note: don't ground handle at parks with variable and strong wind gusts). I had to take another 10 weeks off to allow the torn ligaments and damaged cartilage to heal. Finally, last September, I was back in the air and ready to learn all I needed to be

a successful pilot. I was full of nervous anticipation and enthusiasm, tempered with reserve. Getting injured had made me cautious, as I did not want to again experience the frustration and pain of waiting to be well enough to fly.

My experience currently includes inland and coastal flying, towing, thermalling and ridge soaring at over twenty different sites and in a variety of conditions. I have met interesting people, made lots of new friends, and been lucky enough to travel to many beautiful places. The most impressive so far has to be Eungella in Queensland. I have reached heights of 2,400m above sea level. I have discovered why cross-country flying can be an exciting addition to the whole flying experience, mainly because, for me, I love being high. The view is fantastic from up there. I feel so free. Coastal flying is all the more fun when I can see great distances from above. I've always appreciated the natural environment, and flying gives the perfect opportunity to view nature from on high. Flying with birds is a special joy.

But, I digress...

Back to the Manilla Open and the first competition launch that I witnessed... I was scared by what I saw and I was just a spectator! I have never seen such action. When launch was declared open there was a great flurry of activity, colour, noise and movement everywhere. Varios beeping, radios chattering and pilots preparing both physically and mentally for their high and far flights. I could feel the anticipation and tension. In a very short time pilots were taking off to catch the thermals coming onto the hill. I was almost pleased to see that some were using similar techniques to my weird and wonderful methods to get off the hill. I was awestruck by the beauty of the different coloured gliders circling above me, so many all in the one thermal. It was at this point that I realised I was not yet ready to compete in such a competition, and I resolved to watch, question, listen and learn.

At the Manilla Open I met many pilots, from Australia and overseas, and was much impressed with their enthusiasm for this wonderful sport. I also appreciated support and encouragement from other female pilots and received an invaluable amount of advice about persistence, practice, focus and most importantly, having fun. Some had just competed in the Women's Competition that was plagued with bad weather. I admired the girls I chatted with and was inspired by them to achieve my best. Some hurdles that they had overcome as females in the sport unfortunately have happened to me and so I was able to fall back on their advice and support to overcome the attitudes of some male



Meg's first thermal, as a student flying at Middle Brother



Meg over Tarpoly during the State of Origin

pilots who have tried to give me a hard time.

My weeks after the Manilla Open were full of practice coastal flights and also some inland flights, though still not cross-country distance. I did find some success with thermals and gained confidence enough to deal with rough air. I started to consider entering the State of Origin competition to be held over Easter. It was geared for novice pilots to fly in a competition for the first time. I was going to be there to assist the comp organiser anyway, so I decided to enter. I expected to bomb-out, but had a faint hope that I would find one thermal and do a bit of distance, or at least get away from the hill.

I drove up with James, the organiser, on the Thursday before Easter, and as we got close to Manilla he was making some very strange noises of appreciation about the clouds we were seeing. I think this meant that there was a possibility the weather might be good for the competition. Sure enough the forecasts were positive and pilots who had checked the weather came from far and wide in much greater numbers than we expected. That evening's registration was overwhelming, but the following morning was more so. I was collecting details and typing them up on the computer. The pile of registration slips looked like it would never end. About 40 competitors were expected and we got 87.

I declared the first day 'Good Flying Friday', and after the first briefing a time was set to get up the hill. We had organised a retrieve driver and picked him up on the way. It was déjà vu for me going up the hill on the first day of a competition, with a car load of pilots in anticipation. This time I was competing too, and although excited, I was nervous as hell.

After another briefing regarding weather, turn directions for thermals and start time, it was on. I was not in a rush as there was all afternoon to launch, however I did want to ensure that I launched at the best time (that is, when a thermal was nearby). I was lucky

to get advice from James, an experienced comp pilot, as to the time to go and I launched and went straight up. I was in a thermal directly over launch and just kept rising. It was looking good for me to get some distance. I didn't know how high I had to get to leave the hill, so I just kept going up – after all, the saying goes, "never leave lift". Everything looked really small and I drifted to the north and followed the road. I saw some pilots to the east of the road. They had found thermals next to Split Rock Dam. I got into those and kept heading north. I still didn't think I had gone very far, but at least I had left the hill. I had studied a map briefly the night before and noted some land marks, so I had a bit of an idea where I was, but I wasn't sure of distances, and of course I didn't have a GPS, which would have been a great help.

I finally ran out of thermals. It seemed I hadn't been flying long at all, but in fact it was nearly two hours. I was disappointed that I would have to land. I was careful to land close to the road, as I had heard horror stories of long walks out from distant paddocks. I couldn't make contact with my retrieve driver or anyone else, so I just sat by the road and hoped they would come by eventually. It added to the fun for me, to be a pilot waiting by the side of the road for retrieve. At the Manilla Open I had seen pilots in such a predicament and admired them for flying cross-country and needing a lift back to town. Most complained about the length of time it took to hitch a lift, but I was lucky to have a bunch of pilots pull up that had room for just one more. I was delighted and disappointed all in one go to learn that I had landed five kilometres short of Barraba, a distance of about 28km, but that the day had been cancelled because a helicopter had to be called in to evacuate a guy who had broken his leg. He crashed below launch in rough country and couldn't

get out any other way. The launch was closed for a few hours and some pilots couldn't get away in the best weather, so all results that day weren't counted. I did however, come tenth out of the field that flew, and I was the first female. Not only that, I did three personal bests in one fell swoop: the first time I had left Mt Borah, my first cross-country, and the highest I had ever flown, all in one day.

The next two days were accident free and most pilots were very successful, as again the weather was fantastic for cross-country flying. I flew 24km on the Saturday and got even higher, 2,400m above sea level – another personal best. The third day of the comp for me wasn't so good. The thermals were hard work and rough and I didn't get as much height. I started going down as the infamous Tarpoly sinkhole had its way with me, and I landed after just 10km. Still, I was pretty happy with my overall result for the three days. I hadn't bombed out once, and had found and caught thermals all by myself, giving me some great experience in the art of cross-country flying.

Queensland won the State of Origin title. A fantastic time was had by most, and the generosity of sponsors saw most competitors getting a prize of some description. My final result was 18th overall and second female, a result I did not expect for my first competition. I was helped by the fact that novice pilots are granted three times the distance points for each kilometre flown. As prizes I scored two T-shirts and a windsock, all of which will come in useful, and I have my first paragliding medallion. Note, I said my first! I now plan to practice and improve so that in the future when I am good enough I will be competing in the big comps. I know I have a long way to go and it won't always be plain (sky) sailing, but look out girls and guys, Meg has caught the competition bug!



They Actually Expected To Get Home! The Garry Speight Story

Dave Shorter



He started flying at a very tender age

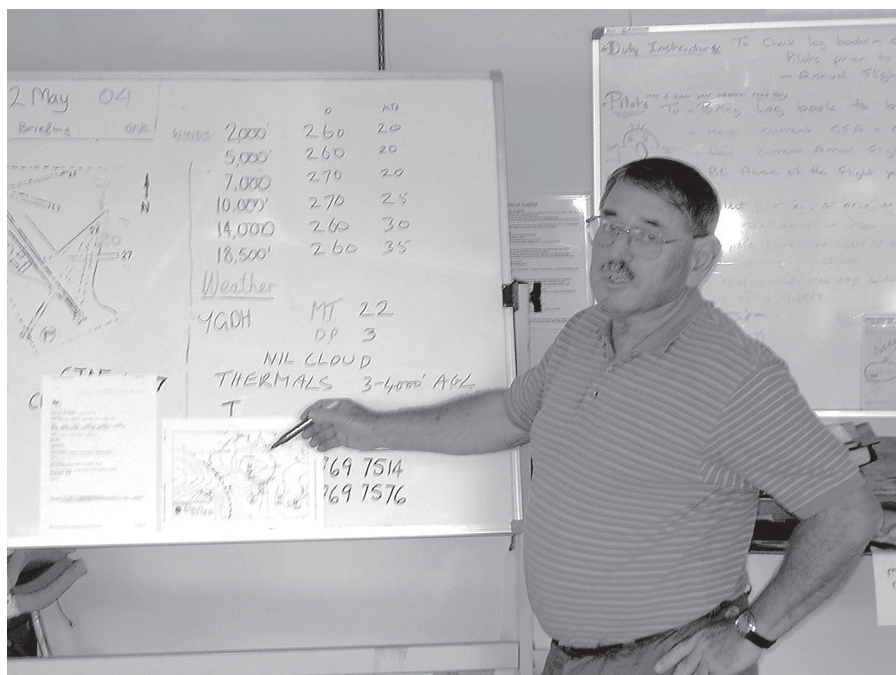
That was 40 years ago – at the Benalla Nationals in December 1964, when he was flying a long-wing Kookaburra. *I thought cross-country flying always resulted in an out-landing. It was a great learning experience. Before the comps, I had only two hours and 25 minutes of solo gliding. After the comps, 49 hours.*

Despite his low hours at that comp, Garry was no newcomer to aviation. He grew up in New Zealand, where his father was an engineer in the Royal New Zealand Air Force (RNZAF). Garry's first flight was across Cook Strait in a Gipsy Moth in 1937 – at a very tender age. In 1951 as a teenager, he soloed in a Tiger Moth, and went on to fly with the RNZAF as a Reserve officer, which included flying dual Vampire jets.

In 1961, he migrated to Australia to work with the CSIRO as a research scientist on geomorphology – the science of changing geology and soils. *"It was great when I took up gliding to think that I could look down on all these ground features and picture the geological processes from above. It never worked out that way though – I was always too busy flying."*

From Canberra he had his first glider flight as a foundation member of the resurrected Canberra Gliding Club and, in a 1966 flight with John White, more than doubled the Australian two-seater out-and-

"IT WAS AT MY FIRST COMP AT BENALLA THAT I REALISED THAT THERE WERE CROSS-COUNTRY PILOTS COMPETING WHO ACTUALLY EXPECTED TO GET HOME!", RECALLED GARRY SPEIGHT WHEN ASKED HOW LONG HE'D BEEN GLIDING.



His cross-country courses intersperse theory with practical lead-and-follow flying

return record, flying 340km in a long-wing Kookaburra.

He acquired his first glider, an Astir CS, in 1977 and competed vigorously at every opportunity. Wendy Medlicott recalls: *"Harry and I were attending a lot of these comps, and Garry would turn up in his Astir. Despite the fact that many of the other pilots were competing in fancy new ships, Garry would habitually be at the top of the field in his Astir!"*

He still flies the occasional comp. He placed first in the 2001 NSW Club class event in a borrowed Cirrus, and won a few days in last year's event, flying the club's Jantar which he'd never flown before.

In 1988, he became a statistic of the *"dumbing down of the CSIRO. Too many research scientists and not enough Indians, so I became redundant and took up a gliding career full-time."* He has since worked as a

gliding instructor at Narromine, Waikerie and, for the last 15 years, at Lake Keepit.

In the intervening years, Garry has done just about anything a glider pilot can do. At last count he had over 7,000 gliding hours, covering in excess of 170,000km cross-country, and 14,000 landings in over 60 glider types. *"Over 99.9% success rate in the landings"* he says. He has his Diamond Badge and has qualified for a Japanese C Badge. He has been Staff Instructor of instructors, Airfields and Airspace Officer, GFA RTO Ops, President of several clubs, Competition Director, and Santa Claus impersonator in a glider (appearing on the cover of Australian Gliding in December 1980).

As a former scientist, Garry approaches gliding in a very rigorous and analytical way. He has published many articles on the theory and practice of gliding, advancing



many new and original ideas to optimise gliding performance.

However, his approach is not just theoretical. In his cross-country training courses, he intersperses lectures with lead-and-follow tasks for the two or three participating pilots. Pilots alternate between flying the Twin Astir with Garry and following along in a single-seater. His very intensive personal attention and tuition is an invaluable learning experience.

Garry is a fascinating combination of unique and endearing characteristics. He's equally likely to burst into an operatic aria, converse fluently with visiting Japanese, or ruminate on the comparative charms of gliders and Greek mythological figures. He recently won an Australia-wide design award for the energy efficient home he designed and had built at Manilla. He enjoys enormous respect and much affection from those at Lake Keepit, who recently celebrated his 70th birthday with a big bash at the club.

Again this year, Garry will be imparting his extensive knowledge to other pilots during his cross country training courses at Lake Keepit. Pilots interested in honing their cross-country skills with Garry should contact him direct on (02) 6785 1880 or email <speight@tpg.com.au>.



Garry Speight has flown over 170,000km
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to the Moon

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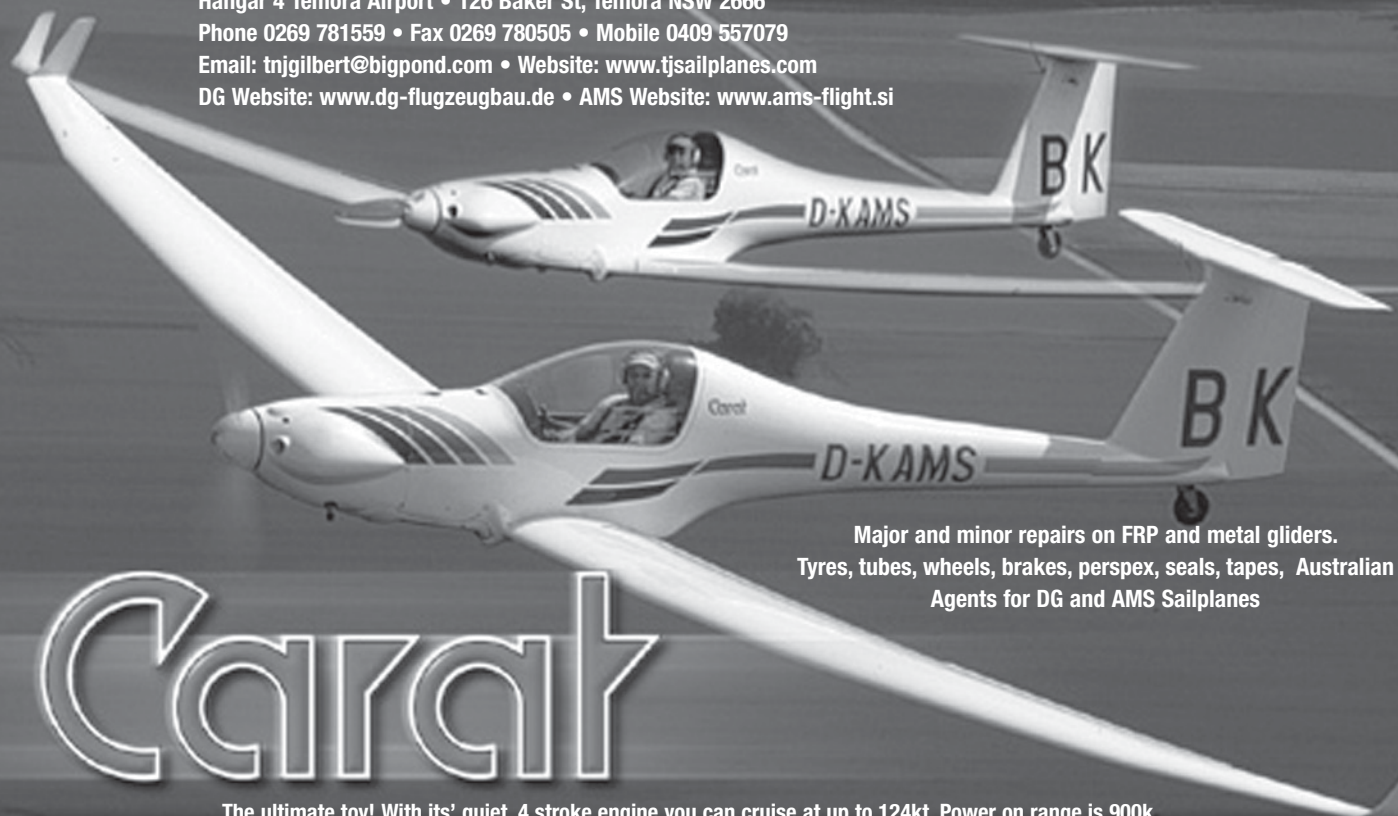
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Points to Consider

– Critical Comment Invited

Harry Medicott

During the 20 years I have held an instructor rating, it has been my practice to study accidents both in Australia and overseas, in the hope that by so doing it may be possible to help both students and myself from repeating history. That is our fate if we don't learn from it. But first a caution. The GFA has an excellent structure in place to oversee safety and pilot training, and we must promote and practice proven concepts; but safety and considering improvements are everyone's responsibility. Soaring Australia is a suitable medium for discussion.

USE OF DIVEBRAKES

There have been many accidents in which divebrakes have been used incorrectly. These include leaving them extended when under-shooting; full extension when rounding out in gliders with powerful divebrakes such as Astirs, K7s and Puchateks; and deploying the wrong control such as flaps.

Many of these accidents could have been avoided if pilots had looked at the wings to identify the amount of extension when operating the controls, and I believe this should be part of our training process. Currently it is neither a recommendation nor a requirement in our instruction manuals. My reasons:

- *The travel of most dive brake levers is not evenly progressive, in that the first three-quarters of travel usually opens the brakes about half and the last quarter of travel opens the brakes fully. It is impossible, without considerable experience, to be sure just how much dive brake is in use without looking at the wing.*
- *Pilots who do not look at the wing do not realise how much dive brake they are applying. Early and low-time pilots do not recognise the rate of sink which the dive brakes are inducing.*
- *Most instructors can tell you stories of how students and pilots have operated the wrong lever – usually the flaps instead of the divebrakes, although I have heard of a case of a pilot cycling the undercarriage instead of the dive brakes, damaging the glider on landing. The use of wrong levers has caused accidents. Observing their action also identifies any malfunction of the divebrakes.*
- *There are many documented cases of pilots leaving dive brakes extended even when an undershoot is obvious. My reasoning is that*

in many cases such pilots are in a state of considerable stress at the time, and under such a condition it is normal human behaviour to pull back or away from the danger. Pushing forward to avoid a problem is not a natural reaction. If a pilot has, a short time previously, physically identified the amount of divebrake extension, he or she will be more likely to automatically retract them in a moment of trouble. We should teach pilots to refer and relate to the divebrakes on the wings rather than just a blue lever in the cockpit.

- *We teach, quite correctly, that the brakes should be set for a landing at no less than 100ft above the ground, and then not adjusted – except perhaps in the case of ballooning or an under- or overshoot. With most gliders, if the final approach and landing is undertaken with about half divebrake, the pilot has adequate time to get things right and is less likely to get into trouble. Full divebrakes in many gliders induce a high rate of sink, requiring an extremely fine touch and a high level of skill to land gently, whereas quarter dive brakes are likely to result in a bounced landing. The certain way of ensuring the correct amount for an easy landing is to look at the wings.*
- *Some instructors do not realise just how much stress a trainee is under when in the circuit. Early pilots tend to become fixated on their aiming point and be unaware of anything else. Getting these pilots to look at their wings when extending divebrakes at least has them looking around, which must be an improvement.*

TUG – GLIDER COLLISION TRAGEDIES

Overall, nearly half the mid-air collisions in Australia involve gliding operations, and about half of these involve tug-glider collisions. These are particularly distressing; tug pilots do not use parachutes, and in any case there is insufficient height to bail out. The fatality rate per hour flown for tug pilots is far higher than for aerial agriculture. I have personally known several tug pilots who have lost their lives in this fashion. The last occasion involved a young woman tug pilot who was hit near the tailplane from a glider coming from behind. She didn't stand a chance. It seemed such a terrible waste, and I started

looking critically at our launch operations to investigate ways of reducing the risks.

Lookout, communication and separation are the means we can use to avoid conflicts with other aircraft. Currently we rely principally on lookout, which must never be neglected. The limitations of using lookout are well documented, eg: *BASI Limitations of See and Avoid*, 1991. Communication and separation can be used to enhance the safety of the operation. Ideas to consider:

- *Multiple aerotow launch and drop-off zones, preferably delineated by identifiable ground features to be established at aerotow sites.*
- *Tugs launching gliders to announce, on their initial radio transmission, the proposed drop-off zone and expected altitude.*
- *Any glider in the announced drop-off zone to report its position to the tug.*
- *Upon release, the tug to announce position, altitude and intended landing runway.*
- *Glider pilots to avoid active drop-off zones when thermalling near the airfield or returning from a cross-country flight.*
- *Pilots returning from cross-country flights to announce their position at 10km, and ask for a traffic report in the circuit area.*
- *Pilot training to include adding to the safety of the aerotow combination by (subject to maintaining station) regularly looking out to each side, not just before release.*

These suggestions are not very complex, and would add very little to current procedures. The drop-off zones at many airfields could be delineated by a cross centred on the runway, with one arm parallel to the runway and the other at right angles. The zone could extend about five kilometres from the centre. The zones could be named using approximate compass points.

As a pilot, wouldn't you like to know where the tug was operating, in order to give it a wide clearance when in the vicinity of the airfield?

Tug pilots, wouldn't you like to know if there were gliders where you were heading?

Good lookout is still essential, but separation is a useful adjunct and the reason aviation has control towers, height bands, transponders, circuit directions, radios and TCAS, etc.

PILOTS' LOG BOOKS

Among the 26 items in the GFA pilots' log-book under 'flying training progress for briefing and checking out', there is none relating to lookout. Although it may be claimed that lookout is part of every exercise, it surely is an item deserving a special briefing along the lines indicated in the notes recently issued to instructors.



ACCIDENTS/INCIDENTS

1 October 2003 – 31 March 2004

Kevin Olerhead, GFA Chief Technical Officer – Operations

THERE WAS ONE FATAL ACCIDENT IN THIS PERIOD, BRINGING TO AN END A PROLONGED PERIOD OF FATALITY-FREE GFA OPERATIONS OF JUST OVER THREE YEARS.

As is usual for the time of the year covered in this report, a number of accidents reported are outlanding related. With more pilots out enjoying cross-country soaring flights, it is not unexpected that when things go wrong there will be a higher percentage of accidents relating to these activities. However, we should all be reminded that the training we receive that enables us to enjoy this special aspect of our sport, is also complemented with training that will give us the best chance of staying safe while we do it. Especially when confronted with an outlanding, we should use the training we received. If we do, it will generally keep us safe and ready to soar even further and faster on our next big day out.

Heavy landings continue to be reported at an alarmingly high rate. Some in this report were while outlanding, but most took place on airfields following local flights.

ACCIDENTS (NON-OPERATIONAL)

25/10/2003 QLD L-13 Blanik
Wing walker collapsed while glider was being towed on the airfield
Damage: Minor
Injuries: Nil

31/10/2003 VIC Mosquito
Road accident – trailer rolled while being towed
Damage: Substantial
Injuries: Nil

19/12/2004 SA Nimbus 4 DM
Glider collided with hangar while conducting an engine check
Damage: Substantial
Injuries: Nil

ACCIDENT (NON-FLYING)

20/3/2004 SA Motor Falke
Glider struck hangar while being moved
Damage: Minor
Injuries: Nil

ACCIDENTS

9/11/2003 NSW B4-Pilatus
Glider over-ran the cable during the commencement of a winch launch when the winch's motor stalled, the right wing became entangled with the cable and the launch proceeded. The glider turned through 180° and the right wing struck the ground.
Damage: Minor
Injuries: Nil

ACCIDENTS

10/11/2003 VIC H201 Std Libelle
Ground-loop following an outlanding
Damage: Substantial
Injuries: Nil

24/11/2003 WA DG-100
Glider hit power lines while outlanding
Damage: Substantial
Injuries: Serious

28/11/2003 QLD ES-59 Arrow
Glider hit aerodrome boundary end fence when landing (undershoot)
Damage: Minor
Injuries: Nil

29/11/2003 NSW LS-6
Heavy landing (Airfield)
Damage: Substantial
Injuries: Minor

7/12/2003 VIC Hornet
Heavy landing (Airfield)
Damage: Substantial
Injuries: Nil

11/12/2003 NSW ASW-27
Glider struck fence after landing (outlanding)
Damage: Substantial
Injuries: Minor

20/12/2003 NSW DG-500
Ground-loop when taking off during an aerotow launch
Damage: Minor
Injuries: Nil

28/12/2003 WA G102 Astir CS
Heavy landing (outlanding)
Damage: Substantial
Injuries: Minor

3/1/2004 WA PIK-20E
Ground-loop following an outlanding
Damage: Substantial
Injuries: Nil

3/1/2004 VIC PIK-20D
Heavy landing (Airfield)
Damage: Minor
Injuries: Nil

5/1/2004 NSW Astir CS
Heavy landing (Airfield)
Damage: Substantial
Injuries: Nil

10/1/2004 SA Stemme S10
Left side undercarriage collapsed during take-off roll
Damage: Substantial
Injuries: Nil

21/1/2004 SA LS-8
Heavy landing (Airfield)
Damage: Substantial
Injuries: Nil

22/1/2004 NSW Hornet
Glider hit a fence at the end of ground roll following an outlanding
Damage: Substantial
Injuries: Nil

ACCIDENTS

26/1/2004 NSW ASK-13
Heavy landing (Airfield)
Damage: Substantial
Injuries: Minor

17/2/2004 VIC Dimona H36
Landing damage – undercarriage leg collapsed on landing. The landing was reported not to be heavy and the failure may have been due to a structural defect.
Damage: Substantial
Injuries: Nil

3/3/2004 NSW L-13 Blanik
Heavy landing (Airfield)
Damage: Minor
Injuries: Minor

8/3/2004 VIC Astir 77
Glider crashed during a cross-country flight
Damage: Total loss
Injuries: Fatal



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HOW I GOT ADDICTED TO XC

Part 2: 'Getting High with the Jedi'

Jillian Georgiou



WITH ONLY ONE CROSS-COUNTRY FLIGHT UNDER MY BELT I WAS FEELING A LITTLE PARANOID AND HAD THE WITHDRAWAL JITTERS. I HADN'T BEEN ABLE TO REPEAT MY INITIAL PERFORMANCE OF THE FIRST DAY OF DYNAMIC FLIGHT'S XC TOUR, THOUGH NOT FOR WANT OF TRYING. MY LAST FEW ATTEMPTS WERE SPENT HONING SKILLS, BUT DIDN'T RESULT IN MUCH MORE THAN CROSSING THE ROAD. NOW I WAS IN THE FUN 220 ALONGSIDE ROHAN HOLTKAMP – THE JEDI MASTER – IN AN ATTEMPT TO GET THE FORCE RUNNING THROUGH MY VEINS.

Rohan Holtkamp prepares to share his skill and knowledge...

The air seemed turbulent on the way up. I clung to Rohan's harness hoping it was a good sign. On releasing, Rohan's heat seeking eyes found and locked onto a nice bit of lift. We both got excited, grinning as each circle got us higher and higher. It looked good for sure, and with some relief (at least for me) we said goodbye to the people still on the ground and circled away.

Once the altitude was assured, I tried to feel the lift and follow Rohan's pressure on the control bar with my own hands. He described what he was looking for and pointed out promising air. Later we argued about who was actually flying the thing, as we both thought it was each other. Someone said it was probably the autopilot... I tried to feel the co-ordinated turns and the core of the thermals that I believe Rohan can actually see.

After some time, one thing I was feeling for sure was nausea. Not again! I worked hard to ignore it and looked out at the horizon. I told Rohan I didn't feel great, and we tried flying straight for a while with a few sips of water. But this time there was no beating the awful feeling. How embarrassing! So much for my sandwich! I warned Rohan to move his arm. He climbed the upright on his side to gang way. Have you ever tried to be sick in a full face helmet? Enough said.

I felt better after lightening the load and we glided straight for a while. The town of Quambatook was growing larger as we approached. We'd been taking it in turns to shiver and I was feeling uncomfortable, though probably not as cold as Rohan as the zip had broken on his harness and he couldn't do it up. We discussed our next move. We could easily keep going, the thermals had been easy to find (with Ro's heat seeking eyes) but the ground seemed very inviting in my state. With much disappointment and regret, I agreed that we should set down at Quamby. The suggestion of the pub sounded good, but not necessarily for alcohol. Just somewhere a little more humane in temperature and a soft drink to replenish some energy. What a shame!

Rohan let me fly the big bird solo on approach to town. We had good altitude, so it was just a matter of driving straight to target. I got a sense of power for a little while navigating the big glider (I'm only 50kg on a good day) but handed back the control once we were closer. Rohan used the sock at the airstrip for a general wind direction, but there was a more appropriate large, harvested paddock on the other side of town near some silos. We circled over the town to loose altitude, peeping into back yards and guessing which building was the pub. Once lined up for landing, Rohan pulled in and got some

surprising (at least to me) airspeed from the big glider. I followed his instructions as we flared into landing and it was all over; we were down.

Gravity hit again, emphasised this time by weak legs; I staggered away from the glider. We'd notified retrieve of our intention to wait in the Quambatook pub, where we would most likely be joined by other pilots. After packing the glider and hiding it in some long stubble near a fence, we hoisted harnesses onto our backs and walked for only five minutes to get to the pub. Good choice of landing paddock! Inside we chatted to the lady publican over some refreshments for a couple of hours before the first of the pilots dropped in. Eventually there were around six of us eating out the pub's supply of chips.

Overall the week was absolutely worth it, even if you didn't clock up over 400km like Steve Norman. It opened my eyes in many ways and boosted my confidence in breaking ties with the tow paddock. It was great to meet new people, and to get to know others better. I enjoyed the excellent food, comfortable accommodation, weird and wonderful company, and of course the view from 6,300ft! Our hedonistic mob must have had visitors at the hotel wondering what on earth we did, as we sat outside yakking with gliders and gear everywhere. From this experi-


Photos: Courtesy Jill Georgiou

ence I want to get up and go XC as much as possible, to see things from up there. Birchip has so much space you never feel rushed to find a landing zone. It's a great place to learn to XC, or expand on what you know. I'm planning to go to the next one already!

A few weeks passed after returning home from the XC tour, and I hadn't had more than towing and landing practice. I was really beginning to think it just good luck to do well at my first attempt, and that Rohan's thermal seeking eyes and skill is what got me out and about in the tandem. Confidence was fading, frustration building, and the dt's were setting in. My husband Damian and I found ourselves out at the Dynamic Flight Park trying to score again, or if nothing else, get in a few tows. As I lined up for a tow Paul Rundell said, *"There's a thermal out there with your name on it, Jilly."* He's like the drug pusher keen to get you back in the game! *"Yeah, and I bet I'll miss it,"* I replied dismally. *"Don't think like that, you never know,"* he encouraged.

I got great altitude on tow and seemed to stumble into some buoyant air. Of course I started circling immediately and tried to think back to that tandem flight for guidance. I experimented with coordinated turns and feeling for best lift. The thermal took me across over the highway north-east of Trawalla, and the cars at base camp were getting further away. Salivation started at the taste of a XC – could it be a repeat performance? I was heading up through and past

3,000ft – good news indeed. Paul radioed some encouragement, *"Keep it going, Jilly. See how far you can take it."* *"That's the plan!"* I replied, circling like mad. This time I was getting into the feeling of what was happening, and allowed myself to get a little excited. I noticed a couple of other gliders in my vicinity also. One appeared to be ridge soaring nothing in particular under me. I was a bit nervous about what he had planned, and was relieved when he looked up and saw me on one of his passes. He then disappeared back to the tow paddock. The second glider was above me somewhere. I don't remember him towing up, so he must have come from somewhere else. (I found out later he'd flown in after launching from Buangor.) Paul radioed to this pilot that I hadn't been on many XC flights, and would he go with me. The pilot above me said, sure he'd be glad to, and so we were introduced by Paul. I found out this was Steve "Blenkie" from SA. *"You're in good hands Jilly, enjoy the ride,"* Paul told me. I imagined him grinning.

So I was on my way, almost in disbelief, and now I had a thermal buddy. I began to feel a bit more confident, but old niggling worries crossed my mind. What if I muck this up? How far can I go? Will I be sick again?! I'd hate to disappoint myself and Steve and bomb-out soon. I pushed on and circled away. Well, here goes nothing! 

'How I Got Addicted to XC' concludes next month with Part III, 'Running Through the Veins'.



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World Cup in Acro-flying

(Article courtesy Red Bull Vertigo)

FROM 20 TO 22 AUGUST THIS YEAR, THE WORLD'S TOP PARAGLIDER AND HANG GLIDER PILOTS WILL BE MEETING FOR THE 7TH RED BULL VERTIGO IN VILLENEUVE, SWITZERLAND. THE SKIES ABOVE LAKE GENEVA WILL ONCE AGAIN BECOME AN OPEN-AIR ARENA IN WHICH THE DARING ACROBATS WILL MATCH THEIR SKILLS WITH BREATHTAKING FEATS IN THE AIR.



Athletes Andre Hediger and Hernan Pitocco compete in the 2003 Red Bull Vertigo, Villeneuve, Switzerland.

Photo: © Denis Balibouse

As if in a ballet, the two paragliders dance in the sky above Lake Geneva. While both pilots make their gradual descent to the ground, they paint figures in the sky with smoke: loopings, wingovers and spiral dives. At times their chutes come so close together, the spectators watching from below hold their breath. What would happen if the two became entangled? Shortly thereafter both pilots land – safely and precisely on a small platform floating on Lake Geneva. The spectators are ecstatic, and their applause is deafening.

Red Bull Vertigo to become the official World Championship The Red Bull Vertigo in Villeneuve, Switzerland, on Lake Geneva has been tantamount to an unofficial world championship for acro-flyers for years. Since 1998, the crème de la crème among paraglider and hang glider pilots have converged here to measure their skills against one another in an athletic competition.

"From the very start – at the first Vertigo in 1998 – we made an effort to provide the

pilots with the best and safest conditions for competing," says Alain Zoller, organiser of the Red Bull Vertigo. An additional aim was to have acro-flying recognised as an official form of competition by the World Air Sports Federation (FAI). This goal has now been achieved: in two years, the first official World Championship of the FAI and the Hang Gliding and Paragliding Commission (CIVL) will be held in Villeneuve.

"The fact that CIVL's committee has chosen Villeneuve as the venue for the first World Championship is not a coincidence," says Alain Zoller. *"The infrastructure here is perfect."* In addition, Villeneuve offers the utmost guarantee for the participants' safety. The entire flight range is limited to the area above the lake in Villeneuve. In case of emergency, a rescue crew with divers is on hand. The fact that safety was a crucial factor in selecting the venue is also confirmed by FAI spokesman Thierry Montigneaux: *"Safety was the main consideration when*



drawing up all of the competition regulations for the Red Bull Vertigo."

The acrobats in Villeneuve have 1,000m of altitude in which to carry out their daring feats. The competition entails demonstrating the greatest number, the most spectacular and the most perfectly performed flight figures as possible between the start and landing. The paragliders will also be competing in the "synchro" discipline. A highlight of the program is what is known



as the "expression sessions": the acrobats perform in a free-style show entirely of their own design. In addition, a running commentary of all flights will be provided for the spectators, and a jury of experts will be judging the flights according to complexity and difficulty of the figures, quality of performance and synchronisation of the two pilots.

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Interest in acro-flying constantly increasing Since the first Red Bull Vertigo in Villeneuve, the number of participants has increased to such an extent that it finally had to be limited to about fifty pilots. While the athletes in the early years were almost exclusively from Germany, Austria, Spain and Switzerland, the participants in last year's edition came from 13 countries, including Turkey, Norway and Slovenia. The number of spectators has also consistently increased: approximately 5,000 spectators made their way to Lake Geneva for the first edition in

1997; more than 20,000 came to Villeneuve last year to watch the spectacular feats of the acro-flyers, and just as many are expected to attend this year.

This year's edition is the last opportunity to see the Red Bull Vertigo in its present form. Next year in Villeneuve, the competition will be viewed as a rehearsal for the 2006 World Championship. The number of participants will be increased to between 120 and 150 pilots and the length of the event extended from five to six days.



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KAISER'S KA2 DESIGN,

LEADING TO THE KA7 AND

CULMINATING IN THE ASK 13.

The wing section common to all these gliders is a mixture of Go535 and Go549, closest to a Go533 of 15% thickness. Alexander Schleicher at Poppenhausen, who also sold licences to other glider builders, made most of them.

Thirty-eight pure-wood Ka2 gliders of 15m span were built between 1953 and 1955, with best glide ratio of 24:1 at 47kt. Its Ka2b development, named "*Rhön-schwalbe*" (Rhonswallow), had a span of 16m, and improvements both of wash-out and forward-sweep of the wing.

The Ka2b was also entirely made of wood and improved the best glide ratio to 26 at 43kt. Seventy-five were built.

Both the Ka2 and Ka2b have top and bottom surface Schempp-Hirth brake paddles, and the series continued with the mixed-material designs Ka4 and ASK13 with steel tube fuselage frames.

For the sake of completeness the Ka4 "*Rhönlerche*" (Rhon Lark") should be mentioned, also being a mixed-material two-seater designed by Rudolf Kaiser, but whose performance or handling did not compare with that of the Ka2 types.

Of the "amateur-construction" Ka2bs, one was built between 1956 and 1958 by the Rieser Flying Club at Nordlingen under the supervision of Shempp-Hirth's aircraft engineer Fritz Lammerer. Schleicher supplied all structural parts such as spars and root fittings. It was finished on 20 April 1958 with Works No 3 and registration D-1379.

The "*Rhön-schwalbe*" completed 8,844 launches and 1976 hours by August 1994, when it was declared unserviceable under suspicion of glue failure.

Many gliders were taken out of service at that time due to Kaseine joints having been exposed to moisture. We know now that this was unnecessary as such glue joints, if kept dry, are not only satisfactory but maybe even stronger than Aerodux.



Orana Soaring Club tuggie and instructor, Keith Dixon, Wolfgang Schaffler (better known as Elvis), Orana Soaring Club tuggie, Barry Hanchard, and Ferdinand Schaffler pictured at Narromine aerodrome. Whilst Wolfgang and his brother, Ferdinand, travelled to Narromine to enjoy some soaring flights, they were particularly interested in the 'Mighty K7' and Erwin Szafranska's beautifully restored Ka6, both of which are hangared at Narromine during the gliding season

In 1998 I had an opportunity of buying the de-registered glider in order to restore this lovely machine, having the facilities of my club, of which I was in charge. The prospect of seeing the glider once more in the air persuaded the management of the Nordlingen club to agree to the sale.

From November 1998 to October 1999 I worked practically every day on a complete overhaul of the Ka2b. Without going into too much detail, when the airframe had been stripped of paint and fabric it turned out that all glue joints were in perfect condition, as I had hoped.

All control elements were dismantled, partly renewed and re-painted. I took the opportunity of fitting a Flettner trim tab, the parts being available from Schleicher without any problem.

After applying protective finish to the inside of the fuselage and re-fabricing with Diolen, only new instrument panels and a new ash skid were required. I was particularly proud of re-glazing the rare original canopy, now that most machines have a blown canopy.

The lightweight Diolen allowed me to fabric the whole airframe, including fuselage and D-boxes, without weight increase, thus preventing cracks forming in the plywood skin or paint finish. The painting took up a lot of time, with all wooden parts, including ribs stiffeners and aileron staves being masked and sprayed light ivory RAL 1015. Fabric panels remain translucent, protected with anti-UV lacquer.

The skid fairing is of leather-grained plastic, and the fuselage nose is formed from aluminium, sprayed light ivory and fitted to the front frame with brass screws.

The cockpit interior is finished in grey with black speckles, control rods are black and the control column chrome plated. Oak-stained rudder pedals have a layer of quartz sand on their tread surface. Seat the headsets are of wine-red leather-grained plastic.

In October 1999 the aircraft passed its final inspection after a year's work, which would not have been possible without the facilities of my club and the generous help of my fellow members. I have since enjoyed a number of flights in my "new old lady" and am delighted by the pleasant and well-harmonised flying behaviour of this old design – and that I can now enjoy flying it in company!

There cannot be many of these old types still airworthy and flying, and I should be delighted if modellers would like to build a model of my Ka2b.

The 'Miahtv K7', which is presentlv with Tom



Gilbert at Temora for its 40-yearly, coming in to land at Narromine airfield after a five-hour flight. When it's back flying at Narromine, AJ Ward has promised to do a history of the aircraft from its days at Darling Downs Soaring Club where some of Queensland's, and Australia's, best known pilots took to the air for their first-ever flight, and subsequently first solo, in this delightful old machine

2005 National Club Class Competition at Waikerie

John Hudson

Following the very successful 2004 National Club Class Competition, the Waikerie Gliding Club will again host the competition during the period 10 to 21 January 2005, inclusive. Monday 10 January is a compulsory practice day and Tuesday 11th the first competition day.

An opportunity will be provided prior to the competition for the less experienced cross-country pilots to further their skills. It is planned to conduct an integrated basic and advanced cross-country course during the period 2 to 8 January.

If you plan to come to the comps and are keen to advance your cross-country skills, whether you are a pilot just getting into cross-country flying or a more experienced pilot already flying cross-country, a team of experienced pilots and coaches is being assembled to lead classroom workshops and practical flying tasks in the main competition area.



The great facilities at Waikerie will be used for this combined basic and advanced course (BAC), together with a group of willing and experienced coaches and pilots. Full catering will be available. Further details will

progressively be posted to the 2005 Club Class Competition website at [www.waikerieglidingclub/clubclass].

Coaching prior to 2005 Club Class Nationals at Waikerie

Bernard Eckey

An opportunity exists for pilots to further their skills during a one week coaching clinic at Waikerie. This free event is being organised by the South Australian Gliding Association, to be staged just prior to the 2005 Club Class Nationals. The course will be conducted during the January holiday season, from Sunday 2 January to Saturday 8 January 2005.

Significant interest has already been shown, with approximately 30 early enrollments. The services of a number of top coaches from across Australia have been secured. With the interest already shown by participants, we would like to hear from any other coaches prepared to come to Waikerie and volunteer their time.

Organisers are providing for all levels of experience, and early cross-country pilots are just as welcome to attend as advanced pilots. Theory lectures with PowerPoint presentations in the morning will be followed by practical flying in the afternoon and a debriefing session in the evening.



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A group of coaches will guide less experienced pilots around shorter tasks and turnpoints closer to the airfield. More advanced pilots (and participants who are intending to compete at the Club Class Nationals) will be coached around more challenging tasks. Most coaching will be conducted on a lead-and-follow basis, but an opportunity for coaching flights in an ASH25 and other two-seaters also exists.

For booking of accommodation or hiring of gliders, please contact the Waikerie Gliding Club directly at <wgc@riverland.net.au> or phone (08) 8541 2644. It is planned to provide full catering at the airfield for this coaching event. For further details regarding the course please feel free to contact Bernard Eckey (RTO/S for SA and NT): phone (08) 8449 2871 or email: <eckey@internode.on.net>.



GROWING SUPPORT FOR JUNIOR SOARING

Hugh Hofmeister

Junior soaring in Australia has been receiving growing support over the past few years. The George Lee courses along with coaching put on for juniors at competitions and regattas have gone a long way in encouraging junior participation in the sport and raising the level of performance of junior pilots. I have been lucky enough to receive some of this support by attending a George Lee course and, most recently, attending the National Performance Coaching week for Junior and Women pilots held at Benalla.

This article has been written to raise awareness to the general gliding community of the support the juniors are receiving and to show that the investment that the gliding movement is making in young pilots is resulting in positive development of these pilots. I hope that this article will inspire junior pilots to get involved in performance soaring, pushing their own boundaries as they take on the challenges of soaring flight.

I also hope that this may encourage other pilots in the movement to support juniors and encourage them to achieve their goals. Another great way to support juniors is to lend or hire them gliders at reduced rates so that they can practice for competitions. There have already been a number of generous pilots who have offered their sailplanes for juniors to fly at the Junior Nationals this year in order to reduce the cost for juniors to participate.

In mid-2003 I, along with two other juniors and three women were invited to attend a National Performance Coaching week for Junior and Women pilots held in Benalla and run by Brian Sprekley (Racing Class World Champion, Benalla 1987). We were also lucky enough to have Gill, Brian's wife, who is a women's world champion, fly with us. Brian and Gill certainly make quite a couple. The course ran from 7 to 13 December 2003.

This was to be one of those opportunities of a lifetime in the soaring world. Lisa Turner, the RTO Sports for Queensland, put forward a request for funding to the QSA and I was fortunate enough to get significant funding for the trip. This was very helpful as finances were tight for me, having spent the year as a student finishing my degree in Mechanical and Space Engineering. I decided to hire the GCV Mosquito for the week,

travelling to Benalla by commercial aircraft then taking a two-hour train trip to Benalla.

I left Brisbane on 6 December at 5:30am flying with Virgin Blue. Once I reached Melbourne, I had the day to travel around sightseeing before catching the train at 5:50pm out to Benalla. The train trip out to Benalla took a bit over two hours, so I finally reached the Gliding Club of Victoria at about 8:30pm southerner's time.

On arrival I was greeted by the familiar face of Adam Woolley who was showing Robbie Bull, also attending the course, the UK gliding film "Smokin' His Speed" which was put to together by juniors in the UK. The third junior to attend the course was Brett Sutcliffe, however he arrived a day late due to work commitments. Following the greetings we all went out and found some healthy pizzas for dinner.

The course started on Sunday 7 December. I was to fly the first day in a "Twin Disaster" (Twin Astir) with Peter Trotter. This would provide me with a good opportunity to become familiar with the terrain and outlanding options under the guidance of an experienced local. One of the first things I noticed on the train trip the previous day was the lack of ploughed paddocks that we are used to on the Darling Downs for outlanding. Peter, however, reassured me that there were no worries with landing in the grassy paddocks that are used for sheep grazing. The day was fairly tricky with blue thermals. It did however provide me with confidence in picking triggers and getting into the rhythm of the week's flying.

Each day began at 9 o'clock with a weather briefing put on by the Gliding Club of Victoria. Following this all pilots on the course would then meet with Brian for a couple of hours to discuss some of the important topics of competition gliding. These were made up of topics that pilots believed were weaknesses in their flying along with topics Brian believed should be discussed. After the day's lectures a task for the day was set. Having planned the task we then towed the gliders out to the launch point and went flying.

We used a start line for all tasks that was 10km long perpendicular to the first leg with a maximum start height. This start procedure is being used in International contests and was good to become familiar with. The



Hugh Hofmeister

Queensland Juniors are running the 2005 Easter competition at Dalby and I would like to see the system trialled in an Aussie contest. As the pilot must remain below the maximum start height for two minutes pre-start, good planning is vital in making a good start.

Brian emphasised the importance of having a good start, especially psychologically. I believe that this is a weakness of mine and will be making a real effort to improve and practice my competition start technique. Following the day's flying the logger traces were downloaded and Brian provided us with a thorough debrief for the day. I found this to be very useful. I would like to see more post-flight discussion and analysis between pilots flying on weekends and will be making an effort to do this with pilots at my own home club.

Over the course of the week we experienced a mix of soaring conditions. We had a number of blue days, one perfect cumulus day with 11,500ft cloudbases and a day of stratocuing. My best day was the cumulus day, with conditions very similar to that experienced in Queensland but with stronger and higher climbs. Flying the Mozzie dry I managed to fly an AAT of 390km at 117km/h. This is the fastest I've ever flown in a glider of the Mozzie's performance. The variety of soaring conditions were great as it provided greater scope for learning in the debriefs from Brian each day.

Brian provided us with a great amount of valuable information. Some of the most valuable things that I learnt were from his thoughts on team flying, competition philosophy and psychology.

The British team, as well as some of the other larger national teams, spends a great deal of time practicing team flying. There are many advantages to be gained from team flying. Flying as a team you have the advantage of two brains working on the problems ahead and the required in-flight decisions. One of the main keys to successful team

flying is to have a large amount of trust and mutual respect for your flying partner. It is no good trying to blast around a task to beat each other. You must provide good quality information for each other and make an effort to stay together.

I believe that Brian's thoughts on competition philosophy are going to be invaluable in my development as a pilot. I think that it can be easy to lose focus at times as to the reasons that we participate in this sport. For almost all of us we began gliding because we love the freedom of flight and the beauty that it presents to us as we soar high above the ground trying to complete a cross-country task. When our motivation for cross-country soaring is driven by the will to win we probably won't perform to the best of our ability. As long as we are enjoying flying we are going to want to get better and will invest large amounts of time and effort in achieving our desired goals.

During a contest it can be so easy to allow thoughts of how other pilots are performing along with the decisions they are making to affect the way in which we fly. I think this is especially the case for less

experienced pilots who may allow the decisions of hotshots affect their own decision-making. As competition pilots we must put on racing blinkers and block out other pilots and how they are flying and fly for ourselves, not having an aggressive attitude that may cause hot-headed decision-making, increased stress and flustering as other pilots make better decisions. As soon as we become flustered following one bad decision it will adversely affect the way we fly the rest of the task and will result in an even poorer performance.

The opportunity to participate on this course was a huge privilege. Not only were the junior pilots able to develop finer soaring skills and attitudes but it also provided an opportunity to develop friendships and some friendly rivalry amongst we young guns. Events like this increase soaring enthusiasm amongst junior pilots and, I believe, will go a long way to developing a junior soaring scene comparable to that in the UK.

At the conclusion of the week it became apparent that the Junior Nationals would be held for the first time in 2004. The event will be a stand-alone event, with only juniors participating. It is hoped that juniors from

New Zealand, UK, Germany and other overseas nations can also attend to lift the level of competition providing valuable experience for juniors hoping to compete at international contests.

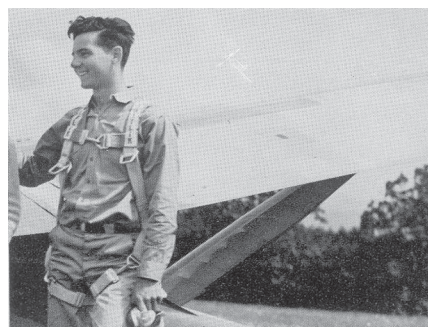
I would like to thank all those people who helped the junior and women pilots attend this event: GFA for bringing Brian and Gill Sprekley out from the UK; GCV for allowing us to use their facilities for the week; Peter Trotter and Bruce Taylor for assisting in the coaching and Lisa Trotter for all the work she put into helping organise the course. I would especially like to thank Brian and Gill for investing their valuable time into Australian pilots in order to help us reach the pinnacles of our sport.

Finally, I would like to thank the Queensland Soaring Association for supporting my trip to Benalla. I hope that over the next few years I can impart some of the valuable knowledge I have learnt on this course, and the George Lee course, to other Juniors in Australia as well as those pilots with whom I have the privilege of flying each weekend as I take part in this amazing sport.



CLIO'S ANSWERS

1a. During the 1939 US Nationals, Warren Merboth flew his Bowlus-duPont Albatross I from Elmira to New York City.



Warren Merboth and the Albatross.
Scanned from Soaring magazine, August 1938

2. FALSE. Designed by Alexander Lippich and flown by Fritz Stamer, the Ente flew off the Wasserkuppe on the 11th of June 1928, first by bungee launch, whereupon two rockets were ignited for a flight of 200 metres. Its third flight was rocket launched and after taking off, the second rocket was ignited, resulting in a 1400 metre flight.
- 3d. Sponsored by the National Aero League and the La Gazzetta dello Sport newspaper, Italy's first glider meet was held on the site of a World War I battlefield, at Mt Sisemol on the Asiago Plateau in October 1924.

4. TRUE. Designed by Mungo Buxton, the Slingsby Hordjis was built with a circular fuselage which did not allow Wills to get his shoulders inside the enclosed cockpit, so he cut holes in the fuselage to allow his shoulders to be out into the breeze while the rest of him was enclosed within the cockpit.
- 5c. Designed by Dr. August Kupper and built at the Akaflieg Munich in 1931, Robert Kronfeld's Austria was the largest civilian glider to ever take wing. Nicknamed the "Elephant," the glider had a 30m span, was nine metres long, and was over two metres tall. Its lifetime was short as it broke up in a cloud during the 1932 Rhön competition. Kronfeld managed to safely bail out.
6. TRUE. The Ku-8-11 was created by removing the engines and landing gear from the Kokusai Ki-59, a high wing light transport. The landing gear was then replaced by two small wheels and two skids. Although other gliders were developed, the Ku-8-11 was the only one to see service, and then only in the Philippines as far as is known.
- 7b. The Nord 2000 is better known as the Olympia-Meise.
8. TRUE. Unfortunately, the 1939 outbreak of World War II caused the cancellation of the 1940 and 1944 games.

9e. Flying the Blue Mouse for 13 minutes at the Wasserkuppe in August 1921, Wolfgang Klemperer was the first to officially exceed Orville Wright's record.

10. FALSE. Although the Hortens are probably the best-known proponents of tail-less gliders and sailplanes, the earliest to soar, however briefly, was probably Friedrich Wenk's Weltensegler. After climbing 80m above its launch point on its maiden flight, the Weltensegler crashed during the 1921 Rhön competition, killing its pilot, Willy Leusch.



Thanks to:

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Clio's conduit for this quiz is Raul Blacksten, the Archivist for the Vintage Sailplane Association (VSA) as well as the Editor of the VSA's quarterly newsletter/magazine Bungee Cord. Raul encourages every glider pilot to do their oral history or memoir. He can be contacted at either PO Box 307, Maywood, CA 90270, or at <raulb@earthlink.net>. Visit the VSA web site at <www.vintagesailplane.org>.



Staying Current

Benn Kovco

As winter takes hold and the days get colder and windier it can be hard to stay current in any form of sport aviation. As a paraglider pilot, the problem is multiplied by flying an aircraft whose lowly performance is surpassed only by balloons (bad ones) and burning dirigibles. When spring-time and favourable weather come around and we finally get airborne, the depth of the gravel rash or number of spare briefs required tends to be relative to the time the glider has been in the bag. So I've put together a few things we can all do to help keep the nerves at bay and the first aid kit firmly closed.

GROUND HANDLING

A great way to fly a paraglider is to keep your feet firmly planted. Your instructor insisted you do it and you don't like it so it must be good for you. The advantages are obvious: better canopy control, more confidence and text book launches. Added benefits include not eating dirt on your first flight of the summer and spoiling the fun of small children who wait in hope of you landing on the soft part of your face or being dragged backwards through the nearest spiky bush. Wipe the smile off their faces by calmly inflating and smoothly flying away, but please clear the hill before poking faces at them.

MAINTENANCE

Thoroughly check your lines, risers and attachment points for wear or damage, and

do something about that smell in your backpack. Now is a good time to hang your glider up by the trailing edge and remove from the cells all the sand, rocks, grasshoppers and the missing pair of scissors you left there during the last repair session. Mmm, you wondered what that funny silhouette was, didn't you? Have your reserve repacked. Better still, do a practice deployment. SIV clinics are few in the winter months so next time you head off for a skiing weekend, throw your harness in the car. Suddenly it's game on for all those black diamond runs you were so intimidated by last season. Breakneck speed is now your friend, so aim down the centre of the run, close your eyes and go – when your skis start chattering like they're about to explode, deploy your reserve and wait for calm. Extract any snowboarders you may have gathered along the way and repack as desired.

GENERAL

It's an attractive notion that a paraglider is simply an aircraft inside a backpack; we can all roam around with our neat little daypacks and throw ourselves to the wind as we see fit. But paraglider bags are governed by an unexplained line of physics that means if you completely emptied it and put in nothing but a T-shirt and a Mars Bar it would still be like a VW Beetle with shoulder straps and about as comfortable to carry. No, a paraglider is an aircraft inside a backpack inside



Adrian Britton practicing the forgotten art of '100 launches, 0 flights'

Photographer: Kate Bessey © 2004

a solid 4WD vehicle with heavy duty suspension. As such it's worth taking some time to work out how things best fit into your particular ill-designed conveyance. Is it glider first or harness? Upside down or inside out? And what the hell do you do with that helmet, all corners and lumps? Just work out a packing technique that allows you to either feel good about yourself or at least get to the bar faster than everyone else. This packing practice can also extend to loading your car. I've seen 12 clowns inside a Morris Mini, don't try and tell me you can only fit six of them in your Hi-Lux. See, it's all about practice.

That said, better than 50% of summer paragliding time is spent in the pub anyway, so careful not to loose touch in that department either. All in moderation.



HGFA Passenger-Carrying Pilots – Medicals and Procedure Update

Stewart Dennis, (HGFA Acting General Manager)

THE BOARD LOOKED AGAIN AT THE MEDICAL REQUIREMENTS FOR PASSENGER-CARRYING, PARTICULARLY IN THE LIGHT OF INSURANCE CHANGES. THE MAJORITY DECISION IS TO RETAIN THE EXISTING REQUIREMENTS (REFER TO THE OPS MANUAL). FOR SINGLE-PLACE OPERATIONS THE REQUIREMENT REMAINS THE SAME AS THAT REQUIRED FOR A DRIVER'S LICENCE. FOR DUAL OPERATIONS THE REQUIREMENT REMAINS THE EQUIVALENT OF A PRIVATE PILOT LICENCE (PPL) MEDICAL – EQUIVALENT OF THE CLASS 2 MEDICALS ORGANISED BY A DESIGNATED AVIATION MEDICAL EXAMINER (DAME).

The reason for the latter is that, unlike a car, at the first signs of medical trouble you can't just pull the aircraft over to the side of the road – there is a time delay while you navigate to a safe landing area – and then you need to have your faculties in full working order to complete one of the most critical phases of the flight – the landing. Also, unlike in a car, the passenger usually has no training and doesn't have the knowledge and skills to land the aircraft safely if you're out of action. An additional consideration is that a change to the requirement would entail a change in the Operations Manual which would have to be approved by CASA. It would take some time and there's no guarantee that approval would be forthcoming.

The reason that we can have a lower level of medical testing than most other pilots when we fly solo is that we are generally away from other air traffic and built-up areas, that we're far less likely to cause damage than a large, fast runaway aircraft, and our average level of fitness and health is higher than that of the average GA pilot (our aircraft require significant physical effort to fly them).

A CHANGE IN PROCEDURE – MISSED...

Thanks to Paul Coffey for pointing this out! He found out the hard way that things had changed a year earlier, in June 2003, and

there was no official HGFA notice, which is regretted. A year ago in June was a difficult time with the General Manager battling serious illness, a new GM and the loss of a CFI in a tragic accident. This year the pattern has repeated with another replacement of GM and another fatal accident in June, so I apologise in advance if a year down the track someone picks up something I've missed while Acting GM. These tragedies remind us – don't let up your guard regarding safety, even during the milder conditions of winter.

BOOKING YOUR MEDICAL – NEW PROCEDURE:

CASA's Aviation Medicine department has introduced an Aviation Registration Number (ARN) for pilots directly licensed by them. They now require the 32,000 pilots (of aeroplanes, helicopters, etc) who do medicals each year to quote an ARN before they can book their CASA medical with a DAME. HGFA doesn't require that you get an ARN or a formal PPL Level 2 medical signed off by CASA, only that you do an equivalent medical. But a case occurred a year ago in which one DAME in W.A. refused to conduct the medical unless the HGFA pilot had an ARN (more info on ARN below). Our passenger-carrying form has the wording "Attach photocopy of current CASA Medical Certificate (expiry date)". CASA Aviation Medicine has stated that a DAME


is a CASA delegate and has expressed fears that the use of the DAME stamp for what they see as a semi-CASA medical certificate might have legal implications for them in the case of a medical-related accident.

WHAT ARE THE OPTIONS?

- 1) *We could change our form so that it reads, "Attach statement that medical tests required for a Private Pilot Licence have been passed" or similar. And ask the doctor to note on the statement that he/she is a DAME but not use the DAME stamp. Or,*
- 2) *Ask passenger-endorsed pilots to get the ARN which might involve a one-off extra visit to their DAME or to a GA flying school for a signature.*

In the interim, I'd give the following advice to pilots who are renewing their passenger endorsement: You need to be aware that you might be asked to get an ARN – so make your booking for your medical a couple of weeks ahead of the date that you need to do the medical.

So, what's involved in getting an ARN? Well, the form is available on-line at: [www.casa.gov.au/manuals/regulate/fcl/form1162.pdf]. You need identification – several possibilities, the simplest of which is a photographic driver's licence and a credit card. The form's aimed at those with a Private Pilot Licence, so filling it in is a little like putting a square peg in a round hole, but you can still jam it in. The main inconvenience is that you might have to make a special visit to someone to get a signature. The person required to witness your ID and sign the form is a CASA delegate (such as your DAME) or a GA Chief Flying Instructor. If you're lucky you might be able to combine the ARN application and medical in one go by taking in a completed form 1162 and the requisite ID – ask if you can do this when you make the booking.

At any rate, it's a one-off task, so if the doctor insists on it and it's convenient for you to do then you might as well do it. It could take a couple of weeks for CASA to process the ARN, and if they require supplementary tests when you subsequently do the medical then that could add to the time – but most of our members are in good health because of the physical nature of piloting our aircraft so few should require them. 

A History of the Australian Nationals Hang

Contributed and updated by Ian Jarman and Michael Zupanc

JUST AS THE SPORT AS A WHOLE HAS MADE RAPID PROGRESS FROM ITS AUSTRALIAN BEGINNINGS BEHIND THE BOATS OF THE WATER SKI AND KITE FLYERS ASSOCIATION, THE OBJECTIVES AND STYLE OF OUR NATIONAL CHAMPIONSHIPS HAS ALSO EVOLVED. THIS IS A SUMMARY OF THE SPORT AS SEEN THROUGH THE EYES OF ONE COMPETITION EACH YEAR, THE NATIONALS.

1976-1980

(1976 Champ – Steve Moyes; 1977 Champ – Rick Duncan; 1978 Equal Tim Travers and Steve Powter; 1979 Champ – Rick Duncan; 1980 Champ – Steve Moyes)

Even with the rapid emergence of foot launch hang gliding in the mid-70s, our competitors were still flying glides with figure eights around pylons or 360 degree turns to finish the flight with a spot landing as was required of the tow kite era.

The first foot launched Nationals were held in 1976 at Mt York in the Blue Mountains west of Sydney, and were won by Steve Moyes, who also dominated the tow comps of that era. The '77 Nationals at Mt Elephant in Victoria were won by another keen young tow graduate by the name of Rick Duncan. However this competition introduced many competitors to thermals. This was an accidental consequence of flying a volcanic plug in summer, with these unexpected blobs of lift tending to mess-up landing approaches, or by comparison the sink would reduce a flight to a rapid plummet to the bottom. By 1978 pilots had learnt a little more about the vagaries of convective lift and headed to Burra in SA hoping to test these new found skills. The weather unfortunately failed to co-operate (still seems to be a problem) and the ultimate winners/survivors were Steve Powter and Tim Travers in a tied result. Even though we had learnt how to utilise thermals, our competitions still revolved around pylon courses, with little or no allowances for pilots flying in dramatically varying conditions. In '79 and '80 the tow launch Nationals seemed to regain dominance, and it was not until 1981 at Mt Buffalo that the pilots started to demand greater organisation, and better tasks, that more realistically tested their free-flying skills and objectives.

1981-1985

(1981 Champ – Phil Mathewson; 1982 Champ – Steve Blenkinsop; 1983 Champ – Alan Daniel; 1984 Champ – Danny Scott; 1985 Champ – Phil Flentje)

This move to Mt Buffalo saw the change to true cross-country tasks take place, if only at a limited level. Phil Mathewson became National Champion. There were still pylon judges for short courses and duration tasks, but these were now interspersed with true cross-country days where "open distance" was all the rage as pilots daily improved on personal bests. The summer of '82 saw Steve Blenkinsop hold things down just long enough to earn the National Champ Title. However, early in that season Rob DeGroot produced a flight of 250km which ensured that the National Champs were bound to return to the Buffalo region. Drought conditions prevailed at Ben Nevis for the '83 Nationals, where smoke haze and raised dust from the devastating Ash Wednesday fires created problems for the photo turnpoints that had been introduced in order to provide longer tasks. The comps were run using a heats system with scores allocated for placing within the heat. Alan Daniel was victorious in '83, with Danny Scott and Phil Flentje being crowned National Champions in the '84 and '85 comps respectively. It was at Ben Nevis in 1984 that the 40 or so competition pilots that gathered in the Buangor Pub on a bad weather day, decided to form a Competitions Committee. The committee was elected from those gathered, with the major objective of developing and designing a better competition format and scoring system.

1986-1990

(1986 Champ – Steve Moyes; 1987 Champ – Rick Duncan; 1988 Champ – Rick Duncan; 1989 Champ – Ian Jarman; 1990 Champ – Steve Moyes)

With the HGFA considering a bid for the '87-'88 World Championships, the Nationals made their inevitable return to the Bright/ Buffalo area. The scoring system had changed; heats were still utilised, but pilots were now also scored against the field and upon relative performance. The number of pilots had increased to over 60, and the process of trialing comp formats and scoring systems had begun in earnest, albeit to a fair amount of criticism. Steve Moyes had taken the National Title, but with the increasing number of top overseas entrants, the actual first and second place getters were visitors.

The Comps Committee returned to the Swan Masters the following year with a whole new concept, computer trialed and tested at lesser comps. As this was the lead up meet to the next World Championships, 150 entrants put the system to the test. Rick Duncan could find no fault with the scoring system, nor with the flying. Twelve rounds with daily tasks averaging over 100km. But these were not open distance tasks. The equipment and competitor skill now allowed for more convenient yet more challenging out and return or triangular courses. The larger field required several launch sites to be utilised, with elimination rounds followed by a cut to a finals. A win at the Australian Championships was now indeed a great achievement. History now records that Rick's victory was a precursor to his leading the Australian Team to Individual and Team Gold at the following World Championships in 1988. The hosting of the Worlds saw the '88 Nationals postponed until October, and moved to Killarney in south-east Queensland. Once again Rick Duncan took the title of Australian Champ. With only fine tuning to the competition format the next two Nationals ran smoothly, but were as different as Killarney was to Ben Nevis.

It was back to Buffalo in '89 for another arduous 11-day event of eliminations and finals. Ian Jarman, the National Team Coach for the '88 and '89 World Championships, was a convincing winner, while at Corryong in 1990 Steve Moyes' consistency saw him take yet another title.

1991-1995

(1991 Champ – Steve Moyes; 1992 Champ – Mark Newland; 1993 Champ – Drew Cooper; 1994 Champ – Mark Newland; 1995 Champ – Mark Newland)

The 1991 Nationals returned to Mt Buffalo, where Steve Moyes successfully defended his

Gliding Championships

title in some fairly inverted conditions. The Open then moved to the HGFA national office location of Tumut, with once again some inverted and fairly stable conditions heralding the start of a long drought. Mark Newland was the highest placed Australian at the '92 Open, with Suchanek and the French beginning to show some real dominance. It had been quite a few years since the Open had been held in the Western Victorian area of Mt Cole-Ben Nevis, where Drew Cooper finally took the title in 1993.

Drew had been the No. 1 ranked pilot since 1991, and was to retain that ranking in 1994 when Mark Newland was to take the trophy back in an interesting battle at Mt Beauty. Mark maintained that good form to win in 1995 when the Open leapt back to the future as a tow meet in the drought stricken NSW western plains town of Hay. As usual the presence of a hang gliding event brought relieving rains to the farmers which created a nightmare for competition organisers.

1996-1999

(1996 Champ – Geoff Tulloch; 1997 Champ – Rohan Holtkamp; 1998 Champ – Joel Rebbechi; 1999 Champ – Grant Heaney) As the 90s drew to a close, the required pilot skill levels and the refinement of competition equipment continued to increase. A new professionalism was emerging, where competition pilots not only needed more airtime, they needed to supplement this with strength and endurance conditioning, technical understanding of the aviation sciences as well as often complex competition systems. Pilots with an ability to adapt to and use new technologies to best advantage gain a competitive edge.

The 1998 World Championships were held as a tow launch event at Forbes NSW. As expected the European teams continued their dominance, and although the Australian team took a credible fourth place behind Austria, Germany and Italy, it was apparent that some serious rebuilding of our elite performer stocks was overdue. It was no coincidence that the winners of our National Championship since 1996 were all on the team at Forbes. 1998 saw the use of GPS flight verification systems that ran off the existing track log functions of standard GPS instruments used successfully in competitions for the first time. This Australian bred system became set to replace photographs as the means of verifying competition flights.

2000-2001

(2000 Champ – Joel Rebbechi; 2001 Champ – Rohan Holtkamp)

The new millennium has GPS flight verification firmly entrenched as the primary means of flight verification for competition. The system pioneered by Tim Cummings has been copied around the world, and the Australian rules are the benchmark for the international rules.

The National competitions are tow events at Hay, with diminishing attendance by local pilots, but with generally good flying weather. The costs and pressures of high level competition diminishes our attendance at overseas competition, but there is a high level of European and American attendance at our events. The Australian pilots struggle on the international competition scene, and are dealt a further blow when a promising new competition pilot, Joel Rebbechi, who has become a major international threat, tragically dies.

2002-2003

(2002 Champ – Kraig Coomber; 2003 Champ – Kraig Coomber)

The Nationals were again tow competitions at Hay. The weather was not that good, with days being lost to strong winds in both competitions. Aerotowing is now firmly entrenched with a significant portion of the competition field opting for aerotow launches. Australian participation at the Nationals is becoming quite small, but strong interest from overseas pilots means that these events are successful events. Towing is the main competition format for the AAA sanction events, with Hay and Deniliquin hosting the premier competitions each year. Topless gliders are now essential for pilots wishing to get high ladder points, which has meant that pilots that are not able to purchase these new and significantly more expensive gliders are at a performance disadvantage. "Floater" gliders (slow flying with exposed crossbars), which are used as learner gliders (although many years ago they were the high performance super ships) have gained a new clientele from the ranks of the experienced pilots wanting to be able to fly the way they did in "the good old days", skimming sand dunes and just generally taking it easy. At the opposite end of the performance scale, cantilevered rigid wing gliders are also becoming popular. As a result of the changes to glider design, design classes have taken over from pilot

grades in terms of awards for pilots that are not towards the top of the National Ladder.

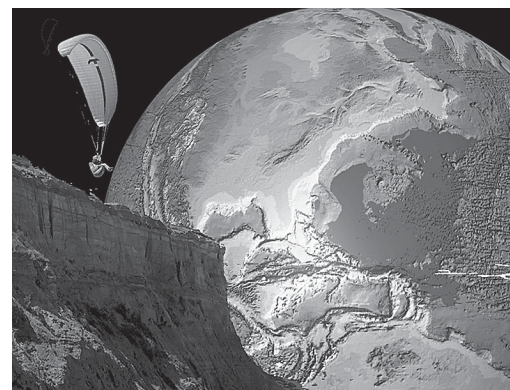
2004

(2004 Champ – Jon Durand Jnr)

After the breaking of a long running drought, the area surrounding Deniliquin is covered with thick grass. This presents a significant fire hazard and the Nationals are cancelled. The title of the Nationals is subsequently moved to Bogong, where most of the pilots are international competitors. Australian pilots are, however, making something of a comeback in respect to our performance on the international level, and whilst the de-facto Australian, Gerolf Heinrichs, wins the competition, the Aussies do well at this competition and at other international events. The topless gliders are now becoming the "normal" high performance glider, as more and more "weekend" pilots move to the new design. The town of Hay hosts the Pre-World competition and prepares for the World Championships in 2005.

THE FUTURE?

Australian pilots are once again heading overseas for competitions and flying holidays, and locally, the town of Hay will be overrun with foreign pilots at the World Championships. At the time of writing, Australia heads the international rankings, so we are making a significant impact on the world stage and only time will tell whether the mix of new pilots and old faces will get Australian pilots into the top places of the Australian Nationals once more.



Rob Lithgow soars the solar winds on the lunar landscape

Photo: Kate Lithgow

Conditions for flying over the last few weeks have been dismal, prompting Rob Lithgow to take his flying to new horizons. Conditions on the moon were ideal for a romantic weekend getaway and his wife Kate was able to take advantage of the great photo opportunity. Anyone wanting to join Rob on a more earthly adventure can feel free to check out our website for more info [www.adventureairsports.com.au]

GFA President's Report

R. J. (Bob) Hall

2004 Annual Council Meeting

This has been a very good year for the GFA, with consolidated gains in most areas. There have been significant improvements in services to members in many areas of GFA activities, particularly within the coaching area. Continuing responsible financial management within the GFA has allowed the level of costs and charges within the organisation to be kept at last year's levels. This has been despite continued extensive demands placed on GFA officers by external factors, specifically the CASA rewrite of the regulations, and airspace reform. It has also seen for the first time what now appears to be a consistent upwards trend in GFA membership. After many attempts at reform of the GFA management processes, there now seems to be a willingness within Council to embrace much needed reform.

These good outcomes have been primarily the result of the development of a very good team in both the Executive and the separate departments of the GFA. In particular: very significant improvements in the efficiency of the office, combined with increased memberships; very good safety outcomes as a result of good co-operation between Sporting and Operations; and no significant increase in insurance costs (despite the fact that much-vaunted changes in legislation have clearly not yet impacted insurance costs in general) have all combined to avoid what might well have been very significant increases in membership fees.

This has been achieved despite the continuing demands, on myself and other GFA officers, of the rewrite of our CASA regulations and airspace review. The cost of these two programs to the GFA is huge – not only in real dollar terms, but in the opportunity cost of programs delayed by the use of scarce personnel resources. I have attempted to manage this as best I can by ensuring that essential programs are affected as little as possible. However, one major area affected is communication. By the time we have done the work, we tend to run out of time to tell everyone what we are doing. I am addressing this matter, particularly as my involvement in the rewrite of our CASA regulations decreases.

I will review our current progress, taking each department at a time, and then look to the future changes.

Development

Clearly the biggest success of the year is the outcome achieved by the implementation

of the GFA Development Plan. This plan is the final outcome of considerable effort and discussion over many years. The approach concentrates on assisting the clubs to achieve their chosen goals better, and then, after accreditation, provides for marketing of the participating clubs through the website and other places.

This has achieved an average growth rate of approximately 5% per year for the last two years – an excellent start, and very significantly different from the many years of slow decline.

It is very important that we pick this up and continue to evolve this development approach, as well as now moving to a more concerted marketing of our sport.

Treasury and Finances

Beryl Hartley, our treasurer, keeps a very tight and professional reign on our finances, and has completed the modernisation of our financial management within the GFA. The last financial year resulted in a modest profit, and continues the policy set down by Council some years ago of achieving balanced budgets and maintaining reserves to be able to meet challenges in these uncertain times – particularly within the regulatory areas.

Insurance

The advice we have received, and the experience of other similar organisations, shows that the changes to liability legislation have not yet impacted insurance costs. Nevertheless, we have achieved a situation in which our insurance costs have not increased significantly this year. This is partly because of careful targeting of our insurance, but mostly because of the co-operative success of Operations, Sporting and all our pilots in keeping our accident record down.

GFA Office

Changes made within the office have transformed the efficiency of this facility. The staff work harmoniously and effectively, and multi-skilling allows the function in the office to be serviced even in the absence of individual personnel.

The upgrading of our membership database was well under way when we found that technical support for the old system (Clubmate) was no longer available. The new system is a significant investment, but is already delivering improved service and reduced costs. The software is expandable, and will satisfy our needs for the foreseeable future. (It is the same software independently chosen by the HGFA.)

Sporting

Last year I was able to recognise the very good work being done here on coaching at all levels – entrance, advanced and elite. This year has seen this consolidated, with much improved coaching activity at all these levels. Particularly pleasing is the encouragement of junior competition pilots, with targeted mentoring of junior pilots and the advent of a Junior Nationals. There is preliminary evidence that this is affecting retention of members beyond the first year. A very pleasing development.

Airworthiness

John Ashford has passed the job of Chairman of the Technical Committee to Len Diekman. We owe John a very great debt of gratitude. He did two stints in this position – coming in the second time with little notice and many other commitments. John will continue to hold the delegations from CASA as Chief Technical Officer.

Len Diekman took over this year as Chairman of the Technical Committee, and with John Viney is setting about dealing with the changes required by the rewrite of our CASA regulations, and looking to the opportunities for the future with different types of aircraft and launching methods.

We also need to implement a development plan in this area. We face a loss of experienced airworthiness personnel, and specifically a loss of experienced workshops. The GFA needs to develop and mentor those with an interest in this area. Work to maintain our old gliders is very important, but we also need to be sure we can service our operational fleet as well. Len is well aware of this need, but the clubs and the GFA can assist by identifying those interested and mentoring their training.

Operations

The advent of regional Operations Committee has been a success. This has added to the long-achieved success of the Operations panel by providing more personnel for club visits and an important forum for discussion of operational issues. Club visits are now largely up-to-date, with those outstanding at any one time being either inactive clubs or clubs only just due for review. If we remove inactive clubs and those which are only three months overdue for a visit, we are left with only the rare exception. (A three-month leeway is the CASA standard for such reviews.)

Website restructure

The GFA web presence is in urgent need of redevelopment. A new site [www.sailing.org.au]

com.au] has been developed as the primary promotion site to non-members. The current site [www.gfa.org.au] is being restructured to meet the needs of members. A totally redesigned site containing essentially the same information as on the existing site will be ready for implementation shortly. Once this is complete, we will be looking for suggestions as to additional matters to be included on this site.

Future Directions

Many of you will have seen proposals for change to the management processes and structure of the GFA. Those who have followed these matters will perhaps see a similarity between these and proposals made some years ago. These proposals have tended to concentrate on process and structure rather than outcomes. Experience shows that if we are to achieve the desired changes, we must concentrate on the desired outcomes, not the structure and processes we think will facilitate these outcomes.

I have dealt with this in a previous article – but some more discussion here seems desirable.

GFA Management Processes

It is in this area that it is most important to concentrate on outcomes rather than process and structure. The outcomes we want are improved efficiency, communication and transparency of policy determination, effective implementation, and an annual meeting which provides a focus for GFA members. We also must continue to achieve good corporate governance.

As I have said before, 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 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 as a national

sporting body, imposes a requirement for both stability and a need to consult on all significant matters of policy. These aspects of the GFA mean that 'in the normal course', anyone who wishes to fly a glider in Australia must do so under the GFA. In a very real sense the GFA must do its best to be 'all things to all pilots', and this places an important requirement on the GFA for good corporate governance. It is because of this fact that the previous attempt to reform the management of the GFA consumed three years of ongoing negotiation and discussion, which finally led to the compromise encoded in the new articles agreed only last year. We have had this discussion, and we must not lightly overturn this outcome.

However, the above objectives are worthwhile, and, as I have already said in a previous article, I believe that we can implement these changes without significant change to the structures created to ensure this good governance.

The management of the GFA is currently achieved by the combination of Council – responsible for policy – and the Executive – responsible for implementation. These separate tasks require different bodies and processes to be efficient. Also, the cornerstone of good corporate governance is a separation of powers between these two functions combined with good coordination and cooperation between policy setting by Council (Board) and implementation (Executive).

Examination of current proposals shows that all the desired outcomes can be achieved by more regular meetings of a smaller body charged with the work involved in policy setting, combined with an annual meeting which acts as a focus for the membership.

The Executive needs its current composition to be effective and, assuming effective policy settings, does not need to be larger – except that proposals for a further department, Development and

Marketing (see below), would mean one additional member. This would make an executive of eight people; more than this would be counterproductive.

The operation of Council in setting policy is inhibited by the sheer number of members (21 now, 16 in the new articles) and having only one meeting per year. This larger number allows opportunity for workshopping and canvassing of views and opinions, but inhibits the actual work of policy determination. This difficulty has been recognised for some time, and is partly addressed by holding extended executive meetings (normally in February). These are attended by the Executive and one representative from each state – 11 in all, a much more manageable number. These meetings have been very effective.

The proposal is that the work of policy-setting be carried out by a reformed Council, to be called the 'Board', with the same composition as the extended Executive meetings. The number of such meetings would be determined by the required workload of policy setting.

The annual meeting can then be a gliding convention. Controversial issues can be canvassed more widely and workshopped if necessary. These meetings

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would be open to all members who wish to attend. The meeting could include a question-and-answer session, allowing any member to question policy and/or implementation issues of interest. Papers could be presented on any or all issues of interest to the members – sporting, operations, airworthiness, insurance, administration of the GFA, clubs or state association/regional committees. Outside speakers could be invited to talk on matters of interest to the movement, etc.

This last concept of a gliding convention as the annual meeting with the (boring) work done between annual meetings is, I think, the really exciting and worthwhile suggested change with the capability to transform GFA management.

Some have suggested that the GFA management could be simplified to a single body, and quote other sport and recreational aviation bodies as examples. These comments fail to understand the management structure of these similar bodies. The actual difference between the GFA and these bodies is that they give executive authority to a paid equivalent of a CEO. In these organisations, the executive authority exercised by these paid personnel is very clearly independent of, but reporting to, their board – as is the case for the GFA Executive and Council. As a matter of policy, the GFA does not give executive authority to paid personnel and, while I support the continuation of that policy because it is more democratic, if we were to move to a single elected body we would have to employ an appropriate CEO.

I repeat, the cornerstone of good corporate governance is the relationship between, and a separation of powers between, policy setting and implementation. We must not eliminate this essential feature of our management system.

Development and Marketing Committee

Again, I will concentrate on the outcomes as there remains some discussion regarding the structure, and who will pick up which functions.

The amount of work behind the current GFA development plan and the initial success of this approach suggests to me that it is important to continue its implementation – concentrating on support for club management to identify, refine and implement their own plans for the clubs, and then the provision of targeted promotion of these clubs.

It is now also recognised that it is time to further develop a coordinated marketing approach.

If we are to replace the Annual Council Meeting with a gliding convention, we will need a group to plan and implement this proposal.

Combined with this is an opportunity to provide technical backup for club management, such as software development and other management tools.

And finally, we need a group prepared to coordinate airshows, etc, which can be seen as an important part of the Development and Marketing program.

I am sure that if we can put in place an additional department which takes a broad look at these issues, they will find other objectives worth pursuing. Currently, there is interest in a marketing group. I am hoping this group will look at the broader objectives above. It does not need to be the same group of people, and if this group wishes to limit its activities to marketing we may need to look for others who will pursue the other objectives. If we cannot find people inspired to attempt these objectives, they will lapse.

External Issues: Rewrite of CASA Regulations

This year saw some success in this area at last. The combination of the intervention of the Minister (the Deputy Prime Minister, John Anderson) and a new CEO for CASA resulted in acceptance of a policy on the regulation of sport aviation which is acceptable to us, and which continues the current situation that has worked well for more than 50 years.

At this time it is perhaps important to be sure that all understand what we have agreed. Australia is unique in that the individual sport aviation bodies self-regulate on behalf of CASA. This facilitates the regulation of our sport under the control of clubs via peer group review, and delivers excellent – world benchmark – safety outcomes combined with a maximum of freedom and independence. The benefit to the nation is that this costs CASA less than 10% of what it would cost CASA to do the same job.

To date, the agreed details of the proposed regulations put these principles in place, with the GFA retaining control over our MOSP while CASA retains the right of veto on safety grounds (only), so that it can meet its legislated requirements for safety in aviation. We still need to finalise these details, and after early rapid progress, CASA now seems to be slow to finalise the relevant regulations – now called CASR 149 and 103.

These new regulations will impose even further load on our volunteer system, and we will be negotiating with CASA on increased

payment to cover our costs. We have been doing this work on behalf of CASA in a very cost-effective manner, with no increasing payment, for many years.

Airspace Reform

As most will know, Airservices attempted to 'roll back' the recent airspace changes (referred to as the Stage 2b changes) involving the rollout of Class E airspace. I have discussed these changes elsewhere and will be providing more details soon. Here it suffices to say that this proposal to roll back an airspace model which has just been implemented was extraordinary to say the least, and has resulted in huge costs to the aviation industry including the GFA and Airservices themselves. Along with ASAC (Australian Sport Aviation Confederation) we opposed this roll back. While the final decision has yet to be made, it is clear that our actions prevented this immediate roll back, and seems likely to limit the extent of changes to significant but not onerous 'enhancement' to the current model. Roll back remains unacceptable to us, and will be opposed unless justified on safety grounds. More as soon as any decision is made. This should hopefully be before the ACM.

Removal of MBZ

The next stage of the airspace reform is the proposed move to the US CTAF procedures. These are different to Australian CTAF procedures, and a pilot training and education package will be delivered before these changes are introduced. The major difference is that radio use is 'recommended', not mandatory, for radio-equipped aircraft. The outcome is yet to be decided, however I expect a decision soon.

Final Comments

Finally, I think it is appropriate for me to thank all members of the GFA team for their support, and to indicate my plans for the future. I would like to see the external issues of airspace reform and the CASA rewrite of our regulations finalised, as well as at least the initial implementation of the proposed reform of GFA management processes. These three issues depend significantly on considerable background experience. Accordingly I will be prepared to serve as President for at least the next year, and possibly the following, if these matters are still running. After that I will be retiring. I am aware that some are ready to take up the challenge, and by that time I am sure I will be able hand the job over with confidence for the future.



Camden Sailplanes

Just a note to let you know Camden Sailplanes is available for all glider work at the old T&J hangar at Camden. Phone (02) 4655 7079. Cliff Wylie

Last Call for Entries for the Jimbour Wines Australian National Gliding Championships

By the time you read this it will be less than two months until the Nationals start. Please remember that while the entry fee is only \$280, a late fee of \$70 applies to any entries received after 20 August 2004.

We want to organise a really good Nationals, and the sooner we know how many competitors are coming, the better we can be organised for your arrival. Please help us to help you by getting your entry in as soon as possible.

Organisation is proceeding well, with key people identified for the many roles that must be performed every day. We are talking to all the local media in the hope of getting good media coverage, and we are receiving excellent cooperation from the Toowoomba and Golden West Regional Tourist Association.

The official opening for the competition will be held on the evening of Tuesday 5 October at Jimbour House. This will give all competitors, crews and organisers the chance to experience the splendour of Jimbour House, taste some of their wines, and enjoy a relaxing evening before the first competition day on Wednesday 6 October.

The Nationals entry form was included in last 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>.

Ralph Henderson

New Marketing Plans to Grow Glider Numbers

New Zealand's new commercial gliding operator, Southern Soaring, announced a number of initiatives designed to boost interest in gliding and also to build innovative links with gliding clubs – both in New Zealand and around the world.



Peter Newport
August 2004

Peter Newport, Commercial Director of Southern Soaring said that one key to the global challenge of declining membership numbers is to target people who want to learn to fly in a short intensive time-frame.

"Gliding needs more new pilots – and these new pilots have never been more demanding. They want new aircraft, they want to go solo quickly and they have money to spend," he says.

Southern Soaring plans to target this new market and hopes that its operation at Omarama will feed many new members into the New Zealand and overseas club network.

"My observation is that it can take five or ten or more flights to really understand what gliding is all about – to get addicted. An intensive course is essential to avoid these vital new entrants from dropping out of the system. Clubs have a critical role to play, but we think we can get this type of new pilot hooked on gliding more easily than the clubs," said Newport.

Southern Soaring has opened talks with Gliding New Zealand to look at ways of formalising this "incubator" role. Initiatives could include co-funded advertising campaigns targeting new pilots – and introduction fees to clubs for sending ab initio pilots to Omarama.

Peter Newport stressed the critical nature of a new pilot's first gliding experience. *"They need total support, they need to be nurtured and they need to be able to fly a lot in good weather conditions within a short space of time. If we lose them during these vital early days – we have probably lost them forever."* he says.

Southern Soaring has acquired the Alpine Soaring business from Doug Hamilton, who is staying on as Chief Flying Instructor and as a business consultant.

"My experience of learning to fly at Omarama with Alpine Soaring was one of the best of my life," said Peter Newport. *"Doug has created a relaxed, professional and social atmosphere which we will preserve and amplify. If we can duplicate the experience I had as a new pilot then we'll enjoy huge success and end up putting a lot of new members into the club system."*

Southern Soaring's new website is now live at [www.soaring.co.nz] and the company wants to open talks with all clubs in order to put together packages which will encourage new membership.

For further information contact: Megan Nagel, Communications Director, ph: +64 4 4994551 or <megan.nagel@soaring.co.nz>.
Megan Nagle

Amendments to listings in "Manufacturers and Agents Contacts" (p39, June issue):

Schempp-Hirth Flugzeugbau GmbH
Krebenstraße 25, D-73230 Kirchheim/Teck, Germany

Ph +49 7021 7298 0

Fax +49 7021 7298 199

Email: <info@schempp-hirth.com>

Australian representative: Chris Kiehn

PO Box 287 Port Macquarie NSW 2444

Ph: 65826446, Fax: 65827431

Email: <fibremites@ozemail.com.au>.

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Fax: +55 51 3371 1655

Web site: [www.ximango.com]

Australian representative: Chris Kiehn

PO Box 287 Port Macquarie NSW 2444

Ph: 65826446, Fax: 65827431

Email: <fibremites@ozemail.com.au>.



GFA Flying Awards 2003-2004

Fred Foord, GFA Trophies Officer

I am pleased to advise the results of the GFA Flying Awards trophies for the year 2003-2004, as called for in the May issue of Soaring Australia. Presentations are normally made to the winners or their representatives at the GFA ACM Dinner, which is to be in Melbourne on 11 September 2004.

Gain of Height:

Martin Warner Trophy

Claims:

James Cooper, 18,907ft (13 July 2003)

Richard Agnew, 23,003ft (31 August 2003)

Terry Belair, 19,183ft (3 January 2004)

Awarded to Richard Agnew of Canberra GC.

Distance:

Wally Woods Trophy, Distance

Bob Irvine Trophy, Handicap Distance Points

Claims:

James Cooper, 797km (8 November 2003)

SZD 55, x 1.00 = 797

Kerrie Claffey, 771.7km (23 November 2003)

Discus b, x 1.00 = 771.7

Tom Claffey, 771.7km (22 November 2003)

ASW28, x 0.98 = 756.266

Simon Holding, 761.7km (16 January 2004)

Std Cirrus, x 1.10 = 837.87

Wally Woods Trophy awarded to James Cooper of GCWA.

Bob Irvine Trophy awarded to Simon Holding of Alice Springs GC.



HGFA General Manager's Report

HGFA ACTING GENERAL MANAGER

Stewart Dennis
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Ph/fax 02 6247 0008
Mobile 0417 766356
Email <general.manager@hgfa.asn.au>

Acting General Manager's Report

Stewart Dennis

General Manager Arrangements

As many of you will know, Craig Worth was unable to return and Damien Gates (Tex) had already made other arrangements, so I've been asked to step in for a few weeks while a new General Manager is recruited. By the time you read this, the appointment will have been made, so the next issue of Soaring Australia will contain an element of suspense as you wait to see who will write next month's GM report!

It's hard to appreciate the sheer volume and variety (and complexity) of matters that require a GM's attention, the amount of reading and correspondence, until you actually see them first hand. I had some idea through a couple of years on the HGFA Board of management – but when you've got the whole array of files before you it's pretty impressive. Craig and Tex have left some very big boots to fill.

Class E Airspace

We have been advised by CASA in late May (a few weeks ago as I write) that the International Civil Aviation Organisation (ICAO) considers Class E airspace to be "Controlled Airspace" even though it is only controlled for IFR aircraft, not VFR aircraft like ours, and that we are not allowed in it because our Civil Aviation Orders 95.8, 95.10 and 95.32 prohibit us from flying in Controlled Airspace (you can read the CAOs in our Operations Manual). What it means is that we would have a ceiling of 8,500ft over many of our more populated areas (your club should be able to tell you if your area is affected, maps can usually be found in a shop at General Aviation airports).

Needless to say, we are fighting it, questioning the interpretation and pursuing a speedy solution to the situation, an amendment to the CAOs being an option. Class E was introduced in 1998 to provide services

for IFR aircraft in part of what was Class G airspace; it was NOT introduced to exclude existing users such as us.

Medicals for Passenger-Carrying Endorsements

You should book your medicals several weeks earlier than usual – you might need to get an Aviation Reference Number this time. Read the article, 'HGFA Passenger-Carrying Pilots', this issue for details.

Safety and Operations Meeting

The Safety and Operations Meeting was held 16 June in Sydney. The main items discussed were as follows:

Airworthiness of secondhand equipment:

The maintenance lists in the Operations Manual will be converted into easy-to-use check sheets of airworthiness. Simply read through the sheet and tick the boxes as you do each item of maintenance. Both buyer and seller are strongly encouraged to go through this procedure together when equipment is sold. The buyer should consider getting the equipment checked independently (instructor, SSO or other experienced pilot). Equipment that is not airworthy can bring unpleasant surprises – think about the consequences of a long stay in hospital.

Hang gliding restricted licence:

The option of doing the training for unassisted launches on flat ground was supported. If adopted this will allow a restricted hang gliding licence to be gained by a combination of flat ground training and towing.

Motorised paragliding:

A training syllabus is being formulated for motorised-only training, for later presentation to the Safety and Operations Committee.

Competition Committee Meeting

The Competition Committee meeting was held at Canungra on 30 to 31 May (with enthusiasm but without wings). There was some significant tidying up of the manual and a provisional competition calendar was drawn up for next season.

Priority entry to competitions to be applied up to a set date, after which it becomes "first come first in" until the

competition is full. So if you're a high-ranked pilot make sure you contact the competition organiser before that date, otherwise you'll join the waiting list...

See the minutes on the web for further details and changes to the Competition Manual.

Accident Reports

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

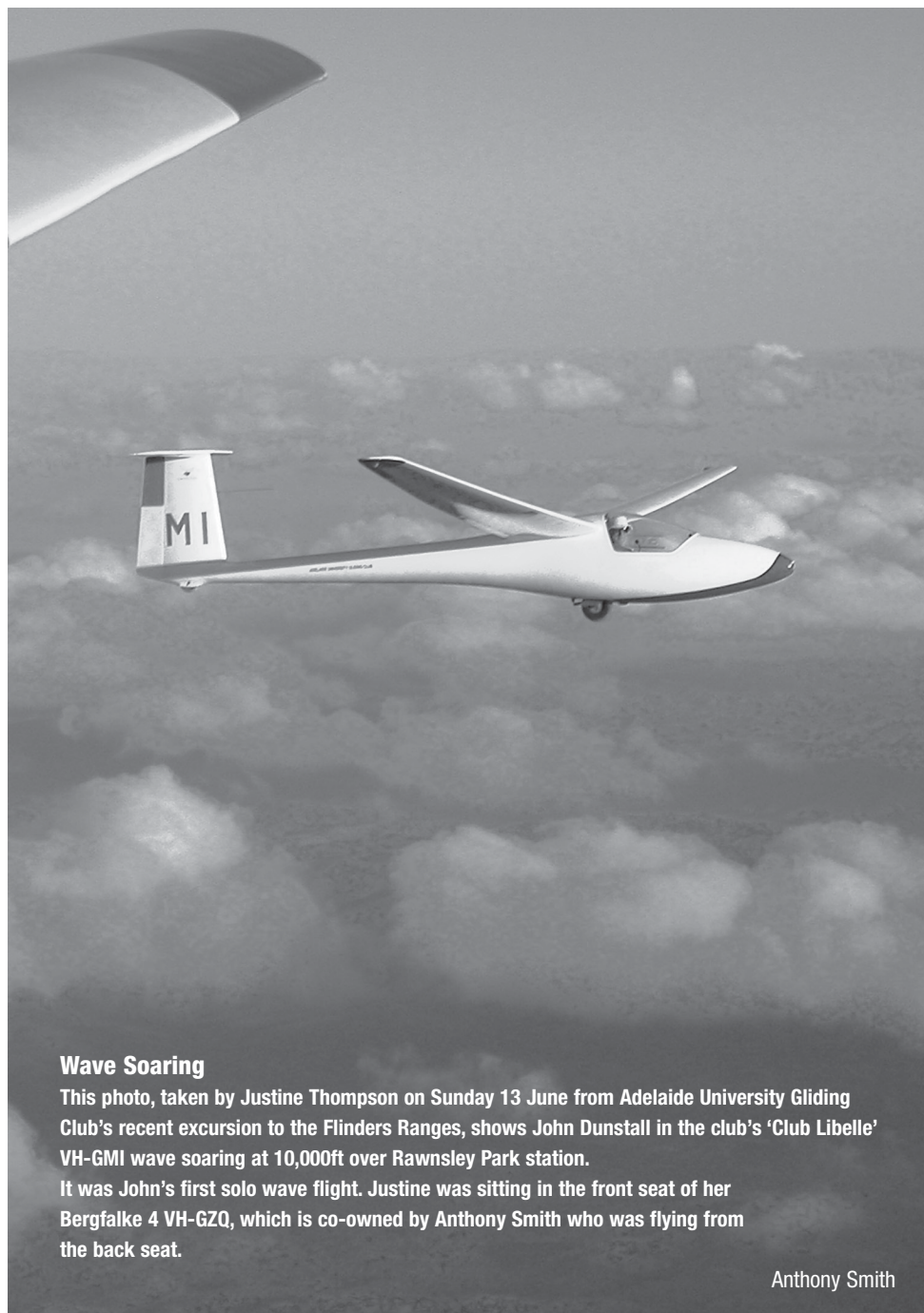
No 1

Until just before the time of writing there had been none, then tragedy: a fatal motorised paragliding accident. It appears that inexperience and unrecognised strong winds above were factors. The possible breaking of a morning inversion? The wind was light on the ground in the early morning but at some height (over 1,000ft agl?) the glider was steadily blown backwards until the pilot eventually reduced altitude. The glider disappeared from view when low, obscured by vegetation several kilometres away. The accident is under investigation and a final report is pending.

As a general comment, remember we are small ships on a big sea. The smaller your aircraft is, the more important an understanding of the weather is – for your safety. Get the forecast. If you have internet access, check the Aviation weather on [www.bom.gov.au] – it's still available for free under a username and password which can be found on the site (though it may at some time in the future be available only on a "user pays" basis). The site gives you wind strength and direction at different altitudes as well as other useful information. When flying, bear in mind alternative safe landing options in case your primary landing choice is not reachable.



Letters to the Editors • • • • •



Wave Soaring

This photo, taken by Justine Thompson on Sunday 13 June from Adelaide University Gliding Club's recent excursion to the Flinders Ranges, shows John Dunstall in the club's 'Club Libelle' VH-GMI wave soaring at 10,000ft over Rawnsley Park station.

It was John's first solo wave flight. Justine was sitting in the front seat of her Bergfalke 4 VH-GZQ, which is co-owned by Anthony Smith who was flying from the back seat.

Anthony Smith

A Day in the Life...

I thoroughly enjoyed reading "A Day In The Life" by Taff (page 10, June '04 issue). It was so good that I read it aloud to my twin brother, Richard, as he was preparing lunch. Richard had to ask me a number of times to re-read some sentences, as I was fairly splitting my sides with mirth. I do not know who Taff is, but I imagine he must be a very patient senior instructor who has brilliantly portrayed the humour and undying patience needed to politely answer a range of telephone calls enquiring about your challenging and exciting sport of paragliding. His clear portrayal of the 'know it all' type and the fashion conscious

neophyte, to the reckless beginner, is absolutely brilliant. I myself am not a paraglider pilot, nor a hang glider pilot, but enjoy watching your sport and reading about your adventures and the large distances you can fly. Since I was 20 years of age I have been a sailplane pilot, having learnt to glide at Cunderdin in Western Australia in 1959. I would like to let Taff know how much I have enjoyed reading his article, for I would love to read a similarly hilarious article from a GFA angle in this magazine. I enjoy flying the local wave here at Ararat in the Grampians region of Victoria, where some of my fellow pilots have reached the dizzy heights of over 24,000ft. My

twin, Richard, is one of our four tow pilots who fly our Callair towplane FBS.

Henry Leschen

Third Person

Many thanks indeed for all 'Soaring Australia' does in helping to keep our community together and safe, and for the important role accident reports play – "prevention is better than cure." In my experience, it has been more helpful when the pilot who had the mishap recorded it, where possible. This gives the events more 'immediacy', making the message more effective. I wonder if it's possible that our present practice of having the accident reports in this magazine in the second or third person loses something? Something to consider.

Lance Keough

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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 2004

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 Canungra Classic 2004 ("Back to Base")

25 September – 2 October 2004

Canungra, SE Queensland. We're going home to where it all began. Back to Moriarty Hall, in the heart of Canungra. Back to bigger parties, our own bar, great food, swimming pool, skate park, red faces, film nights, touch footy, cricket, pool comps, glider simulators, fun for the whole family. Pilot numbers are limited to 75 so book now. Registration day Friday 24 September.

Entry fee: \$180, site fee: \$40, late fee: \$40 (for payments after 1 September). GPS mandatory, int. pilot rating with inland experience. Camping is available at the showground, five minutes walk from HQ. Or alternately you can book accommodation with one of the hotels in town. For accommodation information visit [www.triptera.com.au/canungra/area/index.html]. For registration go to [www.hgfa.asn.au/~registration/index.php]. (Entry not confirmed until payment received. Payment by cheque or money order to "Canungra Classic". Send to Rod Stead, 9 Griffith St, North Tamborine 4272). For entry enquiries contact Rod Stead on 0428 132215, 07 55450969 or email <canungrahg@hotmail.com>. For all further enquiries contact Jay Longden on 0407 674094. Don't miss the best comp of the year!

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. PG 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 \$3,500 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 [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 – 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].

Gliding 75th anniversary

6-7 November 2004

Pallamanna aerodrome, Murray Bridge, SA. Glider static display and demonstration flying, celebrating the 75th anniversary of gliding as an organised sport. See [www.aus-soaring.on.net/

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saga/index.html]. Contact: Emilis Prelgauskas,
<emilis@lm.net.au>.

Narromine 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

5-11 December 2004

Temora, NSW. Please note the above change to the previously advertised contest dates. Practice will be held on 4 December.

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>.

2005 National Club Class Competition

9-21 January 2005

Waikerie Aerodrome, SA. Practice day on Monday 9 January. Contact: <john.hudson@santos.com> or <hudson@senet.com.au>; ph: 08 8224 7784 or 08 8272 5929.

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 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>.

Bogong Cup Hang Gliding Championship

22-29 January 2005

Mt Beauty, Victoria. AA Sanction, entry \$195. Practise day and registration 21 January. Open, Kingpost, Floater & Female categories. Strictly 70 places. Minimum rating Int. Website TBA. For more info, please email <binder_carol@hotmail.com>, ph: 03 5750 1507 or 0417 311360.

OVERSEAS

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 Freestyle 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].

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. The Milan Section of AIDAA (Associazione Italiana di Aerotecnica & Astronautica) is the main sponsor of this international congress. 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 Kensche 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).

Contact Addresses

GFA

NSW Gliding Association (NSWGA)

Australian Air League

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

Australian Soaring Centre

PO Box 1315, Byron Bay NSW 2481.

Bathurst Soaring Club

PO Box 1682, Bathurst NSW 2795.

Byron Power Gliding Club

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

Byron Soaring Centre & Aeroclub

PO Box 549, Byron Bay NSW 2481
02 66844244.

Canberra Gliding Club

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

Central Coast Soaring Club

PO Box 1323, Gosford South NSW 2250, 02 49727240.

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 9881795 (weekends).

Stirlings Gliding Club

c/o Post Office, Lower King WA 6330.

WA Squadron Australian Air Force Cadets

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

HGFA

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

HGFA National Office

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

HGFA 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 Mentés 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 9537

6204, <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

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

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: David Holgate 0410 112381, <david.holgate@hotmail.com>; Vice-Pres: Meg Butler 0408 446358, <m_mega39@hotmail.com>; SSO: James Thompson 0418 686199; Trs: Mick O'Sullivan 0413 182627.

Illawarra Hang Gliding Club Inc.

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

Kosciusko Alpine Paragliding Club

[www.homestead.com/kapc]; Pres: James Ryrie 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 HGPG Club

Pres: Nigel Lelean 0419 442597, <nlealean@smarthat.net.au>; SSO: Jason Turner 0419 997196, <jasonflys@hotmail.com>.

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

Pres: Steve Phillips 0408 662608, <stephenphillips@optusnet.com.au>; Trs: Jim Gaal 0414 799822, <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/dynal].

Melbourne Hang Gliding Club Inc.

PO Box 8057, Camberwell North VIC 3124; [www.hgfa.asn.au/~melbourne], <melbourne@hgfa.asn.au>. Pres: Vanessa Sparke 03 94583780; Sec: Steven Ross 0410 600 595; SSO: Peter Batchelor 0417 379069. Meetings 3rd Wed/month at 6:30pm at the Palace Hotel, 893 Burke Rd, Camberwell.

North East Victoria HG Club Inc.

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

Sky High Paragliding Club

[www.skyhighparagliding.org]; Pres: Colin

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.

Acting General Manager, HGFA

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/vhwc]. 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,

<daman@bachomp.net>; SSO: Rohan

Holtkamp 0409 678734, <dynamic

@netconnect.com.au>. Meetings: Last Sat/

month, The Golden Age Hotel, Beaufort.

Queensland**Cairns Hang Gliding Club**

Pres: Russell Krautz <krautzrl@yahoo.com.au>; V-Pres: Joe Reyes 07 40555553,

<reyes@ledanet.com.au>; Sec: Lance Keough

07 40912117, 31 Holm St, Atherton QLD 4883;

Trs: Nev Akers

07 40532586, <nevjoy@ozemail.com.au>.

Canungra Hang Gliding Club Inc.

PO Box 41, Canungra QLD 4275; [www.chgc.asn.au]. Pres: Brandon O'Donnell 07

33999850 (h), 0416 089889, <olofly_@

hotmail.com>; V-Pres: Raphael Mackay 07

55345190; Sec: Col Hjortshoj 07 55437248 (h),

0429 312067, <col61@gil.com.au>; SSO (PG):

Rob Wilton 0418 732325, <robertmarie.wilton@bigpond.com>;

SSO (HG): Ken Hill 07 55435631, 0418 188655,

<kenhill@iprimus.com.au>.

Central Queensland Skyriders Inc.

915 Yeppoon Rd Iron Pot Qld 4701. Pres: Bob

Pizzey 07 49387607; Sec: Grant Suthers 07

49361790; SSO: Alistair Dixon 49861984;

Towing Biloela: 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 Commis-

sioners Flat Rd, Peachester QLD 4519, 07

54949579; Trs: Kim Hodson, 16 Gizah St,

Enoggera QLD 4051, 07 33541910; SSO (HG):

Russell Groves 07 54450084.

Dalby Hang Gliding Club

27 Van Gogh Pl., Mackenzie QLD 4152, [www.hgfa.asn.au/~dhgc]; Pres: Daron Hodder 0413

515160, <daron@powerup.com.au>; Sec: Rod

Flockhart 07 32193442, 0412 882639,

<flockhartrod@hotmail.com>; SSO: Jason Reid

0418 771400; Trs: Cameron McNeill 07

38913457.

Sunshine Coast Hang Gliding Club

PO Box 227, Rainbow Beach QLD 4581;

<intheir@ozemail.com.au>. Pres: Mark

Savage 07 54416423, <marksavage@dart.net.au>; Sec/SSO (PG): Jean-Luc Lejaille, 0418

754157, <rainbow_flyer@hotmail.com.au>; Trs: Michael Powell, 07 54425568

SSO (HG): David Cookman 07 54498573.

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: Ricky Jones 08 89551088, 0402 805

099. Please contact for paramotoring,

PG ridge soaring & thermal flying.

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 0427 950556; Sec:

John Middleweek 08 98412096, fax: 08

98412096.

ALBANY HG CLUB WA**Cloudbase Paragliding Club Inc.**

334 Belmont Ave Kewdale WA 6105. Mes-

sagebank 08 94875253; Pres: Wieslaw

Zdanowicz, 08 92493707, <spoton@starwon.com.au>; V-Pres: Robin Rankin, 0407 441

463; Sec: Mike Duffy, 16/3-5 Geddes St, Vic

Park, WA 6100, 08 92771906, <MikeDuffy@graduate.uwa.edu.au>. Trs: Colin Brown 08

94594594, <cobrown@bigpond.com>.

Meetings: 2nd Wed/month 8pm, Rosie O'Grady's

Pub, South Perth.

Goldfields Dust Devils Inc.

9 Broadarrow Rd, Kalgoorlie WA 6430. Pres:

Murray Wood 08 90215771, <dustdevils@

hgfa.asn.au>; Sec: Peter Cepuritis 08 9022

2084, <pcepuritis@kcal.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@iinet.net.au>; SSO: Sam Blight 08 93363738.

Meetings: Last Tues/month, 7.30pm, Rosie

O'Grady's Pub, South Perth.



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GFA

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TUG PILOT: The Gliding Club of Victoria needs a tug pilot for its 2004/5 mid-week operation at Benalla. At least a PPL, 100 hrs experience & a tailwheel endorsement are required. An opportunity to build up hrs & experience. Ph: Secretary 03 57621058 or <gliding@benalla.net.au>.

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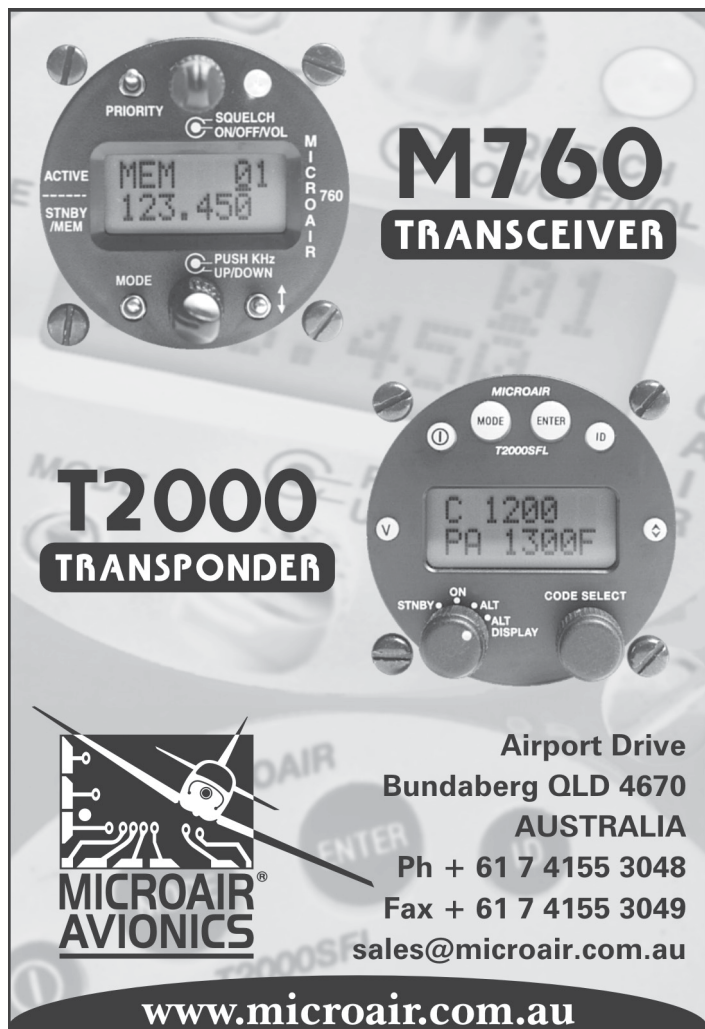
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