

# Soaring AUSTRALIA

**December 2004**



**Paragliding Nationals**



**Flying over Everest**



**A Pik-Me-Up**





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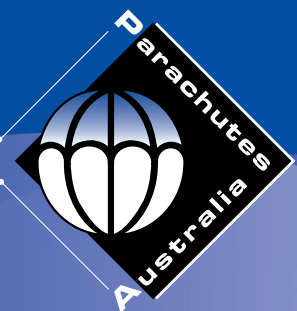
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# December 2004



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## Soaring AUSTRALIA



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

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Contributions are always needed. Articles, photographs and illustrations are all welcome although the editors and the GFA and HGFA Board reserve the right to edit or delete contributions where necessary. Articles of unknown origin will not be published. All contributions should be accompanied by the contributor's name, address and membership number for verification purposes.

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

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25th of each month, five weeks prior to publication.  
Photos and materials will be returned after publication only if a stamped, self-addressed envelope is supplied.  
Otherwise, photographs, whether published or not, will be filed and may be used subsequently in further publications.

Drawings, maps, cartoons, diagrams, etc. should be in black ink on white paper. Lettering may be pencilled lightly but clearly on the drawing, for typesetting.

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





Robert Hart

## KINGAROY

September saw the start of the competition season in Queensland.

The Queensland State competition at Kingaroy commenced proceedings, followed, after a two-day break by the multi-class Nationals being held at Dalby and organised by the Darling Downs Soaring Club. Alice was booked to appear at both events. For the Kingaroy competition, I flew her solo but Brian joined me for the Nationals.

Practice day at Kingaroy (25 September) saw us off on an AAT, heading north to Murgon, south-west to Bell across the Bunya Mountains and then home. Travelling north, the smoke from fires looked a bit thick, so Alice and I chose to turn for Bell sooner rather than later. We then went deeper into the Bell sector than we really should have and managed only a distinctly ordinary 97km/h.

As there were enough aircraft in each of the four FAI classes at Kingaroy, it was decided to run open, 18m, 15m and Standard Classes (along with a Club Class). Alice, due to her mature age, was permitted to fly in the 18m Class, despite her 20.5m wingspan.

Day one saw the 18m Class despatched on another AAT to Dalby, Miles and return. For Alice and I it was a rather ordinary (for Queensland) day, that took a while to get going and topped out at just over 8,000ft. We managed a miserable 93km/h. As I had rather hoped to improve on each successive day, this was not going well! Note to self: try harder tomorrow!

Day two saw us tasked with a racing task north up to Ban Ban and thence to Chinchilla and home. This was going to be interesting as I had not ventured this far north before. The fires were still burning but looking north before the start the visibility was

better than the practice day. After a struggle, Alice and I reached 6,000ft (qnh) and set off up the Kingaroy valley, with rather unfriendly country to either side. In fairly short order we were down to just 2,000ft agl north or Wondai but we struggled on in week lift to Ban Ban. The trace shows we did not average more than 3.6kt in any thermal for this leg! After turning Ban Ban, things did improve and we managed a 5.9kt climb to nearly 7,000ft (qnh) and later reached 7,500ft (qnh). However, we had been so execrably slow on the first leg that two-thirds of the way to Chinchilla it was clear we were going to run out of day. So Alice and I turned despondently for home, abandoning the task. Talking to the locals in the club house, I learned that the lift is rarely best in the valley and I should have headed north over the hills (keeping in gliding range of landable paddocks in the valley).

Well, we live and learn.

Day three saw us going north again – a racing task north-west to Proston, south-west to Tara and home. Armed with my new knowledge, I stayed over the hills and the lift was indeed better than out in the valley! The day peaked as we neared Tara, carrying us to 10,000ft (qnh) in 7.5kt. We arrived home with a personal best speed of 113km/h and a feeling that maybe we were not such a hopeless case.

They say pride comes before a fall. It was not a great day and we were sent off on the B task, to Kupunn and Miles silo. During the slow climb out after launching I dumped the water ballast. After milling around in two knot thermals, Alice and I started – only to head back for a restart in fairly quick time. We restarted and headed for the Bunyas with a group of other gliders. Push-

## Kingaroy airport

ing in towards the hills south of Kumbia, we found enough lift to hoist us across the ridge but after a three-knot climb on the south side, a final glide into Dalby airfield looked like a good option. We found another climb north of Dalby though and again south-west. Here we clawed our way up to 6,500ft (qnh) and felt quite pleased with ourselves, all things considered. We turned Kupunn and had to choose: the direct course was across the scrub or we could deviate northwards round the scrub. Given the softness of the day, we chose the latter course and headed towards the Wilkie Creek coal mine. There, we were rewarded with teasing little bubbles of lift but nothing that even an unballasted Nimbus 2c could cling on to.

In rather short order we were in a paddock.

The retrieve will last in my memory for a while – as that day I had the amazing all girl retrieve crew (thanks Irene and Libby). Those of you acquainted with Nimbus 2s will know that the inner wing panels are quite heavy. We did manage to get Alice safely into her trailer – although there was one moment when, after depositing my end of one panel in its roller tracks, I arrived at the girls end just as their faces indicated the end of their tether had been reached! I could almost hear Alice sigh with relief as we buttoned up the trailer and headed for Kingaroy via a Chinese restaurant in Dalby.

Day five had us northward bound again. This time to Biggenden, west to Gayndah, south to Kumbia and then home. Before Biggenden, there is some spectacular country with sheer cliffs and massive rock faces. South from Gayndah is also some very inhospitable territory. As the day was far from brilliant, I was cautious (and hence slow), following the valley round the cliffs to Biggenden. The leg to Gayndah was quite short, following the river but then we turned south. I watched as a number of the 18m class headed out across some very unlandable terrain. Summoning my courage I turned to follow. As our height decreased though, our track bent like a banana to keep us in gliding range of the landable paddocks in the valley. We arrived home safely but with a truly awful speed of 83km/h.

We lost the next day to wind and inversion and on the last day I did not compete, instead flying Alice south to Dalby in readiness for the Nationals. As this flight was into the teeth of a strong wind (I recorded over 25kt above the Bunyas), this was quite a difficult flight. It took me four attempts to run south to the Bunyas and arrive with enough height to clear the ridge and gain the



safety of the ridge lift on the upwind side. Eventually, I reached a point from which I could dive at the ridge through the rollover. Arriving at the ridge I had about 300ft to spare (though the trees looked much closer) when the heavy sink of the rollover transformed into burgeoning lift. Landing at Dalby, I picketed Alice, retrieved my car from Ian Perkins who had driven it down for me (towing Alice's trailer) and headed back to Kingaroy for the excellent presentation night at the RSL.

Early on the Sunday morning, I headed back into Brisbane for a friend's wedding and, importantly to catch up on my washing before the Nationals practice days started on Monday.

### THE DALBY NATIONALS

As Brian had not flown Alice much since her return from hospital, he flew both practice days and the first day of the competition. This also allowed me to get some of the behind the scenes work done on the computer infrastructure needed to run the competition.

This was a big competition: in fact, with 56 gliders (including five international entries) this was the largest multi-class nationals since the last one held at Dalby in 1994. Ralph Henderson and his team had worked very hard to make it a success, including arranging the largest amount of sponsorship and media coverage I have seen for any gliding event in Australia. On the eve of the first competition day, the official opening reception was held at Jimbour House, the base of Jimbour Wines, the major event sponsor. This delightful event (accompanied by finger food and Jimbour Wines) allowed all the official speechifying to occur without cluttering up the first days briefing. An innovation I hope will be followed in future years.

There was one more organisational hurdle to cross though. With the large field, the pilots decided that the four traditional classes should be flown, rather than just two that the GFA had mandated. This caused some consternation back at GFA headquarters, but sanity finally prevailed and the change was agreed.

After spending three days getting Brian into the air and then herding computers and a recalcitrant ADSL connection into line, I was looking forward to flying on day two. We were given an assigned area task to Miles (40km radius) and South Westmar (60km radius). My initial climb seemed to bode well, carrying us to over 8,000ft (qnh) with six knots on the averager for the last part of the climb. The first climb after we started averaged over five knots to 9,000ft and I felt we were on our way. However, the day was trickier than it at first seemed and we were too slow. Unlike most other pilots, I did not avail myself of a huge fire that gave one pilot a reported 17kt climb. Looking over my flight in SeeYou after I landed, I could see that I was not walking away from poor lift quickly enough, nor was I centring thermals efficiently. Doing a couple of circles in poor lift wastes a minute or more that is very hard to make up: I had managed 345km at 104km/h.

Unfortunately, we lost a day in the first week due to smoke from the fires to our north and east (much of SE Queensland is in drought). Unlike the Club Class nationals in Temora at the time of the Canberra fires in 2003, though, the smoke was not a persistent problem of sufficient proportions to wreck more days.

I next flew again on a better day – and with sufficient determination I turned in a better performance, managing 114km/h for the 439km task to Winderar Lagoon and Miles (a personal best speed). Looking at my trace,



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the improvement came from stringing together longer glides without falling to the temptation of turning in less than optimum lift.

I flew again on 12 October, a racing task north to Gaynday, southwest to Tara and home for a distance of 452km. I raced up the first leg at an average speed of 115km/h and turned for Tara full of optimism. The country below was challenging, but I was with several other gliders and we were able to find the lift that kept us high enough to prevent an ignominious scurry for safety in the valleys. The countryside below certainly



Photo: Al Sim



had a significant pucker factor though! That evening, I heard one pilot suggest that it was so inaccessible that there could well be lost tribes awaiting discovery!

North of Chinchilla, I lost my companions and shortly after I fell into a serious hole. From having a bare final glide to Tara airfield, I was suddenly looking at a paddock on the northern edge of the scrub that surrounds Tara airfield. Alice and I clawed our way up to 4,800ft in under three knots, dumping water as we climbed. This gave us a bare glide to Tara. It was looking more and more like I would need Brian to return the favour – I had retrieved him from Tara a few days earlier. Just short of Tara we managed a four knot climb (with several other gliders). Taking a chance, I slipped out of the thermal, dashed the couple of kilometres across to the turnpoint and rejoined the gaggle, to climb out to 7,000ft. Things were looking up, but our average speed had been shot to pieces. All the climbs seemed weaker, but at least we had a tailwind component as I had no ballast on board. Another three knot climb saw us close to final glide and shortly thereafter and rather to our amazement, we found a five-knotter that saw us safely home for a disappointing average speed of 105km/h.

My last flying day was the penultimate day of the competition (15 October). The day was again forecast to be blue and we were given a racing task to Jandowae north crossing, Dulacca and home for a distance of 354km. For the most part we managed to stay more than 3,000ft above ground, working the band from 4,000ft to 7,000ft (qnh) – although we did once climb to 9,000ft on the homeward leg. We managed an uninspired 105km/h.

In some ways I suppose, I was disappointed in my performance. I had hoped that my flying had improved more than this in the last 12 months, but then Alice had been out of the air for nearly six months.

Despite my disappointment at my personal performance, I was delighted to have flown the competition. I had managed some learning by following and listening to the gun pilots talk gave much food for thought. I was also very proud to have had a small part in helping Queensland gliding to strut its stuff on the national (and international) stage and to so resoundingly resuscitate the competition. With 56 gliders at the 2004 multi-class nationals, the reports of the competitions demise seem to have been rather exaggerated.

All we need now is someone to pick up the baton for 2005 – how about your club?

# 43rd Australian National

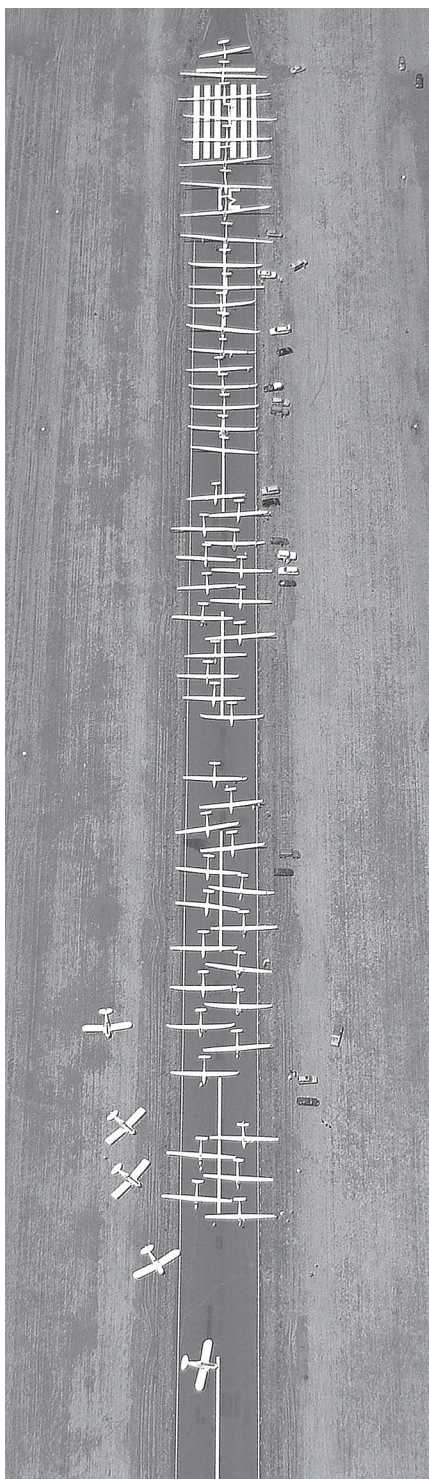


Photo: Al Sim



Mitch Turner



Contest Director Ralph Henderson



Daily briefing



Brian Allerby



The grid





# Gliding Championships – Dalby, QLD

## Results

### OPEN CLASS

1	Bruce Taylor (NSW)	7601
2	Dion Weston (NSW)	6926
3	Grae Harrison/Alan Holgate (NZ)	6696

### 18 METRE CLASS

1	Thomas Gostner (Italy)	7542
2	Bob Ward (QLD)	6907
3	Martin Feeg (NSW)	6844

### 15 METRE CLASS

1	Shane McCaffrey (QLD)	7032
2	David McManus (QLD)	6680
3	Kerrie Claffey (NSW)	6182

### STANDARD CLASS

1	Miles Gore-Brown (QLD)	6908
2	Tom Claffey (QLD)	6895
3	John Buchanan (QLD)	6889

### TROPHY WINNERS

GFA Teams Shield  
Highest placed state team NSW  
Sir Donald Anderson Trophy  
Highest placed pilot flying in their first or second national championship  
David McManus

Masters Trophy  
Highest placed pilot over 60 Bob Ward  
Edmund Schneider Trophy  
Highest placed pilot flying an uncompetitive glider  
Peter Bell

Gulf Air Trophy  
Highest placed international pilot  
Thomas Gostner

Photos: Courtesy National Gliding Championships website



Photo: Al Sim

Jay Anderson ►

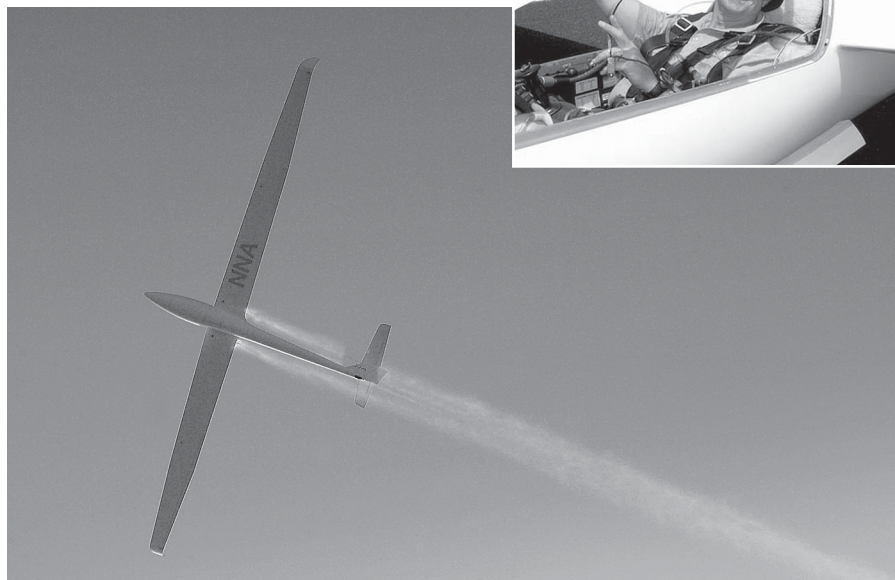
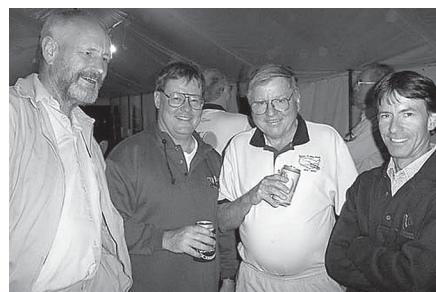


Photo: Al Sim



Peter Sheard, Tom Claffey, Bob Ward and Miles Gore-Brown



Bob Musgrave



Arnie Hartley with Ric Macready



Peter Griffith and Lars



Goe Teramoto



David Wilson

◄ Shane McCaffrey, 15 Metre Class winner



# QUEENSLAND STATE SOARING COMPETITION (25 September to 2 October 2004)

## Results

### CLUB CLASS

11 competitors

1	Dave Shorter (GQD)	5,599.1
2	Jack Dearden (WVF)	5,232.9
3	Ben Coleman (CQR)	4,590.1
4	Phil Eldridge (UKD)	4,370.2
5	Greg Peril (KYY)	3,649.0
6	Alan Buttenshaw (IUZ)	3,007.1

### STANDARD CLASS

20 competitors

1	Greg Kolb (XGK)	5,111.6
2	Miles Gore-Brown (ZBI)	4,505.5
3	Brian Allerby (XKD)	4,498.4
4	Paul Matthews (XLG)	4,387.1
5	Ivan Teese (OIT)	4,281.4
6	Mike Codling (FQM)	4,056.9
7	Bill Hatfield (GOT)	3,975.6
8	Frank Turner (UKB)	3,697.1
9	John Orton (NLD)	3,647.7
10	Gary Speight (IID)	3,608.7

### 15 METRE CLASS

6 competitors

1	Hank Kauffman (BD)	5,962.7
2	Ross Mclean (KYL)	3,798.6
3	Shane McCaffrey (KYF1)	3,731.1

### 18 METRE CLASS

8 competitors

1	Bob Ward (BW)	5,716.4
2	Tracey Tabart (VTT)	5,328.1
3	Harry Medicott (IRJ)	4,724.4
4	Ralph Henderson (JSR)	4,237.8

### OPEN CLASS

5 competitors

1	Bruce Taylor (GWP)	5,357.8
2	Paul Mander (GOA)	4,187.9
3	Geoff Sim (GSI)	3,630.4



Standard Class winner, Greg Kolb

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# THE THREE TS OF TRUST

## The Care of our Gliders

Ron Barney, reprinted from The Southern Cross Journal, the newsletter of the Southern Cross Gliding Club

IN MY WORKING WEEK I TEACH YOUTH ABSEILING AND CLIMBING, AND WITH THIS I TEACH THE THREE "TS" OF TRUST. SO WHAT HAS THIS GOT TO DO WITH GLIDING AND THE CARE OF GLIDERS? WELL, TRANSLATED INTO GLIDING IT GOES SOMETHING LIKE THIS.

**FIRST T: ABOVE ALL, TRUST YOURSELF and EQUIPMENT.** *You are the person in the front line.*

### 1. RESPONSIBILITIES

Know your responsibilities, do things at the best of your capabilities and level of understanding. If unsure ASK! Even if you think that your question may be stupid, LEARN. Your life, and someone else's, may be at stake.

### 2. DIs

If you are cleared for DI-ing, know what you're doing and again if unsure seek help from someone with more experience. You are clearing the glider for the day for yourself and others to fly. DI-ing is the same for most gliders, but, learn the differences between gliders, don't DI a glider for the first time without learning what to look for.

### 3. LAUNCHING

When you are the wing man, launching a glider, swivel your head checking the circuit for gliders, tugs and any other aircraft, even up to the all out signal. Check in front of the launch to make sure the strip is clear. YOU are the one with the best vision of the combination, others are relying on you.

### 4. PRE-FLIGHT

Know and do your ABCDs and CHAOTIC checks.

### 5. FLYING

Trust your skills, the glider and the tug, but be ready for the unexpected. Check the glider before each flight. Be aware of your airmanship (aviate, navigate, communicate) and requirements, (location, heights, frequencies and above all lookout). Again, others are trusting you.

### 6. TOWING

When using the tractor or car for towing a glider around, take care when approaching a glider and tow at proper speeds. Swivel your head as in launching and look around

you, don't be afraid to take a handheld radio to listen for circuit traffic.

### 7. FLIGHT LOGS

It is a legal CASA/GFA requirement that accurate flying times and number of launches be entered into the glider logbook records. If you are either a duty pilot or just doing the flight logs make sure they are correct, it saves someone the hassle later of trying to sort them out.

### 8. HANGARS

Beware of hangar rash (potential damage to the glider) when either removing or replacing a glider in the hangars, have adequate people with experience to do the job.

### 9. PROBLEMS

If you find any problems, minor or major, with the gliders and a qualified person cannot fix them at the time, report them to either the aircraft captains or the aircraft maintenance officer. (a list and phone numbers of all captains should be located inside the pie-cart). REMEMBER: Go through the chain of command first, it causes less anger and embarrassment.

**SECOND T: TRUST SOMEONE ELSE.**

Someone else will be performing all the

above and your life is in their hands. Goes without question.

**THIRD T: TRUST NO ONE IMPLICITLY, INCLUDING YOURSELF.**

If in doubt refer to first and second T.

We all mess up some time! We are only humans not BORG. (BORG, refer Star Trek)

On our own we may be bitten by the mistake, but hopefully in the collective, if we all have our wits about us, the mistake may be caught.

### EXAMPLE:

On a mutual flight in a club glider, fourth flight of the day, one of the pilots checked the DI book only to find no record of any DI for the day. The glider was on line so it was to be expected that someone else had done the DI. Well, they hadn't and no "D" in the ABCD had been carried out during the previous pre-flights.

All this centres on the one common element without which we cannot fly THE GLIDER. Every pilot has the responsibility for the above. If you are not willing to do the checks, its quite simple, DON'T FLY!



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Simon Shuttleworth (pilot) and Jamie Oorchot over the Porongurup Range, south-west Western Australia

Soaring has always been my passion through the ups and downs of life. The opportunity to immerse myself in the atmosphere and in nature keeps calling me skywards. The symbolism of rising and floating above the difficulties of a ground dwelling life is a powerful motivation for me to fly. It is not so much an escape, because landing is inevitable. I find soaring is more a meditation where my previous thoughts are dismissed by the imperative of here and now. To fly well is to focus only on the moment in which I am in.

Over the years I have tended to seek out true flying adventures and the south-west of Western Australia is a wonderful region for the more adventurous. Albany is well known for its world class coastal ridges, and many of the superb coastal sites are still to be flown for the first time. Only last year I became the first pilot to ridge soar Mt Gardiner – an 1,100ft peak on a remote peninsula. This year Todd and Steve, two other local pilots, achieved altitudes of 600ft off small dunes at Hassell Beach east of Albany. Never been flown before.

In recent years myself and a small band of friends have also been tapping into the inland mountains of the Porongurup and Stirling Ranges. These are premier soaring areas that offer big new adventures and challenges.

A few years ago I wrote an article about my experience of being the first to soar the south side of the Porongurup Range. I love flying this ancient range of 2,000ft peaks with huge granite domes rising above towering karri trees. It is an island of forest in a

sea of farmland and I have found paddocks so close that we are able to winch tow high enough to fly back onto the range. Last year Todd Manson flew for three-and-a-half hours along the whole of the Porongurups in thermals to 5,000ft. He has never been the same since!

Simon Shuttleworth is a true pioneer in hang gliding, microlighting, aerotowing and winch towing. He has discovered many sites and helped lots of WA pilots get into the air, having organised the first winch operation in WA. Simon is the backbone of our operation together with Wolfie who also tugs and flies his Aeros Stalker. Simon, Wolfie, Southpark, Todd, Brad, Peter, myself and a few other pilots have been focusing on the incredible Stirling Ranges which are 90km from Albany. Why do we love this place? Because it has the highest soarable ridge in WA, rising from 300m asl to well over 1,000m. It is ridge soarable on both the north and south sides. The country around it is flat and perfect for thermalling, with the odd day going to 10,000ft, but most times thermals getting to around 5,000ft.

The ultimate adventure is still awaiting us – wave lift! The eastern end of the Stirlings is a premier wave soaring site, with gliders achieving height gains to 25,000ft and more at certain times of the year. We are doing our homework on how to safely and legally get into this wave, and one day soon we will surely break the Australian height gain record for hang gliders. The interesting twist to these adventures is that we only aerotow launch. We are not allowed to launch in the National Park off the peaks,

# LEAP OF FAITH

**Michael Thorn**

WHEN I MOVED SOUTH FROM PERTH TO A REMOTE FARM IN THE GREAT SOUTHERN REGION OF WA, I HAD NO IDEA HOW MY LIFE WOULD UNFOLD.

AFTER 25 YEARS I WAS PART-ING FROM MY WIFE, CHILDREN AND CAREER. IT WAS A LEAP OF FAITH INTO THE UNKNOWN FUTURE AND I JUST TOOK IT ONE DAY AT A TIME. FORTUNATELY I HAD FAMILY, PHYSICAL WORK, NATURE AT MY DOORSTEP AND PLENTY OF FLYING TO HELP ME.

and who would want to anyway? We have perfect aerotow paddocks at the base of the range and fully equipped accommodation for up to 16 pilots only two kilometres from the airfield.

One of the memorable things we do is an early morning or evening tow to about 7,000ft over the top of the peaks. Flying over the spine is amazing, but you need to leave the ridge with plenty of height and no headwind because the airfield is seven kilometres away! On other days it is possible to catch a thermal then drift with it above the peaks and fly out again. I have found lift lines that have worked for 15km all afternoon! No 360's necessary – just find the lift line, turn down the vario and surge thermal with your natural accelerometer. A beautiful cruisy out and return is assured if you are tuned in.

Oh, I almost forgot to mention the wedge-tailed eagles! Now, they are a real buzz





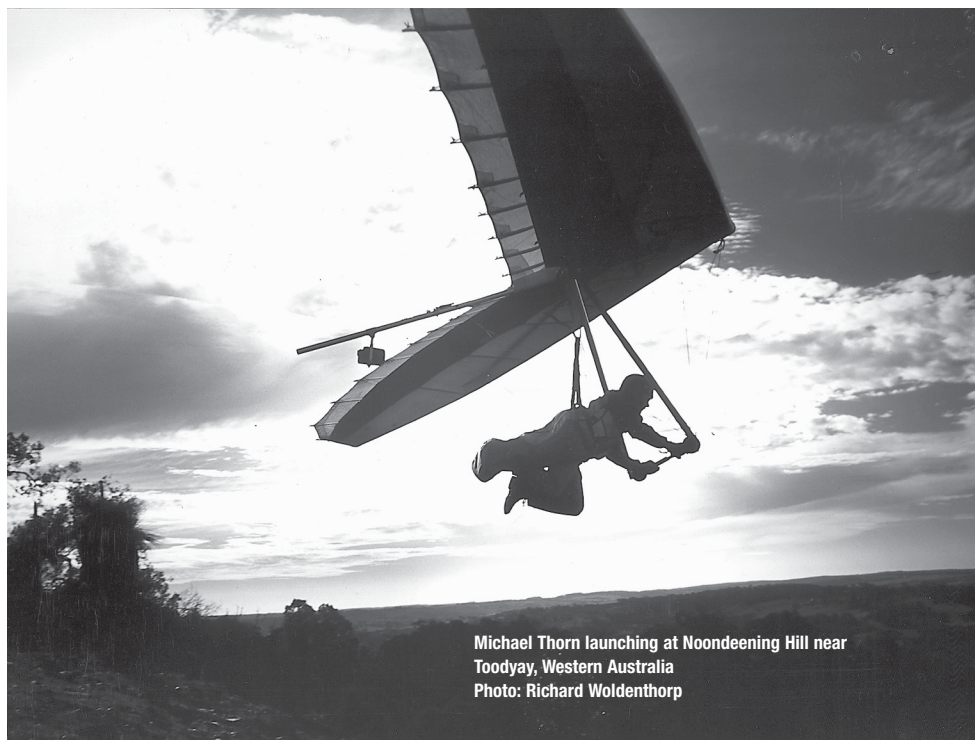
Simon Shuttleworth flying towards the Stirling Ranges, south-west Western Australia  
Photo: Jamie Oorchot

to fly with. I have not yet met an aggressive one. Last summer a wedgie was flying with me and we both hooked a thermal together. I decided to get in really close and see if I could climb with him. I followed this elegant bird no more than four metres behind his tail as we climbed 1,000ft together. He was watching me the whole way, encouraging me to stay with him. It's times like these when I think, how many people have done this? How fortunate am I to have been born into the age of hang gliding?

If you want to come and fly with us then your big chance will be Easter 2005. The Albany Hang Gliding Club are going to host The Stirlings Classic. It will be a classic week of aerotowing and winch towing for hangies and paras with outings to the coastal sites and the Porongurups as alternatives. We are considering the best format to use for scoring. We could adopt the more recent approach of each pilot being scored for his own chosen task or even combine that with a goal task for each day. Whatever happens it will be a formula for maximum fun and achievement without the stress of heavy competition. Hope you can join us! Email

me at <michaeltthorn@onetel.com> to register your interest. We will work on getting a website up and running to keep you updated.

By the way, the leap of faith in my life was worth it! I met an English girl visiting the Porongurups and now I live between WA and Norfolk, UK.



Michael Thorn launching at Noondeening Hill near Toodyay, Western Australia  
Photo: Richard Woldenthorp





# Strolling Above the Mountains

Eric Metrot

LIKE IN EVERY SPORT, THE MOTIVATIONS AND AIMS OF EACH PILOT CAN VARY A LOT. TAKE CYCLING FOR EXAMPLE. ALL CYCLISTS ARE ON TWO WHEELS AND PEDALLING TO MOVE, HOWEVER SOME LIKE SPEED (SHORT TRACK), OTHERS AIM FOR KILOMETRES (TOUR DE FRANCE), SOME OPT FOR THRILLS (DOWNHILL MOUNTAIN BIKING), AND THERE ARE THOSE THAT WILL JUST ENJOY CRUISING ALONG (ESPECIALLY WITH KIDS IN THE BACK SEAT).

Salomon, the sporting goods company I design products for, usually tries to fit customers aspirations into various groupings, positioned on a set of multidimensional scales. There could be a lot of different axis referentials to apply to that sport universe, but some typical ones are: the style to speed axis, going from the style viewpoint (where the judges decide who's best) to the speed factor (where the chrono gives the ranking); or the sensation axis, with adrenaline and thrills on one side and simpler enjoyment on the other. Once you have set-up those axis, you can design the right product for the particular aim of that sporting group. Unfortunately though, in general, paragliding has been directed into a more one-dimensional linear way by the German DHV system: most of the brands present their range following the DHV scale, and the ranking of the pilot follows the same way, so that you are only good if you fly so many kilometres, finish high in the comp, or eventually manage to perform SAT or helicopter landings I say unfortunately, as I believe paragliding is a much more magic sport than a DHV scale with only three numbers.

Being more of a freerider in other sports, I don't really fit that linear way of thinking. I don't like competitions the way I don't like traffic jams, being pissed off when younger having to perform in snowboard on a slalom or half pipe when there was some wonderful untracked field of powder just beside. Or maybe its because during one of my only paragliding comps quite a while ago I was upset as the judges didn't count my turn-points as I flew too high, and that same day I was more impressed by Jean-Marc Boivin (the one that flew first from Everest) who assessed the conditions as too good to stay on course and so went XC.

At age 40 with two kids I am not into acro, especially as WA doesn't really have a good site to practice it. Yet with something like 800 to 1,000 hours, and some skills, I consider myself a good pilot (apologies for any lack of modesty). I like to fly competi-

tion gliders just for the feeling I get from them, the active flying they imply, and of course their performance. For me there's nothing like mastering a strong and tight thermal by coring it with a lot of bank angle and letting it bring you to its top.

However, for me the real sense of paragliding is to stroll and contemplate the wonderful scenery that can be enjoyed in this natural and unique way. Especially when flying above the wonder of nature that are mountains, in the company of raptors.

Which brings us to the title of this article, Strolling Above the Mountains.

What is the difference between strolling and XC racing? The main one of course is you don't rush. You don't leave the thermal because its loosing a bit of power. And when you do choose to leave it, you don't jump on the speed bar for the next one. If you want to visit a gully or something that catches your eye, you just do it. If you're wondering what's behind that ridge, you go and check it out.

Of course, you're still heading somewhere, because there is that mountain or that thing you've dreamed of flying above for so long, checking the maps to find the best way to do it and waiting for ideal conditions. And as its true that the higher you are the better the view, the best flights are often the ones with incredible heights. The trophies or medals are the photos you take home, which can be enjoyed again and again, further motivating you to try for more. They are also a beautiful way to explain your passion to flying or non-flying friends, making them dream as well.

I didn't use to take so many pictures, as I was usually disappointed with them, often because there was too much haze or not framed properly. With the arrival of the digital camera I gave it another go, and finally came up with some pretty good shots. Being able to shoot many photos and check them quickly really allows you to progress. Maybe I also progressed a lot with my paragliding; knowing now my real motiva-

tion I enjoy my flights a lot more, both when actually flying as well as afterwards looking back at them.

Here are some little tips I learned. They're probably just basic photography stuff, but still worth listing. Don't forget I am far from being a pro (perhaps that honour should go to another club pilot, Christian Fletcher, as each photo he sends is always soooo good).

## EQUIPMENT

As I mentioned, a digital camera is a great advantage, but check the reaction time: I used to have a pretty quick one, but lost it, so now I have one not so great in that respect. I once missed what could have been a great picture of wedgies flying with me and a friend. Another point is that it should be big enough so you have a good hold of it with gloves, without pushing buttons by mistake. A camera that can also do good quality videos is a nice bonus. You should have a big memory card (gradually coming down in price), but, like the hard drive of your computer, the bigger it is the more stuff you leave on it, so don't forget to empty it before you go flying. You never know how long and how good that next flight might be. As far as resolution goes, it depends if you want to make posters of your best shots, or just look at them on your computer. A camera with higher resolution gives you more options of course. A good thing to have is a big bright LCD display at the back of the camera, so you can easily see what you are shooting. I usually take my camera in hand, most of the time shooting on the side, when I can still steer the glider by weight-shift, or by holding the brakes together with the other hand. Of course, you will have to attach your camera somewhere. For me the big chest pocket on my flying suit allows the camera to be protected, but easily accessed. My camera is operated by four AA batteries, which I find quite effective: the NiMh rechargeable ones are quite cheap, provide heaps of shooting, and still easy to change





in the air if needed. Plus for me they are also the same ones as used in my radio and GPS, which can be handy.

## PORTRAIT/LANDSCAPE

Portrait usually gives more impression of height, but I like to do some stitching of photos to make panoramas, which look closer to the view we have in the air, so play around with both.

## LIGHT

This factor is probably even more important than the camera. Having the sun on your back will usually guarantee sharp pictures, but the smoothness of light before sunset usually brings nicer colours. Of course, an overcast day won't be as nice as a blue one, but some cumulus won't hurt, which brings me to the conditions you are looking for to have a good photo flight.

## CONDITIONS

As mentioned, the aim is to fully enjoy your flight, so the best conditions are those stable enough to be quite selective, so that the air is smooth between thermals, but warm enough to allow some thermals to carry you to those crazy ceilings. So you pretty much want to be in the centre of a high pressure or of a ridge at those times when the temperature is slowly rising a couple of degrees every day. On those days it's best to launch high in the mountains to be above the inversion. Of course we have to deal with what we get, so can't be too fussy, but knowing what you are looking for can help you manage your time and choose your site accordingly.

## INSPIRATION

Another helpful technique is to study other flying photos you admire to find out what makes them so nice. Have you seen something similar in flight? How could you have taken that picture? But don't forget that the main point is to keep memories of your best moments, so the aim is really to capture the visions you enjoy so much.

I am pretty sure I am not the only one doing photo flights. Wouldn't it be great to collect all the different photos from Australian pilots into a DVD? Perhaps it can be distributed with an issue of *Soaring Australia*?

In the meantime, here's a small sample of some of my favourite shots, strolling above mountains. Western Australia (I live in Perth) isn't renowned for its mountains, and I haven't been so lucky with the weather on my eastern states trips, so most of them are from my annual pilgrimages to France, the Alps to me still being the best for spectacular scenery with ease of access.



**Aiguille du Midi (3,842m) Haute Savoie, France – Photo taken at around 3,950m, 8pm**

The day actually started with conditions too strong. I launched from Plan-Praz at noon, but after an hour above the Aiguilles Rouges I had had enough and landed at Aiguillette des Houches where I waited till 6:30pm for conditions calm enough to launch again. Even so it was still quite rough, and I was heading to the landing in Chamonix when I caught nice smooth lift which slowly brought me above the end of the Montanvers train above the Mer de Glace. There was one guy flying above the Aiguilles de Chamonix (probably launched from Mt Blanc or somewhere high), so I went to play along the sides of those walls and found lift to their top. Then I followed them to the highest one, L'Aiguille du Midi, where I finally found the thermal which brought me above it (nearly 4,000m asl at 8pm). With super smooth air around I was able to spend time just appreciating the mix of extraordinary landscape (some granite faces are close to 1,000m high) combined with the craziness of humans who build a cable car to the top, bringing 500,000 people per year to admire the view. But of course I was the lucky one, having an even more magnificent view with extra height and a 360-degree panorama. There were no clouds that day and the view was just amazing. On top of that, the evening light provided some perfect colours and shades.



**Parc du Mercantour, Argentera (3,297m) Alpes Maritimes, France – Photo taken at around 4,000m (on my way back from 4,330m), 3pm**

This was the first time I'd flown this area, and I was blown away by its beauty. What makes this photo special to me is that I managed to be above the clouds: as the valleys are quite narrow, it looks like the ceiling is improving a lot quicker as you go deeper in the massif, and for some reason, when I returned from my turning point where I reached 4,300m (quite an impressive sight, as I could clearly see the Mediterranean sea on one side and the Italian Po plain on the other), I came back with a glide good enough to be above the clouds, which I think even got lower with more humid air coming from the sea. This area really enjoys a micro climate, with enough snow and rain to get it really green, which is a change from the rest of the southern Alps (not to mention WA in summer).





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### Bluff Knoll (1,099m), Western Australia – Photo taken at around 1,600m, 3pm

I couldn't do this article without a home photo! The Stirling Range are the only mountains not too far from Perth (still four hours drive though). I was led to think that we couldn't fly there, but I met with Chris, a local pilot, while in Nepal (the world is sometimes small), and it came out that there wasn't any formal ban; still probably some rules to set up if the amount of interested pilots grows. But I was really keen to assess the potential of the range (finding the proper take-off and conditions required) before pushing it further, so I went there twice. The second time I was rewarded with an excellent flight. Even if the Stirling are not as impressive as the Alps due to being quite low, the views you get from them even from 1,600m are still similar to the ones you get in the Alps at 4,000m+. There is also a bit of a challenge, with some pretty wide areas covered with bush and no road access, and the one hour walk to the take-off makes you remember the old days of paragliding as well as your excess food and drinks. But the most magic part is having the wedgies come to check you out, play with you, and even show you the path to progress into this pretty much untouched area. Unfortunately this isn't an exceptional photo – it was one of those days when I didn't empty my memory card before flying, and when the sunset brought the right colour, it was full. But I'll be back, with hopefully some even better conditions!



### Annecy, La Tournette (2,351m) Haute Savoie, France – Photo taken at around 2,000m, 8:30pm

This was a typical after work flight, the beauty of daylight savings meaning you can launch from Montmin at 7pm and still find enough thermals to reach the top of La Tournette at the back, then enjoy watching the sun go down before landing at the farm/restaurant to enjoy the cheese meals they prepare straight from their production. I was flying with a friend who'd just bought a new glider, so I spent some time shooting him, as well as the Ibex that were eating grass on the slope of the mountain. The conditions and lighting were optimal; I guess I can see how/where Jerome Maupoint managed to get so good at capturing our sport.

### La barre des Ecrins (4,102m) Hautes Alpes, France – Photo taken at around 3,950m, 3pm

This photo came from a flight a couple of days after the Mercantour one. I was on my way to Annecy where I had to be at work the next day, so I had to make sure I would make it back early enough and opted for the easy way, which is to leave the car at the bottom in Briançon, take the cable lift, and launch high on the eastern side late morning to be able to transit to the high peaks catching the thermals on the east faces. I was lucky that there wasn't much wind that day, and first cloudbase was more than 3,000m. From there I headed towards the big peaks, but not really the direct way, as cloudbase wasn't rising as quickly as the mountains. However that became an opportunity to visit many gullies, glaciers and seracs, as there was no need to rush or almost no reason; the temperature was low and I wasn't covered very well, so by the time I was finally in reach of the highest summit I was getting quite cold, and gave up 150m under the top, not being sure if I could have actually got above it that day. After four hours of magnificent flight, I landed in the valley, enjoying the warmth enough to get a nap in the middle of a harvested field.







**Annapurna II (7,939m) Pokhara, Nepal**  
 – Photo taken at around 2,900m, 2pm

Pokhara is a great and easy place to fly, but the humidity limits the ceiling quite a bit, as well as the sharpness of the pictures. Nepal has its special charms, one of the best being the number of raptors often in the air. The day of this photo (the only day with excellent conditions during my stay) I really wanted to see the big mountains, so I followed a ridge heading towards them. However I didn't study the map well enough, and found the ridge wasn't facing the sun the right way, plus cloudbase was just barely above the ridge. The thermals were only present when the ridge had a little spur facing the sun, so I was starting to worry, but at one of them I was suddenly in the company of about 10 raptors, probably coming to investigate the crazy guy in the middle of nowhere (the valley had become very narrow and steep, with only trees under me). I pushed it a little bit more, but then thought it was too much, so turned back. Next time I will jump to the other side of the valley.



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# THE SUN DOES SHINE IN THE UK – SOMETIMES

Re-printed from *The Southern Cross Journal*, the newsletter of the Southern Cross Gliding Club

CONTRARY TO POPULAR BELIEF, THEY DO SEE THE SUN IN BRITAIN, THOUGH NOT AS FREQUENTLY AS THE LOCALS WOULD LIKE.

**H**owever, summer days at Britain's latitude are long, so on those odd occasions when the weather is fine they can get in some good gliding time.

A recent copy of the BGA magazine announced that the weekend 22 to 23 May was exceptional. On the Saturday, in various clubs around the country, 39 pilots completed tasks of over 500km and of these seven were more than 750km. But apart from these, a further 48 completed tasks of 300km or more. Of course not everyone was successful, for instance one pilot declared 1,000km but only managed 981. Another who didn't complete his declared task was Mike Mills-Smith. He has muscular

dystrophy and has to fly with a safety pilot. He declared a 752km task, but had to hand over to his companion after 590km. They actually covered 730km before they were forced to land.

The Sunday didn't appear to be as good, or was it simply that so many pilots had flown cross-country on the day before, but even so 15 completed tasks of over 500km and 52 managed between 300 and 500km.

June 25 was also a good day, especially for Russel Cheetham whose flight of 1,020km was a new UK record. This was only the second time that 1,000km had been made in the UK, which is quite an achieve-

ment bearing in mind the airspace restrictions, built up areas, etc.

On the same day another pilot completed a declared 800km task, and two pilots flying a two-seater broke the UK goal flight record. This was from Aboyne in Scotland to Lasham in the south of England. Oddly enough, although other much longer flights have been made, this particular record had stood since 1959 when Nick Goodhart flew the 579 km from Portmoak in Scotland to Lasham in a Skylark 3. The Skylark had a 36:1 glide ratio at 40kt.

Unfortunately the English weather reverted to form shortly after this.



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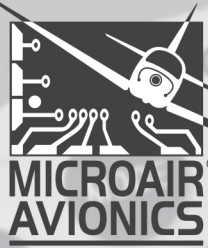
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# A Fine Balance

**Bruce Taylor – GFA National Coach**

SOARING CROSS-COUNTRY SUCCESSFULLY IS ALWAYS TREADING A FINE LINE. WE WANT TO GO AS FAST AS POSSIBLE, BUT WE NEED TO STAY AFLOAT.

As we progress through our experiences in learning about soaring, generally there are times when we have trouble finding that balance. This has certainly been true for me anyway. Firstly we need all our attention to simply stay airborne, and then we see that to really get anywhere we have to push along more aggressively. This is followed by a number of outlandings, while our ability to find lift catches up with our aspirations. Then the balance becomes progressively more finely tuned, sometimes bouncing from being too cautious to getting caught out. It is a little like motor racing though; we really need to bite the dust occasionally to remember where the limits are. But this all sounds like it could take years. Can we short cut the pain easily?

There are some rules-of-thumb that might help. Get high, stay high the first part of the old soaring adage. Experience says that it is good to be above roughly half the height of convection. Cloudbase at 10,000ft, stay above 5,000ft. This might sound very conservative, but if you are perceptive, you will see that as you descend into the lower layer you will find it more difficult to find thermals, to centre them, and the sink will appear to become more widespread and severe. There are good explanations for why this is the case, and if you are interested then some excellent meteorological texts are available. Suffice to say that the depth of the super adiabatic layer, or that lower layer of the atmosphere where thermals are small and disorganised, varies its depth in direct proportion to the total depth of convection. Two thousand feet can be fine on a low day, but is treacherous on a booming 10,000ft day. You all know the feeling of leaving a good high climb; usually there is almost no sink way up there, and you can travel quite some way before you start to have to deal with the various going down again.

How do you stay up there? It is important to realise that on a very fast, well-executed flight, some of the most important climbs

are the weaker ones that you decide to take to stay right up in the good air. If you have been working eight to 10kt on a high day, this might mean that if you get down to half the convection height you should be content to work five knots to keep you up and running. You won't want to take it all the way up to cloudbase again, as that would mean wasted time when you run into the next strong climb, but a couple of thousand feet will keep you out of trouble while you keep moving. Do the sums this decision will cost you a little over a minute, compared with having to work just a couple of knots to save your skin when you have no choice. There is also the aspect of true airspeed to consider. Keeping high on a big day can have a significant effect on your average speed.

Days will vary; no two are the same. If the lift is closely spaced you can afford to push harder, but if the good climbs are a long way apart, it will be worth your while to cruise a bit more slowly to allow more selectivity when you hit the next lift. Don't force yourself into having to use any weak climbs by being too aggressive. This all depends on being able to read conditions ahead, and this means actually looking well ahead of where you are and making your decisions in good time. Increasing your cross-country speed is all about using the strongest climbs, so you need to fly at the right speed to get to the bottom of the next good climb. As a general rule, being slightly on the conservative (slower) side in choosing a cruise speed means a lower workload and having the opportunity to be more selective in your climbs, but will only cost you the very smallest amount in comparison to using the theoretical optimum speed.

One aspect of cross-country flying progress that is difficult to speed up is the ability of the pilot to handle a low level recovery. As experience grows, I think it becomes easier to cope with getting low out on track. The most important things to remember are to keep calm and keep thinking. The most



**Bruce Taylor**

common fault is to retract into the cockpit when the pressure starts to build, and to stop looking outside for signs of lift or any helpful visual cues. Try hard to relax, remember that from launch height it is quite unusual to land back without finding anything at all, and this will ease your mind. Stop racing. Look up and outside the cockpit. Look for birds, dust, grass in the air, anything that might help. At the very least find a good paddock to use if all else fails. Try running along tree lines, scrub edges, or any other irregularity that might trigger a thermal. Be positive in your search and keep moving along to the next possibility if you get no result. Most importantly, if all attempts do fail, make yourself adhere to a cut-off point, after which you concentrate solely on a safe field landing.

I think it is advantageous to regularly put your own flying under scrutiny. Are you finding that you fall down out of that good height band a little too often? Or are you always up there but not getting the high speeds of other pilots doing the same tasks? Do you need to work on occasionally taking that weaker climb to stay up, or should you be more selective in your climbs and be pushing along faster in the cruise? Often you need to ask yourself these questions continually during the one flight, as conditions and fortunes change along the way.

It is a fine balance going fast with height to play with. It will be something that you need to work on for your whole gliding life.

Keep safe.







21,000ft Over Cooma



Byron Bay



It's cold



Mt Warning at 20,000ft, Below: Ready to launch



# A PIK-ME-UP

**Rick Bowie**

**Photos: Rick Bowie**

A LITTLE PIK-ME-UP WAS WHAT I NEEDED,  
SO THAT'S WHAT I WENT AND DID.

I bought the best little self-launcher I could afford! It had low hours, plenty of horsepower in a reliable Rota 503, aerobatic, solid and fast and, after my first flight from Benalla to Mt Buffalo, I loved it. No waiting for tugs or ground crew, just pure independence, even if it was noisy to launch, less stress on those days when an outlanding far from home seems possible.

I then hooked her up in her special little trailer behind my other indulgence, a really nice Mercedes camper, which didn't notice it following easily behind, and journeyed to my home ground of Byron Bay and the great border ranges around Mount Warning. This is a superb location with views to the Gold Coast, to Yamba and to the Great Divide near Boonah. I loved it and though not having many outlanding spots it was quite flyable, using Murwillumbah to outland one day, Evans Head another, then Casino and Boonah.

The Pik has been invaluable to map out wave areas without too much fear in the mountains and to launch on a winters day on two dollars worth of fuel and fly 200km through gorgeous scenery once a week is nice.

Being to run away from home is also valuable so when club politics made me want to spit the dummy I hooked up the baby to the van and went touring the south coast, visiting those beautiful quiet National Parks in winter. With my dive gear and surfboard in the trailer we took the Pik camping, lashed bicycles to the bullbar and stopped too many times having cuppas, fishing and checking out airstrips.

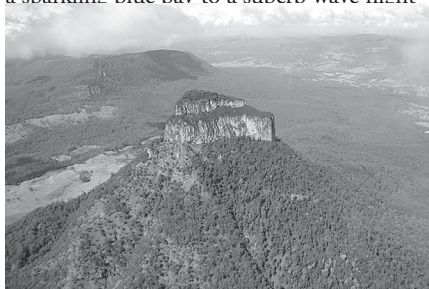
One day, after spotting wave over Moruya, a delightful friendly town, I asked airport manager for permission to launch – no worries. An hour later, I took off over a sparkling blue bay to a superb wave flight

in the mountains west of there. It was wonderful having Linda with me to help rig and make cuppas: she loves the beach combing and motor home life.

The weather was coolish so not too good for flying, but who cared until we ventured into the Victorian Alps where I wanted to fly Mt Kosciusko and see how high wave gets there. So I rented an oxy bottle for \$7 a month, went to launch at the local gliding club strip, not allowed, have to do a check flight in a club aircraft and no one was available, so it was lovely to leave their club rules and go to Cooma airstrip where the manager looked at my logbook and maintenance release and said go for it. Within the hour I was flying wave to 19,000ft. We then spent a lovely cold week flying wave every day, except one, got to 21,000ft, and flew over to Mt Kosciusko, which was awesome. I made the mistake of staying too long one day and was intrigued by the dust storm stretching for 100km and used it as a telltale for wave. Many thanks for the hospitality shown by Polo Flat airport; it was a memorable, helpful place with cheap hangarage and club facilities.

Boonah was next, and we enjoyed the superb views of the scenic rim. Soaring the great divide was spectacular, though the kangaroos are quite large for late landings. The friendliness of these quiet, lovely places is wonderful.

Having a self-launcher is a top way to tour other locations and, combined with the mighty Merc van, it is the ultimate in soaring freedom. We also visited the Chinchilla comps to experience competition but that's another story. Our next adventure is to see how far the Pik will go on the Morning Glory and be the first to soar Hinchinbrook Island, which is Australia's Tahiti.



NSW border ranges, Right: Snowy Mountains





# The Mover and Shaker at Bacchus Marsh

Garry Crowley

VISIT ANY PROGRESSIVE, WELL-MANAGED GLIDING CLUB AROUND AUSTRALIA AND THERE IS NO ESCAPING THE VESTIGE OF MODERN, HIGH PERFORMANCE SAILPLANES THESE CLUBS OPERATE.

Now are these machines available to just those highly qualified and experienced cross-country/competition pilots who have been flying continuously for several years. The newest beginners can step into the very latest aeronautical science has on offer. By way of example the Victorian Motorless Flight Group (VMFG), the club that I belong to, has a new Duo Discus in its fleet and by 2004 standards that's about as good as it gets.

Of course they all need to be launched! This requires clubs to invest in tug aircraft. Again, these aircraft can often be an indicator of a club's health. The VMFG operates two Pawnees, which are kept right up to the mark, thanks in no small measure to unpaid input from various people keen to see them remain in fine condition. The principle shaker and mover for the VMFG in this area is Brian Coulton, who selflessly attends to our maintenance needs as soon as they arise.

Once in a while, however, something comes along which really amazes you, merely because you would never believe it could happen, unless you saw it for yourself!

Years back, our neighbour, the Geelong Gliding Club (GGC), picked up (almost literally), VH-SSO, a very tired example of a Pawnee. Typical of many such aeroplanes, it had lived a very hard life making money for its owner. Pounded and belted in and out of agricultural strips, often so rough you would think twice about driving your four-wheel drive over some of them. Maintenance was generally an on-the-run-affair, always minimal, and ceaselessly for the lowest dollar possibly achievable.

Eventually the GGC acquired the aeroplane, and, no-one would have thought any more of it if it was made suitable for glider towing and operated for a few years longer in this role. Except that it didn't quite work out that way. Dust-covered and forlorn it sat around in a Bacchus Marsh hangar, seemingly forever, except that every now and then a piece of it would disappear! On the face of

it – not a very encouraging sign to the casual observer. However, behind the scenes in the Geelong clubs workshops, things were happening that were anything but casual.

With great purpose and boundless application, this old Pawnee was systematically stripped down almost to its last nut and bolt. What was found was truly frightening. Maintenance and repair methods ranging from blissful ignorance through to outright disregard for safety and integrity: leading edge ribs literally ripped apart by self-tapping screws carelessly driven in each time a new leading edge was fitted onto the wing. Bolts and nuts mercilessly over-tightened, crushing the components that they're supposed to be fixing safely in position, and, perhaps worst of all, a broken false spar where the flaps attach. Main spars not fit for further service and an electrical and fuel system in need of virtual replacement. Keep in mind too, that whilst Pawnees were meant to be relatively easy to maintain, they were definitely not built to be restored. The concept is use them hard and often then scrap them at the other end.

The Shaker and Mover for the project was really one man: John Buchanan. It is mind boggling to consider some of the tasks that John had set for himself. The Piper Aircraft Corporation hasn't built Pawnees for a long, long time now, so spares are pretty thin on the ground, to say the least. Inside and out of Australia, John hunted down all that he could of the available spares, but he was still well short of what was required. Wing ribs and tip bows? Not available! Solution: make jigs and fixtures and build new ones, by hand, from scratch! That's how hours of work started being seriously consumed.

After that it is time to prepare the new wing spars – drill the wrong hole in a critical area and you've blown it! John didn't. Then there's the minor detail of assembling all this into a usable wing, and, making very certain that the delicate and demanding task of rigging, with all the maths and geometry involved, is scrupulously accurate. John did.

Now if that's got you thinking, then multiply it all by two (two wings yes) and spare a thought for the covering and repainting process – not a trivial task by itself.

The fuselage came in for a lot of John's personal imaginative touch. Cargo compartments were built into the original chemical hopper space so that gear could be carried when the aeroplane was to be away from Bacchus Marsh on camps, etc. The neat appearance of the sheet metal work these modifications entailed reflects, not just skills, but real craftsmanship. Just for good measure, John also fitted an external power socket, in case a flat battery might become a problem at some time. And the end result? Amazing!

On a wintry day, VH-SSO finally flew again this year, looking great in its white and blue trim.

Okay, so you might say, so the Geelong Gliding Club has a nice shiny Pawnee, but some perspective needs to be put on it. Consider this: by his own estimate, John Buchanan spent over 9,000 hours on this project, virtually all by himself. That equates to working a 40-hour week for 50 weeks of the year – for four-and-a-half years! Every hour was voluntary; John was not on an hourly rate of any sort.

This is also an aeroplane that John will never to enjoy flying. Not only does he not fly tug aircraft, John doesn't have a power licence! He's done all this for the benefit of his club and the wider membership.

As for a final comment: well, if there's a better Pawnee around, I, for one, would like to see it, because it would need to be an aeroplane that's about as good as when Piper first built it. Recently the Geelong Gliding Club celebrated its 75th anniversary – a real milestone. I wonder if many of those who flew in those celebrations realised what went into the tug that was ready on time for the flying events? How good is the shaker and mover in your club?

A great job. Well done John.





# TASSIE – Really Worth a Visit

David Humphrey (WA)

RECENTLY I HAD THE GOOD FORTUNE TO BE DOWN IN TASMANIA FOR A COUPLE OF WEEKS ON A WORK RELATED COURSE. I EXPECTED ONLY TO HAVE THE WEEKEND OFF, AND TAKING A WING WAS NOT AN OPTION AS I HAD WORK GEAR TO TAKE, BUT I HAD BEEN IN TOUCH WITH ROB STEANE SOME TIME BEFORE HEADING DOWN AND HE KINDLY OFFERED ME A WING TO USE WHILE I WAS THERE.

I arrived at Launceston on a Saturday night and made a few calls. Marty Farmer had been to Western Australia flying some years ago and knew my passion to fly whatever and whenever it was on. He picked me up the following day for an hour and a half drive south where we passed lots of possible tow paddocks and small hills that I am sure would work in the right conditions. We arrived at Brighton, a very nice inland coastal site 20 minutes from Hobart (coastal as in needing a seabreeze). We meet up with Rob and a couple of others, but the weather was not being cooperative. So a bit of parawaffle and a bit of parawaiting and a drive back.

The following weekend Marty was working, but generously offered me his wing and sorted me out with some wheels and a place to stay. Elli, a keen pilot from Peru studying in Launceston for a couple of years, picked me up and we headed to Burnie, an hour and a half to the west. We had been in touch with Richard Long who lives just about on launch, and who arrived a little after lunch. After getting all the do's and do not's from Rich, we followed him off the hill and played for the next few hours in some perfect conditions. We were also joined by another local, Frank. It was pretty cold for a West Aussie and I was glad of the thermals I was wearing. A brick could have flown that day. We landed at the local cricket game to make use of the nice grass to pack up on and Susie, Rich's wife, was there to greet us. A few beers and the pasta Susie knocked up went down really well – what a great day.

My course finished a couple of days early, so there was yet another chance to fly before heading home. Again Marty (who I owe big time) loaned me his wing and some wheels as he was off to NZ for the week. (One of the scariest things I did while in Tassie was take a ride on his son Jessie's motorised skateboard – I think I will stick with the flying.) Being a weekday, all the other pilots were of course working, but a clear sunny sky had me keen for a fly, so Molly, a workmate, and his mum, Sandra, drove me up a hill, armed with cameras hoping to get some carnage.

It was an easy take off just before noon in a very light thermal that took me up and over a lookout. A wave to the tourists, then off towards the LZ, as I didn't know what to expect on the way. I arrived there still at 600m with some nice light thermals coming up, so I played around for the next 30 minutes while Molly drove down to get some landing pics.

After the flight we had a lazy lunch down by the dock, then that afternoon I

caught up with Heather (a hangie for manv



David tries out a new parawaiting toy

years, but who's been cross-dressing for a couple of years now). The seabreeze was in, so Brighton was the go. We arrived in the landing paddock to find only hangies and the trees moving a bit too much. Up on launch it was much the same, more hangies and more moving trees. Heather was now wishing she had brought her hang glider as she was at the bottom end of her paraglider wing. After watching the hangies enjoying themselves for a while, I decided to give it a go. I added some ballast to get me into the higher end of my wing and stepped off and up. Again, a brick could have flown. I was joined a little while later by a couple more paras that I did not get to meet. I boated around until the sun was getting close to the hill, then headed for the landing paddock as Heather was driving down.

It was now time to head home to Western Australia. What a great and unexpected trip. Thanks to everyone, you were all so helpful and friendly. My opinion on Tassie – just go!



The view from Mt Wellington over Hobart



Richard Long boating around at Burnie

Photos: Courtesy David Humphrey





# THE KIWI'S JOURNEY

**Kathy Robinson (HGFA Board Member)**

MY FLYING INTEREST STARTED WHEN I WAS A YOUNG GIRL WATCHING MY DAD LEARN TO FLY A PIPER CUB BACK IN THE 1950S IN NEW ZEALAND. I WAS EVEN TAKEN UP FOR A RIDE WITH THE INSTRUCTOR ONE DAY. DAD SADLY DIDN'T COMPLETE HIS GA LICENSE DUE TO HEALTH PROBLEMS. MY INTEREST LAY DORMANT FOR MANY YEARS, UNTIL ONE DAY THE LOCAL NEWSPAPER WAS ADVERTISING TIFS IN THE LOCAL AERoclub'S CESSNA 172.



I decided to go down to the airfield and have a go. Within minutes I was hooked. I was now in my late thirties and I had a teaching job which gave me the financial means to follow my dream. Also I was now only supporting my teenage son (my two daughters had left home), so I decided it was time to do something for myself.

Two years later I had my full pilot license, had become divorced (no, not because of flying!) became a grandmother and embarked on travel overseas. I spent nearly a year in England where I did some flying on the outskirts of London, and also did a short flight near Exmouth. I did some travelling in Europe, but costs prohibited me from doing any flying there.

Christmas 1991 I returned to WA because my adult girls were giving me more grandchildren. My daughters are now 34 and 32, my son is 28. I now have seven grandchildren – you would have seen photos of them in my article in the July '04 issue of *Soaring Australia*.

Upon my return I joined the Collie Aeroclub and became their secretary for a year. I did some more GA flying, but not as much as I would have liked. A few years later I decided to further my flying skills by getting my aerobatic endorsement. This was achieved at the Royal Aeroclub in Jandakot, Perth. Having attained that, my partner, who is now my husband, and I moved to the Goldfields for two years. I did a little bit of flying when we were in Kalgoorlie, but when we moved to Leonora it meant a round trip of about five hours for a fly, so flying came to a stand still.

However, about the same time while on a trip back to the south-west of WA to see family, I had the chance to go for a TIF in a trike with an instructor who was in the early days of his microlight school. Once in

the air I was hooked again! I discovered that trike flying was a bit more affordable. When we returned to the south-west to live in our new home at Binningup, I decided I had to have a trike and learn to fly it. The weather in Bunbury isn't always the best to learn to fly. So this factor, coupled with work commitments and fitting in with the instructor's availability, meant it took me two years to finally get my licence. I was his first female licensed pilot, and I believe I am still currently the only female licensed trike pilot in WA. It took a while for him to decide to let me go solo. I think he was a bit apprehensive because I was female! As a Board member I hope to be able to interest more females to take up the sport.

In 2000 and 2001 my partner, Gary, and I travelled around Australia, taking with us my trike (see my website for more about this journey [[www.users.bigpond.com/kiwikathy](http://www.users.bigpond.com/kiwikathy)]). Gary only got as far as Mackay, Queensland, and then drove back across the Nullabor. But I completed the journey, towing my trike, travelling up to Darwin with a passenger and then on to Perth on my own with my dog. I had some fantastic flying in the NT. This trip around Australia enabled me to meet many trike pilots, including some female trike pilots. It was good to be able to meet some more females and discuss flying from a female's point of view.

One of my dreams was to find property where I could have my own runway and hangar. To be able to walk outside, pull the trike out without worrying about rigging, and go flying... This was to be the ultimate! A few months after returning to WA, I found such a place, just out of Mandurah. The place is called Ravenswood, and funnily enough it is close to a main river called the Murray River. Funny because in our travels we spent quite a bit of time on the banks



At Longreach airport. A 747 had flown in four days beforehand to be part of the Qantas museum



Kathy and Sparky on their round Australia trip (MKT airfield, Darwin)

**Photos: Courtesy Kathy Robinson**

of the Murray River that separates NSW and Victoria.

I joined the Board as I feel we need more liaison for the trike pilots in WA. Triking is growing in the Peel region (the area I live in). Having my own runway and hangar also gives a focus to the sport, with local trike pilots flying in. At the time of writing I am applying for our property to be recognised as an Airpark, which will encourage that growth. And hopefully we can add to our female numbers.

I invite you to visit my personal website at [[www.users.bigpond.com/kiwikathy](http://www.users.bigpond.com/kiwikathy)] to see flying photos taken from my trike around Australia.





# EARLY DAYS

**Fred Foord – reprinted from Vintage Times, the official newsletter of Vintage Gliders Australia**

SIXTY YEARS! THAT'S A LONG TIME. BUT I REMEMBER IT WELL.

I NEED TO GO BACK A BIT FURTHER THOUGH,

**62** years. I left school after matriculating in July 1942 (I had been evacuated away to Hertfordshire with my school) and was directed (that is how it was in wartime) to my first job as a trainee engineering draughtsman. There I met John who was a year older than I. John told me he was in the Air Training Corps. That sounded exciting, they had some free flying in Tiger Moths and the like. So I joined. That meant I had two uniforms, I was already a Messenger in the Civil Defence with my own tin hat and a better gas mask than the general public had!

Less than two years later in the ATC (1066 Hitchin Squadron) I had my sergeants stripes and was teaching Morse code, aircraft recognition, astro-navigation and drill. We could volunteer for the armed forces at age 17.3/4, so on 17 February 1944 I took the train to London and volunteered, hoping to be selected for aircrew training. I was, in the best category, PNB, (pilot, navigator, bomb aimer) so now I was in the RAFVR, AC2 Foord FJ. But I wouldn't actually be called up into the RAFVR before my 18th birthday on 15 May. That never eventuated actually, but that is another story. I was allowed to put a white flash in my ATC forage cap, signifying selected for aircrew.

At 18 I was also promoted to be Air Raid Warden instead of Messenger, and spent two nights a week on duty at the Wardens Post, just in case there was an air raid. On frequent occasions there was, but no bombs actually fell in my area of responsibility. They did fall over at the other side of the town, by the railway station and the factories, less than one kilometre away and houses had been destroyed a street in which I was billeted during 1940 and 1941. Another two evenings each week we had ATC parades, plus Sunday mornings, so my weeks were pretty busy. Life was never boring during my teenage years!


Aircrew selection also meant I was eligible for training camps, including gliding. I had not known anything about gliding. John explained (across the drawing boards) that gliders could actually gain height and stay up for hours. Sounded good. I applied, and

on 8 July 1944 I arrived at C127 EGS, Panshanger airfield, very close to DeHavillands at Hatfield to start training. There were about 24 of us on the course, which lasted a week. We were divided into three groups of eight cadets and given a Dagling open primary glider to play with, and an instructor. Ours was Paddy Benson, formerly a member of London Gliding Club at Dunstable, and incredibly old, probably over 50!

Next morning we took turns to sit in the Dagling, facing into wind learning to balance the wings, learning the function of ailerons and getting the feel of them, but not moving. After lunch we took turns at being dragged over the ground by a winch wire with just enough airspeed to get the ailerons and rudder working, to try to keep the wings level with ailerons and the nose straight with rudder. Maybe 100-yards at a time and then we changed pilots to give someone else a go. When we reached the winch, our team pushed the glider back to the starting point whilst the next glider and team had their turn. Then the third team, by which time we had got back to the downwind end to start all over again.

We gradually improved. I had five ground slides that day. We were keen to get going again next day, but it blew and rained all day! And the next!! On Wednesday 12th it dawned bright and clear. Progress continued. I got the hang of it fairly quickly and had another four slides. On Thursday 13th I had two more slides, and then the big step, Paddy gave the okay for the winch to accelerate and I was able to use the elevators to lift it off the ground. I was airborne for the first time for a low hop. I don't suppose I rose more than a couple of feet at a time, but I was able to contact the ground several times and lift off again before, all too soon, it was someone else's turn. I had soloed.

The course ended on Saturday 15th. I had to leave early to catch a train to RAF Cosford, near Wolverhampton, to do another course. There we learned to use the Dalton Computer, a navigational aid which strapped to ones knee, to resolve vector diagrams, and also meteorology. The latter seemed boring but it gave me a basic under-

standing of the subject. Over the next few months I rode my push-bike to Panshanger several times, about 25km each way, and continued my training until I was proficient at low hops (around 50ft altitude) and could land decently every time. That was as far as the ATC training went in those days. I had to wait until civil gliding started again in January 1947 by which time I was a Post War Founder Member in Southdown Gliding Club based on a Battle of Britain airstrip on the Seven Sisters between Eastbourne and Seaford. But that too is another story.\* 

*PS: I used to go home to Eastbourne some weekends. Passing through Kings Cross station I picked up a copy of Sailplane and Gliding to read on the train. In one issue I read that a group in South Australia was calling a meeting on 8 November 1944 at the YMCA in Gawler Place, Adelaide, with a view to founding The Gliding and Soaring Club of South Australia. In a later issue I read that the club had been formed and that the first members were called Alan and Ray Killmier. I never dreamed that they would become good friends of mine but somehow the name of Killmier stuck in my mind. So I was actually gliding four months before that club, which later was renamed Adelaide Soaring Club, was founded And John? He did get called up and was in Canada being trained under the Empire Air Training Scheme when the war ended. He married my closest girlfriend, Betty, and I was his best man. He was my best man when I married Pat in 1949. We keep in touch at Christmas and birthdays. But John never flew again.*

**\*GFA Sub-editor note:** Hopefully we will read that story too someday!





# GCWA 60th Birthday Party



The Ka6, VH-JMC

To mark the occasion a dinner dance was held at the Cunderdin Shire Hall. A number of ex-members made the journey to Cunderdin and had flights as guests of current members.

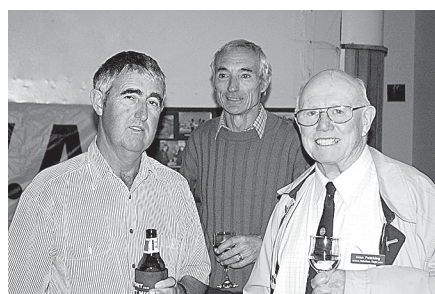
The clubs Ka6, JMC, was rigged in the shire hall and this provided an excellent back drop to the dinner.

Our only surviving foundation member from 1944, Ray Baird, attended and was presented with an award to mark 60 years of service to GCWA and gliding in general. Ray has been active in the club since 1944 and only three years ago was still a committee member.

After the speeches Swain Johnson gave a 10-minute Power Point slide show of the clubs activities starting with some of Ray Bairds old photos from the 1940s which



Don Shaw, Steve Hunt, Hazel and Bob Smoothy



Len Patterson, Ray Baird and Kevin Mitchell

December 2004

gave a fascinating insight to the early days of gliding in Australia.

A good day was had by all and we look forward to our next celebration for the 75th birthday.



Iain Russell

THE GLIDING CLUB OF WESTERN AUSTRALIA CELEBRATED ITS 60TH ANNIVERSARY ON 9 OCTOBER 2004.

Photos: Courtesy Iain Russell



Phil Johnson, Kevin Saunders and Alan Patching

  
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# A TRAILER REBUILD

Andrew Wright

WITH APOLOGIES TO THE GREAT LITERARY CLASSIC BY CHARLES DICKENS, I WOULD LIKE TO TELL A STORY ABOUT TWO SAILPLANE TRAILERS. THE FIRST OF THESE TRAILERS WAS OLD, WORN BY THE WINDS OF WEATHER AND TIME. THE OTHER WAS NEW, A REALISATION OF A LONG-HELD DREAM. LITERARY RAMBLING ASIDE, THIS IS THE STORY OF HOW AN IDEA BORN 30 YEARS AGO WAS FINALLY REALISED. A STORY OF HOW PERSISTENCE AND VISION WINS OVER PESSIMISM AND CRITICISM.

**T**he story starts back in 1964 when, as a four-year-old child, my first recollection in life was that of watching a soaring bird at the beach somewhere in Adelaide. I recall feeling a fascination, a fascination that has not worn with the passage of time. With childhood came the usual chemistry sets, plastic toy guns and bicycles, but it was not until 1972 when my father gave me a flight in a glider at the Adelaide Soaring Club at Gawler that the my real passion was born. As a teenager I spent all of my pocket money on gliding. Flying every six weeks was a slow way to learn but come my 15th birthday I was ready to go solo. Girlfriends, university and then marriage slowed my flying, but did nothing to dull my passion to fly sailplanes. I did what flying I could, as I nurtured a dream to own and fly my own sailplane.

To my desire to own and fly my own sailplane my wife said, *"Andrew, whilst you are married to me you will never own a glider."* I tried to negotiate, explaining that if I could get companies to sponsor me by putting their advertising on the trailer, we could have a good sailplane, fancy trailer and...; but alas, negotiation was not my wife's strong point. A couple of years later we separated, divorce paving the way for my future as an aircraft owner. The next couple of years were tough times. Divorce and financial hardship survived by clinging to my goal of owning my own hangar, sailplane and a "fancy" sponsored trailer. I worked hard! I saved my money, worked late, did the "hard yards" finally taking delivery of my Standard Cirrus 75, Golf Alpha Mike. Now with a hangar as a home and a, "25-year-old German lady with a 15m wingspan and a cute tailplane" to sleep with, thoughts of my previous problems were fading fast.

With a great glider and a top shelf hangar, I set about realising the last part of my dream, the "fancy" sponsored trailer. My mates at the soaring club thought I was an idiot for wanting to do this, they even said

so! *"You can't fly the trailer"* they said, meaning why waste your money on a good trailer. Years of leg work followed as I found out that no-one wants to put money into something that looks like this.

I found getting sponsorship difficult. My problem was that the trailer looked "crap" so it was hard to sell the idea. You have to have something good to start with. What I had to do is spend my own money to get the trailer looking good and then hope that sponsors saw a benefit. I was prepared to talk to a lot of people, take a lot of knock-backs and was prepared to think in terms of what the sponsor wants. I grew a thick skin! Most people just could not see the end result! I solved this by preparing a really professional-looking profile document. It described who I was, what I wanted to do and what the benefits to potential sponsors were. It worked! I had my first sponsor – Aviation Acrylic Mouldings – Manufactures of high quality glider canopies and aircraft components.

Over the winter of 2003, I stripped the old cladding off the trailer and took the frame to Universal Metal Cleaners at Wingfield in Adelaide which specialise in all types of abrasive blast cleaning. Adam Peters provided abrasive blast cleaning and anti-rust coating of the trailer frame. Another valuable sponsor.

Then to Mike Griggs Caravan Service Centre in Adelaide. With over 30 years in the caravan industry, Mike and Dot Griggs designed and rebuilt my trailer to exacting specifications. They also did a lot more. Being wonderful people, Mike and Dot offered a considerable sponsorship deal as well. Sponsor number 3.

Mike and Dot Griggs are leaders in the caravan industry in Australia and recently became the new SA Compass caravan dealers. Their contacts helped me considerably. During the rebuild, Mike and Dot helped to secure the following additional sponsors:

- *Trailer suspension and braking system from Al-Ko International – vehicle technology, gardening and DIY, ventilation technology and plastics*
  - *Signwriting from Proline Signs – Adelaide's complete sign specialists*
  - *Tyres and rims from Tyrepower Holden Hill – alignment, brakes, suspension, service and repair specialists*
  - *Aluminum cladding from the Camec Group – recreation vehicle and marine supplies*
- Contributions from:
- *Air Command Australia – caravan air conditioners and fridges.*
  - *Supreme Caravans*
  - *The University of Adelaide*

## THE NEW TRAILER

Altogether 10 companies contributed to the trailer I now own. The trailer works wonderfully and is a credit to the workmanship and skill of the staff of Mike Griggs Caravan Service Centre. On the road it tows like a dream, looks a million dollars and attracts admiration and questions wherever it goes.

## SO WHO WINS OUT OF ALL OF THIS?

- *I win because I have the glider and trailer that I always wanted*
- *The sponsors win because the trailer gives them a great mobile advertising platform*
- *Gliding wins because the trailer promotes gliding as a desirable sport to a wider public*

Gliding is a sport that has a lot to offer and can attract and benefit from sponsorship. We fly beautiful and graceful aircraft, we compete at high speeds, in difficult situations and our top competition pilots are elite athletes. Attracting sponsorship is about offering what someone else needs and promoting our sport for someone else's eyes. We can all do this!





# GFA News

## Happened Recently on an Airfield

The usual day, the usual airfield with a bit a slope. Nice thermals all over and every now and then a powerful one crossing the airfield having some gusts in its trail.

Things are going pretty easy – until suddenly one parked aircraft is taxiing out on its own account. No brakes, no chocks, a bit a wind to kick start it and the slope – aahh, there is another aircraft in its way. Olympic sprint – can we get there in time?

Close Shave? Secure your aircraft at all times sufficiently.

Martin Feeg

## FAI NEWS

### Important Notice for World Record Breakers

Before 1999, the FAI Sporting Code for Gliding (Section 3) included a World Record category entitled "Distance Flight via up to Three Turnpoints." This was defined as follows:

*"A flight measured for distance from a start point (1.5.3) via not more than three previously declared turnpoints (1.6) when applicable, to a landing place not necessarily specified before take-off. The turnpoints must be at least 10km apart and they may be claimed once, in any sequence, or not at all. (Turnpoints are defined separately from start and finish points and have a different status; consequently, the start point or the finish point, or a point within 10km of these, may be used as a turnpoint.)"*

This record category was eliminated by decision of the IGC in Seattle in 1999.

However, it has now been re-introduced without material amendment at Paragraph 1.4.4.b in the version of the Sporting Code Section 3 that took effect on 1 October 2004. This can be seen at: <[www.fai.org/sporting\\_code/sc3.asp](http://www.fai.org/sporting_code/sc3.asp)>

The re-establishment of the pre-declared Three Turnpoint distance task as a record category for gliders does not render void the previous homologated records. The minimum distances were, regrettably, not published at the same time as the restored record category, but are now published below. We apologise for any confusion that this lack of information has caused. Only claims exceeding previous record flights by the required amount will be recognised.

The minimum distances required for new pre-declared three turnpoint distance world records are therefore the values shown below, plus one kilometre (for compliance with Section 3, paragraph 3.04):

## General Pilot Category:

*Open Class: Previous value: 2,049.44 + 1km  
15m Class: Previous value: 1,434km + 1km.  
World Class: Previous value 591.20km + 1km  
Ultralight: Previous value 508.10km + 1km*

## Feminine Pilot Category:

*Open Class: Previous value 1,042.55 + 1km  
15M Class: Previous value 1,042.55 + 1km  
World Class: Previous value 429km + 1km  
Ultralight: None.*

## GFA AIRWORTHINESS DIRECTIVES

### GFA AD 611 – Issue 1

*Type affected: K7 and K2, all serial numbers.  
Subject: In-flight failure of wing structure.*

### GFA AD 616 – Issue 1

*Type affected: Twin Astir and Twin Astir Trainer (not G-103).*

*Part A: All serial numbers.*

*Part B: Twin Astir serial numbers from 3073 on, if equipped for acrobatic flight in accordance with TM315-8. Twin Astir Trainer serial numbers from 3088-T-2 on, if equipped for acrobatic flight in accordance with TM315-8.*

*Subject: Changes to operating limitations.*

### GFA AD 617

*Type affected: Duo Discus, serial numbers 1 up to and including 164.*

*Subject: Possibly faulty bonding of upper spar cap to spar web.*

## FAI BADGE CLAIMS

### October 2004

#### A AND B BADGE

Healy, Christopher Brian 11023 Caboolture GC

#### C BADGE

Wyatt, John Lowther	10979	Lake Keepit
Tyler, Mark Adrian	11007	Adelaide Uni
Powell, Christan Leslie	10981	SA Air TC

#### A B AND C. BADGE

Segafredo, Matteo	11020	Southern Cross
Greste, Andrew	11021	Wee Waa GC
Van Oosterhout, T J	11022	Gympie GC
Battye, David Leslie	11024	Adelaide Uni
Hardie, Derek Ernest	11025	Central Coast GC

#### SILVER C

Popek, Ivan	4548	Darling Downs
Rigby, Andrew	4549	V.M.F.G.

#### DIAMOND GOAL

Rigby, Andrew	V.M.F.G.
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#### Claims for all badges and certificates to:

FAI Certificates Officer Beryl Hartley  
PO Box 275, Narromine NSW 2821  
Ph: 02 6889 2733 (w), 02 6889 1250 (h)  
Fax: 02 6889 2933,  
Email <[hartley@avionics.com.au](mailto:hartley@avionics.com.au)>.

#### Decentralised Competition entries to:

Chris Stephens  
PO Box W48 Wanniasa ACT 2903  
Ph: 02 6231 4121,  
Email <[poboxw48@dynamite.com.au](mailto:poboxw48@dynamite.com.au)>.

## GLIDING FEDERATION OF AUSTRALIA

### Airworthiness Inspection

## FORM 2 AND C OF A NOTICE

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

\* Fees include GST

## A) DOCUMENTATION REQUEST

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

Aircraft Type.....

Registration marks VH – .....

Address to which documents are to be sent is:

Name .....

Address .....

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

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

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On top of the world

## FLYING OVER EVEREST

## – Angelo D'Arrigo hang glides over the highest mountain in the world

**Text: Dante Porta and Angelo d'Arrigo, Photos: L. Bourbon/Spin360**

CERTAIN OPERATIONS LEAVE NO ROOM FOR IMPROVISATION. BECAUSE OF THEIR CHARACTERISTICS AND INHERENT DANGERS, THEY HAVE TO BE PROGRAMMED WELL IN ADVANCE, PLANNED RIGHT DOWN TO THE TINIEST DETAILS. THEIR POSSIBLE DEVELOPMENTS, EVEN THE MOST UNLIKELY EVENTS, HAVE TO BE PREDICTED, LIKE THE MOVES OF A CHESS MATCH. EVEN TOTALLY UNEXPECTED FACTORS SHOULD BE TAKEN INTO CONSIDERATION.



The hyperbaric chamber

**B**ut unfortunately this is not possible. A degree of risk is inevitable. But it should be restricted to just those marginal events that could affect the project.

In this case, the project was the idea of flying over Mt Everest in a rigid wing hang glider. It was part of a more extensive plan of adventure and flight, named Metamorphosis, that Angelo D'Arrigo created and is gradually performing over the course of the years. This part of the overall project consisted of

the over-Everest flight, and the re-introduction of a pair of Nepal eagles in the Nepalese Khumbu valley, where they have been extinct for some years. Angelo reared the pair in captivity, bringing them to a stage of independence sufficient to give them a chance of survival in their natural habitat.

Angelo, as always, was meticulously professional in his preparation for the flight, leaving nothing to chance, and working in all possible directions to minimise unexpected occurrences, which are an ever-present





possibility in this sort of operation. Preparation lasted for almost two years, with help from professionals in all the respective areas.

He worked with medical staff expert in high-altitude physiopathology from the Aerospace Medical Centre of the Italian Airforce. He conducted experiments and investigations on his own physiology and the problems caused by high altitude, testing his body's reaction to rapid changes of height in hyperbaric chambers. He devised and perfected the equipment required for the oxygen breathing apparatus, again with air force staff. He worked on flight equipment with technicians from the Icaro 2000 company, personalising a hang glider according to his specific requirements. He worked with Woody Valley to create a harness capable of meeting the demands and problems posed by the particular conditions. With Digifly's staff, he assembled electronic instruments that would remain effective at low temperatures. Then he tested himself and all the equipment in a climatic centre at Fiat, and in the wind tunnel.

Everything was studied, everything was tested, even the most unlikely possibilities were taken into account. In this sort of situation, in which unknown forces come into play, all the possible human resources offered by experience, skill and imagination have to be used, to avoid the onset of at least those problems which can, with a little attention, be predicted. Nothing could be left to chance. Only a totally professional approach is possible in this sort of enterprise if an acceptable level of safety is to be maintained. The nine-year two year period spent by D'Arrigo on the project, from concept to completion, is proof enough.

The initial idea, that of gliding up on the powerful ascending currents blowing up the north face of Everest, was not possible. Angelo therefore decided that the hang glider would have to be towed up to a sufficient height near the peak of Everest, approaching from the south, and then gliding over the summit after having released the tow rope.

This unusual and significant challenge possessed all the intrigue of enterprises at the frontiers of human experience. Many factors were involved, and the project created an intense sense of fascination. Whatever one's opinions, in the final analysis, a single man, with all the resources available, but with all the limits due to the human condition, had to face the solitude of the rarefied air at an altitude of 9,000m, with the powerful winds and the vast space that make you feel very, very small.

The expedition (it was a true expedition, to all intents and purposes) reached Kathmandu, Nepal, on 19 April 2004, with

a Qatar Airways flight. The bureaucratic procedures took a few days (a lot of material was involved, microlight, hang gliders and so forth, not to mention two eagles!), but at last the complete team moved to Syangboche. This village is a few hundred metres above Namche Bazar, the city that has become a symbol of the Sherpa population of the Solo Khumbu valley, which runs up to the Everest base camp.

This location was chosen partly because it has a beaten earth runway, built many years ago by Sir Edmund Hillary (the first person, with Sherpa Tensing, to climb Everest) in order to transport building materials used for the schools and hospitals constructed for the local population. When they arrived, Angelo and his team discovered that the runway no longer existed. It had become a series of pastures for yaks. For some years, the Pilatus Porters, aircraft once used for communications in these valleys, had been replaced by Russian twin-rotor helicopters, surplus from the war with Afghanistan, and so the runway had fallen into disuse.

D'Arrigo and his team had to take on a number of people and finance a scheme that, in the space of just a few days, brought the runway back to operational status. Though perhaps not the highest runway in the world, it is not far off. Now the airstrip is once again available for small scale air traffic.

It was possible to move to the airport and the adjacent village on 10 May 2004. Equipment and team moved to the 4,000m high location Syangboche, taking just the female eagle Gea – not the male – with them (Angelo will explain why later). The first attempts at making the flight over Everest began on the 16 May, but the right day arrived only on the 24th. But at this stage, let Angelo take up the story.

#### *Angelo, why did you have to change technique for the flight over Everest?*

It wasn't really a change. We had considered the two alternatives before we left. The first, which I would have liked to have tried, consisted of being towed up over Changtse in Tibet, then, after releasing the tow cable, gliding into the thermodynamic current that, from the north, flows up and over Everest. The second option, in the case that weather conditions prevented the formation of this upwards current, consisted of a tow up to the height necessary to fly over the peak.

Unfortunately, during the time that we were there, we never had the conditions for making even an attempt at trying the first idea. Furthermore, there were just two days in which the second technique was possible, the first on the 16th which, as I will describe, was not perfect, and the second on the 24th,



Base camp preparations

when I was able to achieve the objective, luckily, because our time limit was the end of May. This limit was due to the arrival of the monsoon which would have prevented any further flights until October.

Of course, in order to use the second solution, we had to work on preparing a microlight that could tow me up to 9,000m. A number of British expeditions had tried this in the past, but no microlight had ever succeeded in the attempt. We developed certain technical solutions, with a specially-prepared engine that could carry out the task.

The microlight pilot, Richard Meredith, did exactly the same training as me during the preparatory phase, with the hyperbaric chamber sessions, the climatic chambers, and the wind tunnel training. I wanted to be certain that he was ready in case it would be necessary to use the microlight to tow me up to a sufficient height. We had to be prepared for any situation, because the idea of flying over the highest mountain in the world was ambitious, to say the least.

Even though we had to opt for a tow right up to the altitude necessary, this option was no guarantee of success. In fact, conditions were suitable just on one day, the same day chosen by all the concurrent Everest climbing expeditions for their final assault on the peak. For mountaineers, there are just four or five days, before or after the monsoon, in which an attempt to reach the peak can be made.

#### *What actually happened? What problems did you encounter during the flight?*

We made the first attempt on 16 May 2004. I got up, like every morning of my long





Angelo introduces a current local to a once local



Taking off for the attempt

adventure in Nepal, at 3:30am. The sky looked promising, and so I decided to make an attempt. The microlight towed me up to Ama Dablam (6,340m), but then I decided to quit. Even though everything had gone well up until then, a series of small signals warned me that the weather was changing, putting the attempt at risk, and so I decided to turn back. My suspicions were confirmed by turbulence that caused the breakage of the tow rope safety link. Later, storms and blizzards arrived, bringing tragedy with them. Over the next three days, four climbers died on Everest, and their bodies have not yet been found. The conditions were evidently due to the arrival of a front, and this, on Everest, can have dramatic results.

On 24 May, the day of the next attempt, I woke at 3:30am as usual. I could see the stars, but the most important sign was that we were no longer immersed in the mist. We were out of the clouds, and, looking south, I could see the Khumbu valley, also free of cloud. This important sign was precious, because it was the first time that it had happened during our time there, and it showed that the air humidity conditions had changed. I told the team that the moment had arrived. Everyone rapidly and scrupulously prepared all that was necessary for the attempt.

At 5:30am local time, we took off to start our upwards journey. I was towed by Richard Meredith piloting the microlight. At this height and in these conditions, take off is achieved at about 70km/h, after a long run. We had already been breathing oxygen for about 30 minutes. This essential part of

preparation had been decided during the tests performed at the Italian Air Force Centre for Experimental Aerospace Medicine, and it was necessary to eliminate the traces of nitrogen present in the blood in the form of microscopic bubbles. Otherwise these could expand at high altitudes, creating a risk of embolism.

After take off, we climbed above Syangboche (3,800m) until we had reached an altitude of about 5,000m, and then we headed for Ama Dablam. After having flown over this splendid mountain, we crossed the glacier and moved towards the buttress between Lhotse and Nuptse, and we skirted the west wall of the latter. Here we found the first rising currents. They were already thermodynamic, even though it was still early. The wind created considerable dynamic uplift.

Once we had achieved the necessary height, we crossed the crest and moved towards the Everest Icefall, staying close to the north face of Nuptse. In this part of our journey, we went through some powerful turbulence. Then we headed directly towards the peak of Lhotse. Then towards Everest. We gradually attained an altitude close to 9,000m. While we were in the last stages of our long climb, just downwind from the peak, we encountered some particularly strong turbulence, with notable wind shear. [At these heights, one may even find jet-stream currents.] Near the South Col of Everest, close to the peak, we ran into a gigantic area of rotor turbulence, which dragged the microlight violently downwards, projecting me in the hang glider upwards at the same time. This caused the tow rope to break, at the safety link, which I had regulated at 200kg (about double the normal setting). We were at a height of about 9,000m; I was 500m south of Everest, about 150m above the height of the peak. I released what was left of the tow rope and headed for the peak, flying over it soon after. This was the moment, flying over Everest. I had succeeded in the attempt to fly my hang glider over the highest mountain in the world.

I took some photographs and recorded some video footage of the crossing (the *Flying Over Everest* documentary was produced by SD Cinematografica). But the flight over the peak lasted just a few seconds. I could not stay in the area for long, because it was still subject to the turbulence that had just snapped the towrope.

Staying there became more and more risky. In addition, the low air density drastically increased the rate of descent.

I flew back and forth over the peak one more time, and then I headed for Nuptse, in order to cross the Icefall on my return from

the top of Everest. When I reached Nuptse, I had to make a snap decision. I had two options: to try to return to Syangboche, or look for an alternative landing site. But I immediately saw that the former option was impossible, because the mist was rising, rapidly becoming banks of cloud that blocked the entire Khumbu valley.

About three hours had gone by, and the clouds had even reached the lower slopes of Ama Dablam. I had all the necessary equipment and the GPS co-ordinates, but this was certainly not the time to try out flying and landing using instruments alone.

I had another possibility, crossing the Lho La col and landing in Tibet. I had seen that the area was free of cloud, and I had told Massimo Cappon (the journalist reporting on the Italian Everest expedition for the *Corriere della Sera*) that this could have been an option, so that the members of this expedition could help me if necessary.

In actual fact, I had visited the area with Cappon last year, during my climb on Everest, from that side, and I had had the opportunity of exploring the area. I had found a location suitable for a landing, a flat area of ice and snow, near the upper base camp (6,400m) to the north, just below the pass.

But I wasn't keen on the idea of spending an indefinite period of time in a Chinese prison. An unauthorised landing on Tibetan territory would have without doubt led to a reaction on the part of the Chinese authorities. Even though it were an emergency, there would have been problems. In the light of previous experience, I made a different decision. I narrowed down the field of possibility to the Italian CNR research station pyramid, because, during exploration the previous year, I had identified a possible emergency landing site there. The problem, in fact, was not just that of finding a feasible landing site. It had to be one that could be easily located and reached by people in order to retrieve or rescue me. I had identified 10 possible emergency landing sites. I had marked them all onto a map, with their coordinates. The areas were numbered, and so, after landing, all I had to do was to transmit a number to the team. This would have been sufficient for them to know exactly where I was, so that they could come to fetch me quickly. Even just a broken leg in such a remote area could be fatal.

So I headed for the pyramid. I gradually lost height, and I started orbiting the pyramid in order to attract attention. When I had reached the right height, I started to prepare for the final approach, for a landing just north of the pyramid. During the final approach, when I was just a few metres from





Angelo at the peak

the ground, my speed was still 100km/h. This was partly due to the fact that I was still at an altitude of over 5,000m. In addition, I had a large oxygen cylinder on my back, which increased my rate of descent as well as hindering movement. So the landing was technically complicated. But in the end, notwithstanding the rough ground, the high speed and the turbulence, I managed to land without any difficulties.

***What equipment did you use? What problems did you encounter, and which solutions did you adopt?***

First of all, the rigid wing hang glider was a Stratos, made by Icaro 2000. I had been using this glider for some time in order to get used to the flying techniques. It was an ordinary, series glider, which I personalised in cooperation with Christian Ciech and Manfred Ruhmer. They both invested a lot of time and energy in order to ensure that I could rely on optimum equipment. In actual fact, Icaro 2000 prepared three identical gliders for me, with exactly the same personalisation. This precaution was taken so that any damage sustained in one attempt would not have compromised the whole expedition. Luckily there were no accidents, neither during the test flights nor the attempts on Everest, and so the other two gliders remained in their cases.

December 2004

The glider incorporated a few adjustments to suit my flying technique, and a few small modifications for technical reasons. For example, I moved the flap controls from the control bar to the downtubes, because I needed space for the equipment controlling the video and still cameras fitted to the glider. Another specific technique used on the wing was a special spray, one used for the mechanical parts of military jets. This lubricant prevented the formation of ice on the surfaces of the Stratos. We flew at temperatures lower than -50°C for hours, and at speeds well over 130km/h. In those conditions, even my tears froze, and I couldn't close my eyelids.

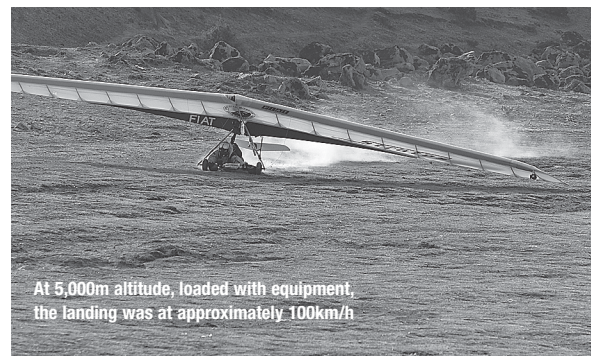
It was important to use the wheels for landing, because of the high speed caused by the altitude, along with the weight of the equipment (oxygen cylinder, thermal clothing, three video cameras with recorders and batteries, two still cameras, survival materials, etc...). The wheels had to be of the right size, and they had to be able to withstand changes of pressure at the different altitudes reached, so that they wouldn't explode as we climbed. There were many other similar factors that had to be taken into account.

The harness was made specially by Woody Valley, together with Icaro 2000.

Some of its features have already been mentioned. In addition, there were a series of large pockets for the video-recording equipment and the video camera batteries. On the dorsal surface, there was a pocket for the oxygen cylinder. The ventral surface was reinforced so that I could land in a prone position without receiving excessive trauma on the thorax and abdomen.

The instruments were prepared by Digifly. The company's technical staff put two Graviters connected to a GPS into a protected, heated case. The system gave the desired results, because not only did the instruments not freeze up, but they were legible at all times.

All these techniques were adopted following the experiments conducted during



At 5,000m altitude, loaded with equipment, the landing was at approximately 100km/h





Angelo and Gea

the record attained at Guidonia, before the Everest flight, an experience that was something of a general test. The right solutions to each problem emerged from my requirements and experience, in combination with the professional skill of the technicians from the various manufacturers.

*Your success was made possible by a team. Tell us about this team.*

The team is the most important thing for this sort of project. I was the person that flew over Everest, but this would not have been possible without the extraordinary professional skill of a supporting team. Each member of the team had a specific role, and each was indispensable in attaining the final result. Success would have been impossible without the team.

First of all, the tow pilot Richard Meredith, who actually established an extraordinary record in the height that he reached, never attained before in a microlight. I have known Richard for years, and I consider him one of the finest pilots of all. A long time ago we were adversaries in microlight competitions, but we later became friends. He now works with me whenever the opportunity arises.

Another important member of the team was Massimo Puglisi, my personal assistant, without whom the organisational structure would never have functioned as smoothly as it did. Then Achille Cesarano, pilot, friend and ornithologist who personally supervised care of the eagles.

Then there were the photographers Livio Bourbon and Enrico Paronuzzi, and the SD Cinematografica team, Fabio Tondelli, Maurizio Felli, Marcello Muro and Stefano Birilli, who produced the material for the film *Flying Over Everest*.

In total, there were 12 people in the team, a committed and dedicated group for the entire 45-day period of the expedition.

*How did you get on with your eagles?*

*Were you able to re-introduce them into the valleys?*

*After we reached Kathmandu, we had to wait for a few days before the bureaucratic procedures had been completed, after which we would have been able to continue our journey towards the upper valleys of the Himalayas. During this brief period, the eagles unfortunately caught a virus. We immediately took them to a veterinary centre, where they were treated. The female reacted well to the medical care, but the male remained rather poorly, and when we left for the valleys, I thought it better not to take him with us. He was too weak, and exposing him to that habitat could have been dangerous. So we just brought the female, Gea. I flew a lot with her in the valley, both using a paraglider and a hang glider. These flights enabled the eagle to become accustomed to the habitat and the territory. With the help of the entire team, during the final stage of the expedition we taught the eagle to hunt, so that she could survive independently. In the end we freed her in her native valleys. Before we released her, I fastened a micro-transmitter onto her, which, by means of a sophisticated system, transmits a signal allowing us to monitor her movements and activities, at the moment in the Solo Khumbu valley. Later we will be able to trace her during her migratory flights.*

*To return to your flight, what were your thoughts when you actually flew over Everest?*

It was incredible to be flying over the highest mountain on earth in a hang glider. Of course, at that moment there was a lot of

tension and concentration, and so I didn't have much time for philosophical reflection! In this sort of project, there is no room for error. All sorts of factors had to be taken into account: the flight paths necessary to avoid the many areas of problematic air conditions; the various safety systems linked to the oxygen supply; the formation of ice, which in part covered my eyes; the ice which also tended to block the controls of the hang glider (-53°C, speed over 100km/h); and the video and still cameras that recorded and photographed the record attempt. I also had to keep calm notwithstanding the excitement, in order not to consume the little oxygen that remained. At the same time I had to keep moving certain parts of my body in order not to risk freezing! So, there wasn't much time for thinking. But nonetheless, I felt a sensation at that moment, and so I would like to dedicate this extraordinary adventure, *Flying Over Everest*, to two people who had an important influence on my life, but who are no longer here to share these emotions with me. Two very different men, but who shared the same unique passion for flight and adventure. I dedicate "Flying Over Everest" to Patrick de Gayardon and Erminio Bricoli, two friends, two masters who continue to fly across the skies of the Universe.

It's a fascinating and exciting story. Of course, we don't have enough space to tell the story in the detail that it merits, but at least we have given an idea of the Flying Over Everest adventure. Angelo D'Arrigo is already thinking of something else, of the new objectives in his project that will lead him ever further ahead.



**Sub-ed note:** *What an extraordinary achievement! Angelo is indeed a legend (we'll forgive him for whoosing out and landing on his wheels). And I'm as intrigued as I'm sure you all are as to what his "extensive plan of adventure and flight, named Metamorphosis" is all about. I'm in the process of finding out, in fact, so stay tuned for more from this incredible adventurer in future issues of Soaring Australia. By the way, the Italian film maker SD Cinematografica, producer of the documentary of Angelo's epic flight, *Flying Over Everest*, is currently looking for an Australian distributor for DVD, video and television. Anyone with any contacts/leads/interest should email Roberto <info@sdcinematografica.it>. In the meantime, all HGFA article contributors to this issue will be receiving a special advance DVD copy of the documentary, courtesy of the HGFA Board's monthly article prize – see 'HGFA Editor's Choice' section for details. (Others may be able to purchase their own copy directly from Roberto for A\$30 each, plus postage and handling – please email <info@sdcinematografica.it> for more info.)*



## Apology

The Airborne advert in the last issue of Australian Soaring was incorrect. The official results of the Canungra Classic 2004 were actually:

1st Jon Durand Jnr, Moyes Litespeed S4,  
2nd Phil Pritchard, Moyes Litespeed S4, 3rd  
Rohan Holtkamp, Airborne Climax.

The full end results are available at  
[[www.triptera.com.au/canungra/classic2004/index.html](http://www.triptera.com.au/canungra/classic2004/index.html)].

We sincerely apologise to Moyes, Jon Durand Jnr and Phil Pritchard for any misleading information.

## Correction from Airborne

The Airborne ad in November Australian Soaring omitted to state that the results published for Canungra were only a day result. Airborne pilots came 1st, 2nd and 3rd in Round 5 of the Canungra comp.

Rob Hibberd [[www.airborne.com.au](http://www.airborne.com.au)]

## Canungra Classic 2004

### TOP TEN

1	DURAND, Jon Jnr	Moyes Litespeed	5,450
2	PRITCHARD, Phil	Moyes Litespeed 4	5,373
3	HOLTKAMP, Rohan	Airborne Climax 14	5,130
4	SEIB, David	Moyes Litespeed S5	5,051
5	HEINRICHS, Gerolf	Moyes Litespeed S4	5,030
6	DURAND, Jon Snr	Moyes Litespeed 5	4,778
7	GIAMMICHELE, Tony	Moyes Litespeed 4	4,333
8	BLINKINSOP, Steve	Airborne Climax C2 Lite	4,290
9	JONES, Chris	Moyes Litespeed S4	4,102
10	CUMMINGS, D Tim	Moyes Litesport 4	4,035

Full results can be found at [[www.triptera.com.au/canungra/classic2004/index.html](http://www.triptera.com.au/canungra/classic2004/index.html)].

## FAI NEWS

### 8th FAI European Paragliding Championships

Kalavrita (Greece), 1-12 October 2004

#### OVERALL

1	Christian MAURER (SUI)	Advance Omega Proto
2	Bruce GOLDSMITH (GBR)	Airwave Magic FR
3	Tomas BRAUNER (CZE)	Mac Para Magus

#### OVERALL WOMEN

1	Petra KRAUSOVA (CZE)	Mac Para Magus
2	Ewa WISNIERSKA CIESLEWICZ (GER)	Advance Omega 6
3	Caroline BRILLE (FRA)	Advance Omega 6

#### NATIONS

- Italy
- Switzerland
- Czech Republic

Full results can be found at [[www.europaragliding.net/](http://www.europaragliding.net/)]. FAI congratulates the Winners and thanks the Organisers of the Championship.

## High Flyers – A Century of Sporting Achievement in the Air

On 14 October 2005, the Fédération Aéronautique Internationale (FAI) will celebrate its first century of existence. The foundation of the FAI in 1905 marked the beginning of a great adventure, soon to generate a long list of pioneers, heroes, myths and martyrs. It was an adventure punctuated by major technical innovations and records of all kinds; an adventure also marked by legendary figures, and by the imagination and inventiveness of forward-looking men and women who were always ready to revolutionise the way they viewed the air and space.

In March 2005, the FAI will publish "High Flyers", a 220-page book with texts in English and French, and numerous illustrations. Written by the Swiss historian Pierre Morath, "High Flyers" will invite you to discover the history of air sports and FAI, focusing on the most outstanding world records and achievements in aviation history.

Welcome on board! This month, we invite you to visit our pages dedicated to "High Flyers" [[www.fai.org/centenary/highflyers/](http://www.fai.org/centenary/highflyers/)]. There, you will find the content and design features of the book, and learn how to benefit from the special launch prices on offer until 31 January 2005.

Special offer for FAI Members, Air Sport and Technical Commissions, Aero-Clubs and Partners of FAI: we offer you the opportunity to be associated with the FAI Centenary and to propose to your members and air sport persons a special limited edition with your logo and introductory text (see [[www.fai.org/centenary/highflyers/p2](http://www.fai.org/centenary/highflyers/p2)] for details). Please, do not miss our special offers and book your limited edition of "High Flyers" by 31 December 2004.

## World Record Cancellations

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

**Claim number: 9214**

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

**Feminine Category**

Type of record: Straight distance

Course/location: Groveland, FL (USA)

Performance: 201.2km

Pilot: Jamie Shelden (USA)

Date: 22/04/2004

**Claim number: 9215**

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

**Feminine Category**

Type of record: Straight distance to a declared goal

## Christmas HGFA Office Closure

The HGFA Office shall be closed from noon Friday 24 December and shall reopen for business as usual on 3 January 2005. Any membership renewals, orders, ratings or other mail must be received by Monday 20 December to be processed before the break.

Wishing you all a Merry Christmas and Happy New Year!

## HGFA Editor's Choice

A big thanks to Michael Thorn for taking us on an expedition to WA, to David Humphrey for showing us the great holiday destination of Tassie, to Barry Oliver for alerting us to unexpected dangers and penile unpleasanties, to Brandon O'Donnell for sharing with us the results of the Canungra Cup, to Kathy Robinson for a trip down memory lane, and to Eric Metrot for showing us a different side to flying. But the most inspiring article this month undoubtedly has to go to Angelo D'Arrigo and his amazing flight over Mt Everest – what a legend!

Unfortunately Angelo isn't an HGFA member, so not eligible for the \$100 monthly prize... What to do, what to do? How about we spend the \$100 on buying some of his DVDs, giving one to each of the HGFA article contributors this month? Yes, good idea – Merry Christmas! Please each email me your postal address, and I'll send them in time for Santa's stocking – enjoy!

Richard Lockhart, HGFA Sub-editor

Ph: 0418 130354

<[soaring.australia@hgfa.asn.au](mailto:soaring.australia@hgfa.asn.au)>

(Next deadline: 25 December for the February issue. Submit now – who knows what you could win!)

Course/location: Groveland, FL (USA)

Performance: 201.2km

Pilot: Jamie Shelden (USA)

Date: 22/04/2004

Reason for cancellation: No file received within 120 days.





# From the Pen of the GFA President

## Bob Hall

The National Gliding Championships were held at Dalby Queensland during October and I can report that they were very successful. Our thanks to all involved in the organising and running of this event. From a low point a few years ago where the participation in the National Gliding Championships was reduced to about a dozen competitors, the championships have been resurrected over the last two championships to an attendance at Dalby of over 50 competitors. This does not happen by chance and I want to take this opportunity to express our appreciation to all those who contributed to once again restore the National Gliding Championships to the level of support it received at Dalby. I am sure that the Sports Committee will use the experience gained over the last two events to provide a sound platform for the conduct of the National Gliding Championships into the future.

Members will have noticed that the GFA web site has been completely redesigned into a format that is easier to use and better reflects the aspirations of the Gliding Federation of Australia. It, coupled with a new database system that the GFA has recently introduced into the Secretariat, will form the grounding in the medium term for improved web-based facilities and services to members while streamlining the administrative processes in the Secretariat. The content of the web page is currently under review and updating whilst a GFA Web Group is being



Bob Hall

formed to manage the increasing reliance the GFA will have on its web site.

The revised GFA management structure continues to be well received and we need to evolve processes for the Board which replaces the GFA Council. The next executive meeting will be an executive meeting only for various reasons. Since the Executive deals with implementation of policy and the Board sets policy Executive meetings are required more often than Board meetings.

The bad news is external and it is that, at the time of writing, it looks like the "roll back" of the NAS 2b changes will go ahead. Firm action by the GFA backed by ASAC has confirmed the retention of our exemptions regarding radio use in Class E and G which are the essential to the safety and efficiency of our operations – both for the GFA and HGFA.

However, despite the fact that the Airservices analysis actually does not support the "roll back" of Class C airspace, it now seems likely that this has been pushed through by Airservices. This is despite a concerted and sustained effort on the part of ASAC together with the GFA, AOPA and RAA to prevent Airservices from taking this action. This involved a considerable expenditure on legal services by the organisations as well as Dick Smith who actually put a case to the courts which was supported by ASAC. In the end all these combined resources

were not enough to match the resources Airservices brought to bear to the case and we had to reluctantly withdraw from taking any further action.

This withdrawal was despite the fact that Airservices own figures show that the significant hazard around

Class D towers is contained within the Class D zone below 4,500ft. This analysis starts with an estimation of the number of times per year aircraft come close enough to possibly require separation (within 1 NM horizontally and 500ft vertically). Taking Albury as typical of a higher traffic Class D tower, the analysis by Airservices show that this occurs below 1,500ft about 1000 times a year. Between 1,500 and 4,500 there is a further 150 such instances per year. Above 4,500ft there is a further 44 such instances. Both Class E and Class C airspace are controlled for IFR. So this change affects only those conflicts involving VFR aircraft. Of these 44 conflicts above 4,500ft only seven per year involve IFR/VFR conflicts or 0.6% of the total number of conflicts.

Accordingly, all this change will mean that, around Albury, about seven conflicts a year will be handled differently.

The conclusion reached by Airservices that risk levels in this airspace are high enough to justify this change depends on assumed failure rates for VFR pilots which beggar belief. The analysis assumes that in Class C airspace a VFR pilot will fail to follow a direction for ATS 43% of the time. Also that a VFR pilot will fail to make a radio transmission he intended to make 23% of the time and that a VFR pilot will 'choose' not to attempt to make a radio call about 60% of the time.

*Those that have knowledge and experience in risk analysis processes have expressed their disbelief at the conclusions reached by Airservices.*



**Chris Dillenbeck, a 15-year-old gliding enthusiast, who did his first solo on his 15th birthday in August 2004, on tow in the Bathurst Gliding Club DG 505 over Bendick Murrell in NSW. The Bathurst Club organises an annual camp at Bendick Murrell to fly on the ridge that stretches north-south between Cowra and Young. Chris's father, Gregory, is an active and experienced glider pilot himself and also a tug pilot. In the photo he is towing Chris up for his flight. Who said gliding isn't a family activity!**

**Photo: Serge Lauriou**



# Schleicher Celebrates Delivery of 250th ASH 25

**N**ovember 2004 saw another milestone in the history of the Schleicher factory. The 250th ASH 25 was delivered to Steve Fossett, the well-known American record-hunter. Steve has shipped his ASH25 Mi straight to Argentina where he plans to use it to re-write the record books again.

When Schleicher first decided to use the wings of the ASW 22 for an open class two-seater they did not even dream of such a tremendous success story. In fact, they called the prototype AS 22-2 and assumed that the price tag for such a super glider would limit sales to approximately 10 to 20 aircraft. Still, the design team around Martin Heide refined the fuselage and slightly modified the outer wing panels for improved climb performance. When the production of the glider was finally made public, orders were flooding in and within weeks the waiting list grew to over two years. Soon after the first deliveries were made more syndicates formed all over the world and customers applied pressure for a motorised version of the glider.

Schleicher responded with the ASH 25E. Avoiding outlandings is certainly a very good reason for a "sustainer", but an engine offers numerous additional benefits. For example, it allows pilots to participate in gliding safaris, explore wave or simply extend flights into areas otherwise beyond reach. Customers were quick to recognise these benefits and soon the waiting list for an ASH 25 grew to almost three years.

In the meantime pilots like Hans Werner Grosse were breaking world records in quick succession and the ASH 25 gained recognition for its pleasant and docile flight characteristics. Especially, the landing of the aircraft is made easy by negative aileron deflections on selection landing flaps. It lowers the landing speed significantly and maintains aileron control on the ground roll until the glider has almost come to a complete stop. Such a control mixer system is only found on Schleicher gliders and has greatly contributed to the

excellent safety record and the first class reputation of the ASH 25.

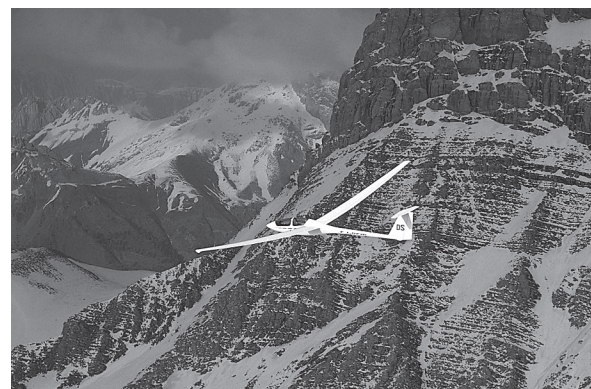
As time went by calls for a self launching version began to emerge. More and more pilots liked the limitless opportunities, the total independence and, of course, the "retrieve avoidance" of self-launching sailplanes apart from the elimination of inconvenience or constraints. In fact gliding is greatly enhanced and frequently extended for hours because pilots can contact lift normally beyond reach and even explore wave with the ultimate "peace of mind". On top of all that soaring safaris become a reality – even into and out of airstrips without any gliding infrastructure.

For these reasons Schleicher integrated the rotary engine first developed for the ASH 26E. This boosted the popularity of the ASH 25 even further. The self-launcher was called ASH 25M and its modern drive unit has solved many previous problems with retractable two-stroke engines. Rotary engines are well known to deliver incredibly strong performance, are light and small, have

fewer moving parts and feature a complete absence of vibration. A folding drive belt allows the engine to remain stationary in the fuselage where it is permanently connected to a large volume muffler. Only the tailor-made propeller extends from the fuselage but can be fully retracted without undue distraction of the pilot in command. This brilliantly simple design concept provides an effective noise shield, not only for the environment but just as importantly for the pilot as well. Especially their reliability and their

long service interval of 150 hours make rotary engines stand out from other drive units. After all, 150 hours of engine time allows 1,800 launches of five minutes each.

Improvements on the engine front remained by no means the only refinement to the ASH 25. The initial wingspan of 25-metre grew to 25.6 and later to 26-metre and in line with the increasing wingspan the



Photos (above): Hiroshi Seo

Photo (left): Courtesy of Schleicher

latest winglet developments were integrated. This has given the ASH 25 a true glide ratio of 60:1.

The latest development was again aimed at the engine and earned the glider the name ASH 25Mi. By integrating a fuel injection system the power output was boosted to 57hp which has greatly improved the aircrafts take off and climb performance without incurring weight penalties. It is now designed for a service life of 1,000 hours, features the lowest fuel consumption of self-launching gliders, runs on unleaded petrol and is even equipped with a small lubrication oil reservoir. Extended power cruising for ferry flights or even flying through controlled airspace at an assigned altitude presents no problem to aircraft or engine – another most welcome advantage over conventional two-stroke technology.

A large number of commercially operated ASH 25 gliders are already approaching 6,000 hours of service and the absence of any technical problems has led to an enviable reputation for extreme operational reliability. It is a clear sign of top quality which has made the ASH 25 the best selling open class aircraft in the history of gliding. Congratulations to Designer Martin Heide and all staff of the Schleicher factory in Germany.





# Unforeseen Dangers of Ground Handling: FENCES

Barry Oliver



A fence-free, hassle-free ground handling area

I'VE ALWAYS BEEN TOLD TO DO AS MUCH GROUND HANDLING WITH MY PARAGLIDER AS POSSIBLE. "IT IMPROVES ONE'S SKILL WITH LITTLE DANGER," THEY SAY. I'VE ALSO HEARD THE MORE EXPERIENCED PILOTS SAY, "THAT'S NOT A GOOD LAUNCH BECAUSE OF THE FENCE". UNTIL NOW I THOUGHT FENCES WERE PRETTY HARMLESS THINGS USED TO KEEP COWS, SHEEP AND HORSES IN OR OUT OF PADDOCKS. NOW I HAVE A MUCH BETTER APPRECIATION OF THEM, AND MAYBE AFTER YOU READ THIS YOU WILL APPRECIATE THEM A LITTLE MORE TOO!

**W**e all know that ground handling when conditions are dangerous is, well, dangerous. But what about when conditions are perfect? What are the hazards then? The following personal incidents show that even ground handling in perfect conditions comes with some danger, particularly for men!

My first incident with ground handling occurred in the training paddock on my first day of training. I was training on a small hill, not steep enough to really get airborne, but steep enough to get just off the ground. The wind direction had changed, resulting in the small group of students that I was with being moved to a different part of the hill by the instructor.

I was the first one ready and did a front launch and ran like crazy down the slope. As you do when training, my head was down, eyes were at my feet and not up looking at where I was heading. Just as my wing obtained a little lift, I realised that about 30m in front of me was an electric fence!

The fence couldn't be seen clearly from the launch site, particularly as I was looking at my feet as I started my run. It was one of those temporary ones that consisted of a single strand of electric wire with thin upright posts. It's really hard to stop running when one's glider has picked up airspeed and is lifting you off the ground, particularly when you are inexperienced and have not really learnt the skill of a strong flare.

Anyway, as my toes obtained a little purchase, I tried desperately to stop and dig the rest of my feet into the ground, my little toes screaming for soil through my boots. I was relieved when I finally stopped just a metre from the fence. However the wing, now travelling at near trim speed, continued its path over the fence in front of me and as it did so pulled me with it. Unfortunately the electric wire was around groin level. It was even more unfortunate that it was on and pulsing though it were some 15,000 volts! I'm not well-endowed but there's one part of the male anatomy that protrudes just enough past one's thighs and that was the first part of my body to make contact with the fence. It was one of the few times I wished I was a girl. And it was the first time



I realised an electric connection can be made through a pair of jeans.

After a few loud 'zaps' and what I would describe as 'penile unpleasanties' I managed to get off the damned thing. I think reflex had a big part to play. I've heard of electrical stimulation and electric shock therapy, but in the middle of a paddock with a group of people watching? Needless to say the other students were in fits of laughter. I think the instructor was somewhat embarrassed from not seeing the fence earlier. Apparently, as I had taken off and begun my run down the hill, he had seen the fence and yelled madly at me to stop. Either I didn't hear or he was just looking for a way out! He said the fence wasn't there the previous day – a likely story, given he was struggling to hold back his own laughter, evidenced from the tears in his eyes. Maybe he was thinking about the incident report! Mind you, the tears in my eyes weren't from laughing. However, it wasn't long before I saw the humour and no serious harm was done.

The second incident in my ground handling experience occurred in a paddock where I now regularly practice. When the fires of last summer devastated the place, most of the fences were burned. A barbed-wire fence surrounds the paddock and all the main posts are burnt off. The top wire is a little less than waist high and easy to step over as it is also quite loose.

One morning after spending an hour or so ground handling, I packed up and began to walk back to the car with the glider in its pack and the pack loosely over one shoulder. As I came to the fence and stepped over it the loose pack on my back shifted from one side to the other. This caused me to over-balance just as I'd put one leg over the fence. With the barbed wire between my legs and off-balance, I again became concerned about my anatomy. I tried to lift my leg over the fence but didn't do a good job and fell over. This caused the barbed wire to get caught between my legs and tear down my inner thigh. To make matters worse, I landed on my backside in a patch of blackberries that were growing on the other side of the fence! I ended the morning's ground handling session with considerable scratches down my leg from the barbs on the fence as well as a considerable number of blackberry thorns in my bum! However, I'm glad to report that the important parts of my anatomy survived once again. I did look around nervously to see if anyone had actually seen me; thankfully all was in the clear!

From that day on I've never climbed over a fence with my paraglider pack on my shoulder; I always take it off and lift it over. However, this simple strategy became the

December 2004



Sitting on the fence

Photos: Courtesy Barry Oliver

basis for my third experience with paragliders and fences...

The owner of the paddock was becoming tired of stock escaping from his paddock due to the burnt fencing, so it was replaced. The new one was about chest high with a taut strand of barbed wire across the top, a couple more below that, and with a width of rabbit-proof fencing at the bottom; the type of fence where the gap between the lowest strand and the rabbit-proof fencing is just wide enough to entice you to go through, but narrow enough to catch your shirt on the barbs. I'm sure you know the type.

One calm morning I headed off for my ground handling practice. I arrived at the paddock and took my glider out of the car. My helmet, normally in the glider bag, was in the back of the car on this occasion. I put it on my head rather than back into the glider bag. I walked over to the fence and lifted the glider over. As the fence was around shoulder height I had to lift the glider over my head, and as I did the shoulder strap of the bag slid down behind my head, and as the bag went over the fence the strap came taut under the back of my helmet pulling my head with it over the fence.

Visualise this, if you can: a person standing on one side of a fence – which I might add is in a very open area – with their head over the other side of the fence with a 30kg bag hanging off their neck. A very unusual sight! I'm most certain, had my training friends been there to witness this, they would have once again been in fits of laughter.

Anyway, my neck was about 10cm from the top barbed strand of the fence. I couldn't lift the bag off my neck because it was caught around the base of my helmet. I couldn't lift the bag up with my hands as they were on the wrong side of the fence.

I looked down at the barbs as the weight of the glider slowly pulled my neck towards

them, the muscles in my neck and back losing their strength. I lined my neck up with a section of the fence where the barbs were separated the widest. I didn't think about the prospect of being chocked on the fence, but more about having the barbs skewer my neck.

I could see the headlines: *"Paragliding accident – man chokes after being caught on fence."*

As the weight of the bag became heavier and my neck was slowly pulled onto the fence, I became more anxious about my predicament. I strained to keep my neck off the fence but it got closer and closer. Just as my neck and shoulder muscles couldn't hold any longer, I accepted the inevitable outcome – my jugular was about to be torn open and my life end through blood loss. But it didn't happen – the glider finally touched the ground on the other side. My neck was about a centimetre from the top of the fence, the barbs just touching the skin!

Given the pressure was now released, I managed to get the harness off the back of my helmet by lowering my head a little further and slipping the harness strap over the helmet. I looked around, hoping no one had seen me. Thankfully I was again in the clear. I now don't wear my helmet when I put my glider over a fence, and I don't climb over fences with a glider on my back. In actual fact, whenever I see a fence I become a little agitated... And I have a strange reaction when I see an electric fence, but I won't tell you about that.

So the moral of this story is to beware of fences. They often present dangers that are unforeseen! Funny how I've blamed the fences and not paragliding. And the next time someone says to me, *"that's not a good launch because of the fence"*, I'll know exactly what they mean!





# My Turn To Go Solo

Ashley Osborne

I HAVE WRITTEN THIS ARTICLE ABOUT A SPECIAL PART OF GLIDING THAT HAPPENS TO ALL PILOTS AND STUDENT PILOTS LIKE MYSELF AND HOPE IT BRINGS BACK A LOT OF HAPPY MEMORIES.

**T**he day was 24 May 2005 – I can remember it well. There I was working away on a rooftop when I heard it! Then I saw it – slowly flying along, wings outstretched and looking right at home in all its glory. It was about to become my thing. The website address on the underside of the wing stuck in my mind: [www.byrongliding.com].

That night after work I got on the net and looked up this site to see what it was all about. I had flown models for the past eight years but was always a little too nervous to fly for real (probably because I know how easy it is to crash a model!). Saturday came and my wife said she was going shopping with her mother so would be out all day. That was it! I decided to go down to the gliding club, see what was happening and maybe get some info on a course. The next thing I knew, for some reason or other, I found myself strapped into a glider and

Macca (Ian McPhee) was taking me for my first flight in a motor glider.

We went up to about 2,000ft with me wondering how driving down to the airfield to get some information had got me into this situation! If you know Macca you would understand how! All was going well, I was shown the controls, I was getting more and more at ease with where I was and I found myself thinking that it was all pretty good. Then Ian found a thermal, around we went and the greener I became! Anyway, to cut a long story short, we landed and had a chat.

I started to realise then that I really enjoyed the flight and, instead of being back on the ground I wanted to go back up there. That was the defining moment for me, so the next weekend I turned up to the airfield to start flying lessons.

I won't bore you with my instruction. All seemed to go quite well and Macca wrote some good things in my log book. I guess I made all the normal mistakes that a student does, but most of the time I think I made good progress. Flying models I think helped a lot as it has some of the same thought-patterns and principles.

The weeks passed and I flew every weekend, slowly building up my hours and flights. I was getting positive feedback from the instructors I flew with and then it all happened. September 19, a day I'll never forget.

I strapped myself in with Macca beside me and off we went again. I knew the Dimona had been insured for first solo flight, the weather was still and calm. "We'll

just do some circuits this time," said Macca. "Sure," I said, so off we went circuit one, circuit two, circuit three, all good landings, no mistakes, and flying well, if I do say so myself.

"Just pull over up there on the left, I want to talk to you about something," said Macca. So I did that, we opened the canopy, and what he said next I'll never forget – "Want to go by yourself?" Aaahh, this wave went over me like warm water! I thought to myself, this is what I've been training for, I can do this, it's what I've been waiting to hear for 15 hours of training and 60 flights. So, after gathering up my thoughts, and my courage, "Yeah, all right then" just popped out of my mouth!

Out Macca got, buckled up the belts on his side, turned around and started to walk off. Then he turned back and said, "Are you okay?" "Yes," I said, "just a little bit nervous." "YOU'RE nervous!" Macca replied, and walked away. I had a chuckle about him letting me take his \$90,000 motor glider for a spin on my own! This is it, I thought. I shut and locked the canopy, did my chaotic checks, started the motor, did my radio calls, back-tracked along the strip to hold at the end where I did my four Fs check, lined up, called, "Glider ZZZ rolling runway 05" and that was it, I was committed.

I climbed to 500ft, banked left and followed the coast line up to Brunswick Heads, climbing up to 1,400ft before turning around, cooling the motor down and feathering the prop, to become a glider.

Eventually I had the nerve to look over my right shoulder, to make sure no one was there beside me, and, realising that I was flying this thing all by myself, a big grin came over my face – what a fantastic feeling! I also wondered how Macca's fingernails were!

Soon it was time to call downwind and land – the training you do makes this all seem like second nature. I did my FUST checks and judged it all perfectly to land without anything eventful happening at all. So, a taxi back to the club was all that was left and then park it on the slab. This is hard enough without an audience, let alone with one, so I had to get it right. The feat was achieved, switch off, climb out, handshakes all around and a round of beer with the boys. What a fantastic day.

So, in summing it up, I hope that writing this article has brought back good memories for all you experienced pilots to relate to. And, to all the other student pilots out there who are wondering when it will be their turn to do the solo thing remember, if you do three good landings the instructor might just get out for the fourth.




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# GFA Annual Awards – 2004

## **The Ryan Award – Awarded to John Ashford for outstanding service to gliding in the field of Airworthiness**

This award commemorates the pioneering work carried out by the late Harry Ryan in the field of airworthiness. Harry became interested in gliding in its earliest days in Sydney and also made some outstanding flights as a member of the Sydney Soaring Club in the days when it began doing the first major cross-country flights in Australia.

His best remembered flight was one from Jerilderie, (NSW) to Essendon, Melbourne's main airport. He landed with a flourish in front of the control tower, then took hours trying to convince unbelieving airport officials that he had come from NSW and that gliders could fly long distances across country.

He sacrificed his own opportunities for performance flying to lead the Southern Cross Gliding Club through its formative years, carrying out and supervising construction, repair and maintenance work. Harry assisted in the construction of a Grunau Baby glider at a time when it was considered to have a performance above the average gliders of the day.

## **The Hoinville Award – Awarded to John Clayton for outstanding service to gliding in the field of Operations**

Fred Hoinville had been an outstanding glider pilot, had established a number of Australian records, imported the first high performance two-seater into Australia, had been one of the first two Australians to represent Australia at the World Gliding Championships, and by his flying in these competitions (in Spain) had helped establish Australian gliding skill as being in World Class. Fred was a leading light aircraft pilot in the 1930s and was seen in most Australian cities, sky writing in his DH 82 Tiger Moth aircraft, so aptly named "Brolga".

Fred entered gliding as a member of the Sydney Soaring Club and immediately began making spectacular flights in the old Gull 1, and later the Gull IV. Fred did much to improve the art of gliding and kept on with his efforts to introduce high performance gliding to his country. He was a strong advocate for smaller, lighter and cheaper sailplanes and was a leader in the world wide group whose adherence to this move resulted

in the establishment of the Standard Class in international sailplanes. His efforts gained him the first Gold badge in Australia. Sadly he was killed in a crash involving a new type of self-launching glider, the RW3, which was powered by a small motor driving, via a long drive shaft, a propeller positioned between the vertical fin and the rudder.

## **The WP Iggulden Award – Awarded to Maurice Little for outstanding service to gliding in the field of Administration**

The Iggulden medallion is awarded to a GFA member who has rendered outstanding service to gliding in Australia. As with the Ryan and Hoinville awards it is awarded when merited and not necessarily on an annual basis.

Those glider pilots who had the good fortune of knowing WP, or Bill Iggulden as he was universally called, remember a man who was intensely Australian, and dedicated to the encouragement and advancement of the sport of gliding. His ability to take the initiative and provide leadership to a group of people is evidenced by records which show that he was the first president of his club, the Victorian Motorless Flight Group, and of the Victorian Soaring Association. When the GFA came into existence in 1949, Bill took the office of secretary, and was elected president in 1951, a position he held unchallenged until his untimely death in 1970.

Bill was an active glider pilot, both as an Instructor and a keen competitor, nevertheless he always maintained a high degree of family participation in his gliding activities. Bill Iggulden is remembered as GFA's longest serving president, 1951 to 1971, during which time he ably led the rapidly developing GFA through its many problems. Bill Iggulden's far sightedness and ability to plan the future of GFA has placed it in its present unique position of accepting full responsibility in all areas for the conduct of gliding in Australia.

## **The JR (Bob) Muller Award – Awarded to Bernard Eckey for the most outstanding contribution to the promotion or publicity of gliding in the past year**

Bob Muller was one of the founders of GFA in 1949 and was the founder of 'Australian Gliding' magazine in December 1951. His contributions to the sport were numerous and included GFA Secretary 1953-57; joint founder of the National Gliding School ; GFA Vice-president 1960-61 and 1965-68; Chairman GFA Finance Committee 1968-74; GFA President 1971-74.

Awards to Bob included GFA Honorary Life Membership, the WP Iggulden Medallion and the Paul Tissandier Diploma.

Bob died after a long illness on 1 July 1986. His career was in journalism and public relations, so it was fitting that when the Australian Gliding committee decided to inaugurate an award to his memory they should do so in the form of Promotion of Gliding.

## **The Wally Wallington Award – Awarded to Daryl Connell for outstanding service to gliding in the field of Sports**

This fine trophy was created, as were so many other GFA trophies, by veteran glider pilot Herbert Schade of Oyster Bay, Sydney. Initially known as 'The Austraglide Team Trophy', it was commissioned by GFA for use at the 'Austraglide' contests held at Benalla in 1985 and 1986 as precursors to the 1987 World Gliding Championships at that site. After those championships the trophy was not used for several years, it was then handed to Herbert Schade for safekeeping. In 1996, acting upon a motion put to the GFA Annual Council Meeting by the Victorian Soaring Association, the 'Wally Wallington Award' was initiated, both to provide recognition for 'Sporting Achievement', and to commemorate the tremendous contribution to the sport by the late Professor Wally Wallington, a long-standing glider pilot and world authority on meteorology who had migrated from the UK to Australia where he served at the Australian National University in Canberra. Amongst Wally's services to gliding in Australia, he acted as Contest Director to both of the Australian World Championships, at Waikerie in 1974 and at Benalla in 1987.







# Australian Nationals Canungra Paragliding Cup 2004

Brandon O'Donnell (Organiser)

THE CANUNGRA CUP IS FAST BECOMING ONE OF THE MOST EXCITING ANNUAL EVENTS HOSTED IN CANUNGRA AND SOUTH EAST QUEENSLAND, BOTH FOR SPECTATORS AND PILOTS ALIKE. ITS GROWTH IN POPULARITY OVER THE PAST FIVE YEARS HAS RESULTED IN IT BEING AWARDED THE AUSTRALIAN NATIONALS FOR 2004.

Phil Hystek snaps a quick pic on course

**T**he dry winter conditions augured well for an epic spring as the region experienced its worst period of drought in living memory! Many of the 75 strong field, some coming from as far as Alaska, Belgium, Columbia, UK, Hong Kong and New Zealand, had never flown Canungra, and were primed with anticipation as the forecast for the Australian Nationals looked favourable. Three tandem entries also added to the flavour of the Cup.

The taking of registrations on Friday night resembled that of many competitions before, with old comrades catching up over a cool beer (or two) and an opened-armed welcome for the new faces. Soon the locals were quizzed on how the flying conditions had been, and it was not long before they had a captive audience talking of great climbs, cloudbases and cross-country flying achieved during the previous months.

Saturday morning at HQ, and an eager Competition Director (Karen Sexton) addressed the pilots on the competition and organisational protocols, whilst also creating the ambience of a fun and jovial atmosphere that helped ease the pilots anxiety of an AAA (Australian Sanction) and FAI Category 2 competition. At the end of the

briefing, pilots were guided into the five retrieve minibuses, which escorted them to Beechmont launch.

## DAY 1

Upon arrival at Beechmont, the pilots were greeted by an unusual haze of smoke that had drifted in from the north-east due to some localised fires overnight. Apprehensive pilots were quickly distracted when the Red Bull girls arrived with a car full of the energy drink! The Task Committee gathered their thoughts and opened the competition with a 60km task via a turnpoint 50km away. Soon, with the window open, pilots found themselves thermalling above launch with about six kilometres visibility. Once pilots had passed the 30km mark, the air cleared of smoke (and also cleared of pilots, as many got low and landed). Seven pilots managed to finish the task, with Ross Johnstone (NZ) completing the course in three hours and being awarded 1,000 points for his effort! James Lawson (NSW) and Craig Collings (VIC) finished close behind. The winner of each task would have the privilege of wearing the Orange Shorts, handed on at each morning briefing.

## DAY 2

Task two saw pilots re-introducing themselves to Beechmont, but in much clearer conditions with the picturesque valley and subsequent rainforested National Parks to the south being revealed. Today would see pilots challenged with a 71km task west via two turnpoints en-route to Lake Moogerah. Similar conditions to the day before presented themselves with a few small inversions to spice up the days flying. Pilots were treated to spectacular views overlooking the Gold Coast when climbing out of launch. Generally, climbs of two to three metres per second were experienced, with some finding five to six metres per second cores. The slightly better conditions saw 36 pilots make it to goal. First in was ex-NZ now Aussie pilot Craig Collings who took two hours 33 minutes and scored 1,000 points. Andrew Horchner (QLD) came second with James Lawson close on his heels. Local pilot Ian McFarlane boated into goal last with a time of four hours 22 minutes! Back at HQ, seven pilots were disappointed to find they had missed one or more of the turnpoints... some by only a metre! Another couple landed short, misjudging their final glide and



missing by 100m. A few cool beers couldn't seem to lessen the pain!

### DAY 3

Day three and the winds from the east had freshened on previous days. The Task Committee chose to send pilots on a 71km task west via a turnpoint to the south of the course line. Pilots climbed out to a base of 1,600m asl above launch, which rose to 2,700m at the turnpoint 35km away. Strong thermals, some averaging nine metres per second were accompanied by just as much sink, to the peril of some pilots who found themselves alone. Pilots were tantalised by the distinctive Southern Border Ranges, separating Queensland and NSW, as they negotiated the course. Again the early gaggles proved invaluable, resulting in 30 in goal and yet another 1,000 point day, this one awarded to Craig Donnell (ACT). The duo from Manilla, Rhett and Enda, took out second and third with less than a minute separating them and Craig Collings in fourth.

### DAY 4

Task four and a switch in wind direction and launch re-ignited the pilots feeling of adventure. With a light north-westerly wind prevailing, pilots gathered on Mt Tamborine and gazed in awe at the playground they had been exploring over the past few days. but in a much different perspective! A tricky site that has swallowed a few wings in the past due to the long glide out to a safe landing area was on centre stage. A quick briefing on the intricacies of the site armed new pilots with the knowledge they required to cope with the task presented to them. A 57km crosswind challenge towards the south-west was chosen. With no one willing to be the first off, local hang glider pilot Jon Durand Jnr volunteered to show us what we were all hoping it was on like a train! Solid climbs in front of launch eased the minds of many visiting pilots. Climbing to 2,000m above launch, the gaggles seemed to split with some heading more to the south, whilst others ventured north of the course line. Most pilots seemed to get stuck in a couple of places, as pilots became spread across the course. Andrew Horchner (British Open winner 2003) managed to sneak into goal first, collecting 1,000 points. Peter Bowyer (ACT) and Fred Gungl (VIC) came second and third. I managed the closest shave, clearing a small rise in the valley floor on final glide with about two metres to spare, and subsequently flew around a tree and over the goal line with just enough height to turn into wind and land. Twenty-two pilots made goal.



Pilots progress to the Beechmont launch area

### DAY 5

Day five saw conditions swing more from the north north-west and supply a few more inversions. Again we were summoned to Mt Tamborine and a 51km task was called. Another day when conditions were tough when low. Out on course the lead gaggle of seven pilots was caught by a group of three who joined them in scratchy lift eight kilometres from goal. Strengthening northerly winds made it difficult to stay in the climbs and push into goal. Twelve pilots made it to goal, including Fred Gungl (VIC) who took out the day with 992 points. James Lawson arrived a minute later just in front of Ross Johnstone.

### DAY 6

An interesting day with again moderate north north-west winds proving a challenge for some pilots on Mt Tamborine. A 42km task was set to the south-west, and whilst strong climbs above launch entertained

pilots, conditions on course became tricky with broken lift and drifting thermals. Nonetheless, five pilots made it to goal. Rhett Rockman collected 676 points for his trouble. JJ Bastion came in a minute later ahead of Ross Johnstone third.

### DAYS 7 AND 8

Unfortunately these two days were cancelled due to unfavourable conditions. All tasks were elapsed time race to goals.

The weeks flying saw many milestones achieved as pilots flew numerous personal bests whilst others experienced the sweet taste of a cold beer from the goalie! Congratulations were well received by the first time goalies from the old hands in the competition circuit. I enjoyed taunting some of the legend pilots by asking if a full retrieve bus of pilots had already departed goal!

Pilots managed to keep themselves entertained with exploring the local sites and



- ~ Free email address "your\_name@OziPilotsOnline.com.au"
- ~ Advanced webmail facilities, get your email from anywhere
- ~ Aviation directory, find the company your looking for
- ~ Discussion forums, share your views with others
- ~ Classified advertisements
- ~ And much more!...

*"A web site for  
Australian Pilots  
regardless of  
when, why,  
or what they fly"*

  
**www.ozipilotsonline.com.au**  
AUSSIE PILOTS CONNECTION





Gliders and pilots seek refuge from the warm Mt Tamborine conditions



The top three women: Michelle, Vivian and Alison



Fred helps Craig with his top Aussie trophy



Craig's new acquisition... original artwork

enjoying the nearby beaches. Most nights, pilot functions were well attended with a variety of food and entertainment being provided by the organising committee. Despite not flying on the final day, the presentation dinner was a successful evening with pilots taking home approximately \$7,000 worth of prizes, as well as a few hang overs, given the amount of celebrating that seemed to be infectious! Many friendships were created and talk of catching up at the next event explored.

Generous sponsorship was given to this years competition, thanks to Phil Hystek and The Paragliding Centre, Gin Gliders and Sup

Air, Bernie Kelly, Ben Darke, The Snowden family, Tracey Keller for her original painting, and local businesses Outpost Caf, Canungra RSL, Hotel and Possums.

The degree to which the small local community embraces this event and the pilots and friends that attended truly creates an atmosphere of mateship.

See you next year!



#### OVERALL RESULTS

1 Craig Collings (AUS)	Gradient Avax rse	4,968
2 Ross Johnston (NZ)	Omega 6	4,738
3 Fred Gungl (AUS)	Boomerang III	4,596

#### AUSTRALIAN CHAMPIONS

- 1 Craig Collings
- 2 Fred Gungl
- 3 Andrew Horchner

#### WOMEN'S

- |                          |          |              |
|--------------------------|----------|--------------|
| 1 Michelle Baptist (BEL) | Omega 6  | 3,196 points |
| 2 Vivian Williams (AUS)  | Aspen    | 2,291 points |
| 3 Alison Cawte (AUS)     | Bagheera | 1,899 points |

Full results can be found at [\[www.chgc.asn.au\]](http://www.chgc.asn.au).



# HGFA General Manager's Report

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**Over the last month there have been a large number of reports to the GM relating to flying activities, including complaints of pilot conduct, incidents and accidents. I can only assume that these are due to the onset of the new flying season and that most are the result of the anxiousness of pilots to get back into the activity of flying. I hope that the number will reduce to a minimum in the coming months as we become again more familiar with our airborne environment. Remember that flying is both a privilege and a potentially risky pastime. Approach your flying, your fellow pilots and particularly the public with respect and fly with the caution that this sport demands.**

## Landowner Rights and Pilot Responsibilities

Outlandings are common in cross-country flying. If you have had to outland you should try to locate the landowner to explain your situation, thank them for the use of their property and if you are unable to depart with your gear at the time, seek approval to retrieve your aircraft from the property at a later stage. The legal status for pilot rights in relation to outlandings is stated in CAR 93: Nothing in these regulations shall be construed as conferring on any aircraft as against the owner of any land or any person interested therein the right to alight on that land or as prejudicing the rights or remedies of any person in respect of any injury to persons or property caused by the aircraft. This basically means that you have no right to land on anyone's property (unless that right has been given implicitly) and that when you make an outlanding you are essentially an uninvited visitor. The landowner does not have the right to detain

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you, your aircraft or your equipment, but they can ask you to leave immediately. If you later return when you have been told that you are not welcome, you are guilty of trespass. On the other hand, if you do leave any equipment (and while you are there with it) the landholder must take reasonable care not to cause any damage to your property, nor are they entitled to threaten you. The landowner is entitled to reasonable compensation for any damage you cause or any inconvenience you create. So, when an outlanding occurs, pilots are requested to act in such a manner that promotes the continued practice of hang gliding, paragliding or microlighting in the area and cause as little interference to the landowner as possible.

This includes a few simple basic rules as follows:

- All gates should be left as they are found.
- Care should be exercised to prevent damage when moving gliders across fence lines.
- Vehicles should only be driven on marked tracks unless permission to do otherwise has been obtained from the landowner.
- Land in a position that is well clear of stock.
- Leave no litter at the launch or landing site.
- Landings in crops are not to be attempted.

Some landowners may have specifically requested that pilots refrain from landing in their properties. A map or notes detailing these properties should be posted or displayed on the launch area and pilots should note to take particular care to avoid those areas.

## Airspace Changes

We have received information regarding airspace changes, planned to be effective 25 November 2004. Please see the following website address for details: [www.airservicesaustralia.com/pilotcentre/training/nas/default.asp]. You're urged to check the information to see if your sites are affected.

Class D aerodromes are located at Hamilton Island, Mackay, Rockhampton, Maroochydore, Coffs Harbour, Tamworth, Albury, Launceston, Hobart and Alice Springs.

Class C aerodromes are located at Cairns, Brisbane, Gold Coast, Sydney, Canberra, Melbourne, Adelaide and Perth, and also at the RAAF bases at Darwin and Townsville.

Class C controlled airspace steps will be established over Class C AND Class D aerodromes with a 300ft/nm

## HGFA GENERAL MANAGER

Chris Fogg

PO Box 258, Helensburgh NSW 2508

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

(2.8 degree) climb and descent profile, to the base of overlying en route Class C or Class A airspace.

HGFA are concerned that the changes will have a negative impact on our operations and are acting on it.

## Incident/Accident Reports

Accident reports published here are in no way meant to apportion any blame or fault upon any person; they are reproduced only in the interests of safety and to ensure we may all become better pilots and find more satisfaction, less grief and frustration in pursuit of our flying passions.

### No. 1

*Pilot: Pax, cross-country, radio – two persons on board*

*Experience: 450 total, 50 hrs last 90 days*

*Glider: Microlight – Airborne Edge 2000*

*Rotor 582*

*Pilot/passenger injury: Minor bruising*

*Glider damage: Wing total loss and prop damage*

*Location: Salt lake*

*Conditions: Temperature 35°C, wind 5kt*

### Description:

During an evening flight in calm conditions over a desert area, a salt lake was spotted on the ground and the decision made to land and enjoy the location. To ensure that the chosen landing site was suitable a test touch and go landing was attempted. The landing surface proved to be way too soft and full power was applied to abort the landing. Turbulence was encountered and the craft touched down again with the nose wheel digging into the soft sand causing the craft to roll onto its nose and portside. Thinking that the distance from base camp was not overly far, a decision was made to try to walk back. The pilot and passenger commenced walking in the direction of base camp, but they encountered a number of dunes that slowed their pace and tired them. An EPIRB had been taken on the flight (as was habit with all flights) and was activated after some hours of walking. The pair remained overnight in the desert and shelter from the new days heat was sought under a small bush. They had limited water supply. The SAR services were called in by the inn keeper at base camp the next morning and a search was started for the (assumed) downed craft. Initial searching was conducted in a spotter plane, tracking in on the beacon signal. Once located, water and VHF radio were dropped and a chopper was sent



# HGFA General Manager's Report

in for pick up. The pair were flown back to base camp with minimal injuries and some dehydration.

## Comments:

The AusSAR would like the following noted from this SAR operation.

1. *Situational Awareness: Consider the terrain you are flying over and how it may affect you if you decide to return by foot. Consider the time it may take to walk the distances over which you have flown and the expected temperatures of the day. Be aware of where you are going and remember, you are travelling nautical miles, not road miles.*
2. *Leaving the Craft: Do not leave the craft; it is easier to search and locate. EPIRBs and personal distress beacon (PLB) signals can be shielded even in low-lying undulating terrain. Beacon signals really only assist in reducing the search area to a 10-20km radius. If you are able, make some form of marking on the ground to assist the aerial spotter plane in locating you.*
3. *Distress Beacons: The SAR crew flew the area thinking they were looking for a downed craft. The EPIRB indicated to the rescue crew that the search was being conducted in the correct area, but the craft was not visible from the spotter plane. Finally the crew noticed the heliograph flashing which alerted them to the couples presence below.*

A note taken from the AusSAR website:

Older radio distress beacons, manufactured before 1990, were designed for detection by overflying aircraft, and not by satellite. These beacons are NOT compatible with the COSPAS-SARSAT system and should be replaced. Depending on the circumstances, your initial distress alert should still be made by radio if possible. You should activate your distress beacon only if radio contact cannot be made (or if radio contact is lost) or when told to do so by a rescue authority. Pilots should never rely solely on any single safety or navigation system. They should always carry appropriate charts and safety equipment, be aware of changing weather, and operate within the limits of their own capability and the capability of their aircraft.

## No. 2

*Pilot: Microlight student (flying solo)*

*Experience: 36 hours total, 13 last 90 days*

*Glider: Airborne Edge Classic Rotax 582*

*Pilot injury: Significant abrasions to upper leg and right hand. Bruising to left side of chest (impact from side of pod). Aggravation of old shoulder injury.*

*Glider damage: Right wing tip and trailing*

40 Soaring Australia

*edge. Strut plates on keel twisted. Front forks bent back. Front wheel rim broken on right side. Lower right side of pod severely damaged. Propeller damaged. Left hand wire from undercarriage strut to king post broken.*

*Location: Aerodrome*

*Conditions: Wind 3-5kt, light turbulence*

## Description:

The accident occurred during the second session of flying. Some five landings had been completed previously that day. Immediately the rear wheels touched the runway the pilot sensed that the wing was being drawn to the left. The nose was rolling to the right and the pilot no longer felt in control of the craft. The aircraft continued to roll along the runway in a straight line on the rear wheels and lower side of the pod. The craft finally came to a standstill. After exiting the aircraft the pilot observed the aircraft had come to halt sitting evenly on the rear wheels with the nose laying on its right hand side with the wing resting on the right wing tip. The pilot recalls that while taxiing out at the start of the last flight they had heard a distinct metallic sound to their rear. Since the craft handled normally this sound was dismissed, thinking it to be a piece of gravel striking the propeller. The pilot has concluded that the left wire from the king post to the wheel failed once the aircraft touched down on the runway allowing the king post and keel to rotate to the right.

## Comments:

The pilot heard a distinct metallic sound during the take off. Caution may have saved the pilots injuries and the resulting damage to the craft if the take off had been aborted and an inspection as to what caused the sound undertaken. A detailed inspection of the craft had been requested from Airborne, with a result showing wire ultimate load test to be 820kg showing no fault of the wire. A further metallurgist test was undertaken with results showing that the wire was of specified material makeup with no weakness or impurity.

## No. 3

*Pilot: Intermediate*

*Experience: 236 hrs, over a month since last flight*

*Glider: Paraglider, DHV 2*

*Harness: Skyline Vertigo Acro, size large, one reserve*

*Pilot injury: Near drowning*

*Glider damage: Total*

*Clothing: Flying boots, radio, winter jeans, three layers of winter T-shirts, phone and stuff all weighing up with wing 110kg*

*Location: Coastal*

*Conditions: Cool, E/NE 10-15kt*

## Description:

The pilot arrived with two friends at the site around 1pm to find about 12 gliders in the air and more on the ground. Pilot experienced difficulty in attempting to launch and was finally assisted by one of the local instructors. Not having flown for some time the pilot spent a while getting adjusted to the wing then strapped himself tight into the harness and started to go out over the water beyond the breakers to practice wing-overs and spiral dives. With growing confidence the pilot engaged in more extreme manoeuvres, eventually deciding to go out high over the water and combine big wing-overs and exiting to enter a spiral. The last wing-over and turn to initiate the spiral was very aggressive and produced a wing tip tuck then a collapse on half of the wing which spun the pilot around. This was followed by a full frontal collapse which caused the wing to spiral again. The pilot tried to pump on the brakes, attempting to get the wing to recover, but nothing happened. The wing seemed to stabilise but still continued to spiral and dive. The pilot recalls briefly contemplating pulling the reserve, but decided that there was not enough height for it to be very effective and would likely result in trouble if he went into the water. He thought at the time that the impact into the water would not be so bad since the descent was not straight down but rather in a slow spiral. The pilot hit the water on his back left side. The impact was severe, knocking the air out of his lungs. He went deep into the water. Realising he was still conscious and needing air desperately, he clambered to the surface as fast as he could. Once on the surface catching his breath he turned his attention to getting the harness off, thinking it would drag him down. He managed to get all the buckles undone but could not get the harness off his back. There were two shoulder adjustments that he rarely used and he forgot to undo them. He soon realised that the harness was actually assisting him to float so he decided to use it as a life vest to keep his head above water. The wing was beside him and offered some flotation as well. He was behind the breakers so the water was calm. This gave him a chance to catch his breath and just float for a few minutes and tread water. He was still having trouble getting the harness off with all the wet clothes. He didn't want to cut the lines and destroy his wing and harness. Up to this point he felt he might be okay. He started to swim towards shore dragging the wing and harness with him, but in doing so got his leg tangled in the lines. He recalls that he still thought he could handle it. At this time another pilot,



having seen the whole event from the air, landed and came swimming out to assist him. The rescuing pilot had a hook knife with him which helped to get the harness off. By this time the lines from the paraglider had wrapped around the leg of the downed pilot. The rescuing pilot started to cut away whatever lines he could get to without getting himself tangled as well. The hook knife was not very effective and he started getting tired as well. Together they decided to swim to shore and maybe surf in on the wing and harness. No one else had come out to help, it was just the two of them. Entering the first set of breakers pushed them under the wing and again they had to struggle against the material to catch a breath even though the surf was not very rough or big. A young girl and her friend who saw what was happening entered the water to help them drag the wing (now permanently wrapped around the pilots leg) through the inshore breakers and surf and onto shore. Once ashore the pilot became aware of the pain in his chest where he impacted the water. An initial check was done by one of the other pilots before a trip to hospital for x-rays.

*The following are comments made by the pilot in retrospect of the ordeal:*

1. *If things are not going right on launch or it's getting all too hard to get in the air then follow what the universe is trying to tell you; either don't go, wait a while and sit it out, or fly very safely. You can always fly another day and some days are just not your day. Patience is a virtue and an important quality even for paraglider pilots.*
2. *Attempting extreme manoeuvres can bring on a serious situation. When control was lost I really did not know how to regain it as I had never been in that situation before. It was happening all too fast and I was guessing what to do. Don't put yourself in situations you are unsure of or cannot handle. I believe every pilot should do a SIV course as part of learning to fly a paraglider.*
3. *Should I have thrown the reserve? I am not sure if having thrown it at the height I was at would have helped, except to say that it may have slowed my descent and the impact on the water surface may not have been so severe. A less severe impact would certainly have been a plus, because there was potential that I could have died from being knocked out. I remember thinking that there would be more tangled lines to deal with, but who knows. Again, SIV experience in this situation may have helped me make better choices.*

4. *When in the water, forget about the cost of your glider and equipment. Get out of the harness and get away from the wing ASAP. Gear is replaceable. By trying to save the wing I further endangered my life and that of the rescuer.*
5. *If flying over water you should carry a very sharp easy to open knife which is easily accessed. Use it to cut the risers off the harness and use the harness as a floatation device for as long as you can. Experience with the hook knife in water proved that they are not very effective and would not have been able to cut any of the harness or riser webbing. While good with tight lines when dangling from a tree, they are near useless in water with limp lines which then need two hands, one to hold the lines and the other to use the knife – very difficult to do when madly treading water.*
6. *I was lucky to be flying with a good buddy. I truly believe whenever possible you should fly with a buddy because you never know when you may need the help of others. If the other pilot had not come to my rescue I would probably not be here today. The amazing thing is no one else came to help, even though there were some 12+ pilots in the air. They either assumed I was okay, or just didn't care to get involved. If someone gets into trouble make it a priority to check if they are okay and land to find out for sure. If a pilot goes into water get the emergency resources rolling by calling the incident in. They can always be turned back later if all ends up okay. Water landings can be the most dangerous of all and you need every bit of help you can get. Radios don't work well in water and you may not be able to communicate to a pilot who has gone down in water. Get help to the site of the incident so that quick evacuation can be undertaken as soon as the pilot is ashore. All pilots, whether HG, PG or whatever, should look out for each other. While I was in the water the pilot helping me was also trying to keep my spirits up and keep me positive. Just having someone there is good therapy.*
7. *Even if you are free from your gear, the boots and clothing are all waterlogged and very heavy. If you are not a good swimmer (or worse, cannot swim) you are in big trouble.*

Luckily I was able to walk away from this experience. My next step is to undertake a SIV course. Safe flying.



www.graficad.ch

**SMILE**  
FUN-GLIDER  
DHV 1

**INTER**  
INTERMEDIATE  
DHV 1-2

**FORT**  
PERFORMANCE  
DHV 2

**TOP**  
HIGH PERFORMANCE  
DHV 2-3

**SENG**  
COMPETITION  
DHV BEP



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**www.xix.ch**



# Contact Addresses

## GFA

### NSW Gliding Association (NSWGA)

#### Australian Air League

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

#### Australian Soaring Centre

PO Box 1315, Byron Bay NSW 2481.

#### Bathurst Soaring Club

PO Box 1682, Bathurst NSW 2795.

#### Byron Power Gliding Club

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

#### Byron Soaring Centre & Aeroclub

PO Box 549, Byron Bay NSW 2481  
02 66844244.

#### Canberra Gliding Club

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

#### Central Coast Soaring Club

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

#### Cudgegong Soaring Pty Ltd

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

#### Forbes Soaring & Aero Club

PO Box 267, Forbes NSW 2871,  
02 68523845.

#### Goulburn Gliding Group

57 Munro Rd, Queanbeyan NSW 2620.

#### Grafton Gliding Club

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

#### Greenethorpe Gliding Club

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

#### Harden Gliding Club

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

#### Hunter Valley Gliding Club

PO Box 9, Newcastle NSW 2300.

#### Kentucky Flying Club

The Hill, Kentucky NSW 2354.

#### Lake Keepit Soaring Club

PO Box 152S, South Tamworth NSW 2340,  
02 67697514, 02 67697640.

#### Leeton Gliding Club

PO Box 607, Leeton NSW 2705, 02 69536970.

#### Narromine Gliding Club

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

#### NSW AIRTG Gliding Club

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

#### NSW Police Gliding Club

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

#### RAAF Richmond Gliding Club

RAAF Base, Richmond NSW 2755.

#### RAAF Williamstown Gliding Club

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

#### Royal Australian Naval Gliding Association

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

#### Scout Association NSW Gliding

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

#### Soar Narromine Pty Ltd

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

#### Southern Cross Gliding Club

PO Box 132, Camden NSW 2570,  
02 46558882.

#### Sportavia Soaring

PO Box 78, Tocumwal NSW 2714, 03 58742063.

#### Summerland Gliding Club

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

#### Sydney Gliding Inc. (Concordia GC)

PO Box 633, Camden NSW 2570, 0412 145144.

#### Temora Gliding Club

PO Box 206, Temora NSW 2666, 02 69772733.

#### Wagga Wagga Gliding Club

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

#### Wee Waa Gliding Club

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

### Queensland Soaring Association (QSA)

#### Boonah Gliding Club

PO Box 107, Boonah QLD 4310, 07 54632630.

#### Bundaberg Soaring Club

PO Box 211, Bundaberg QLD 4670,  
07 41553158.

#### Caboolture Gliding Club

PO Box 920, Caboolture QLD 4510,  
0418 713903.

#### Central Queensland Gliding Club

PO Box 953, Rockhampton QLD 4700,  
07 49371381.

#### Darling Downs Soaring Club

PO Box 584, Toowoomba QLD 4350,  
07 46637140.

#### Gympie Gliding Club

PO Box 103, Gympie QLD 4570, 07 54867247.

#### Kingaroy Soaring Club

PO Box 91, Kingaroy QLD 4610, 07 41622191.

#### Moura Gliding Club

PO Box 92, Moura QLD 4718, 07 49973265.

#### North Queensland Soaring Centre

PO Box 1743, Aitkenville QLD 4814.

#### 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.

#### 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 AIRTG Gliding Club

PO Box 2000, Salisbury SA 5108.

#### Scout Gliding Club

22 Burford Crescent, Redwood Park SA 5097.

#### Waikerie Gliding Club

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

#### Whyalla Gliding Club (and VSA)

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, 03 53524938.

#### Latrobe Valley Gliding Club

PO Box 625, Morwell VIC 3840.

#### Mangalore Gliding Club

PO Box 80, Avenel VIC 3664.

#### Mount Beauty Gliding Club

44 Roper St, Mount Beauty VIC 3699.

#### Murray Valley Soaring Club Ltd

PO Box 403, Corowa NSW 2646.

#### RAAF East Sale Gliding Club

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

#### Soaring Club of Tasmania

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

#### South Gippsland Gliding Club

PO Box 475, Leongatha VIC 3953.

#### Southern Riverina Gliding Club

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

#### Stawell Gliding Club

20 Jones St, Stawell VIC 3380, 03 53582713.

#### Sunraysia Gliding Club

PO Box 647, Mildura VIC 3500.

#### Swan Hill Gliding Club

PO Box 160, Nyah VIC 3594.

#### Tumbarumba Gliding Club

Mundaroo, Tumbarumba NSW 2653.

#### Victorian Motorless Flight Group

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

#### Wimmera Soaring Club

PO Box 158, Horsham VIC 3402.

### WA Gliding Association (WAGA)

#### Beverley Soaring Society

PO Box 136, Beverley WA 6304, 0407 385361.

#### Gliding Club of Western Australia

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

#### Morawa Flying Club

PO Box 276, Morawa WA 6623.

#### Narrogin Gliding Club

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

#### Stirlings Gliding Club

c/o Post Office, Lower King WA 6330.

#### WA Squadron Australian Air Force Cadets

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

## HGFA

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

### HGFA National Office

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

### HGFA General Manager

Chris Fogg, PO Box 258, Helensburgh NSW 2508, ph/fax 02 4294 9300, 0417 766356, <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 Mentès** 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>.

### Microflight Public Relations

**Paul Haines** ph/fax: 02 42941031.

## GFA MEMBERSHIP FEES 2003-2004

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

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

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



## States & Regions

### ACTHGA

PO Box 3496, Manuka ACT 2603; Pres: Steve Foggett 0417 313589, 02 62884351, <steve.foggett@hotmail.com.au>; Sec: Mark Elston 0428 480820, 02 62655718, <mark.elston@defence.gov.au>; Trs: Tony Davidson 02 62392019, <td@silktel.com>; Sites officer: Michael Porter, 0415 920444, <michael.porter@jllrid.com.au>; Committee: Nicolas Siefken, Barry Oliver, Stephen Harris; SSO: HG – Peter Dall, PG – Peter Bowyer 0412 486114. Meetings: 1st Thu/month 7:30pm Yamba Sports Club, Phillip.

### Hang Gliding Association of WA

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

### NSW Hang Gliding Association

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

### North Queensland HG Association

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

### Queensland HG Association

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

### South Australian HG Association

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

### Tasmanian HG & PG Association

19 Christella Rd, Kingston TAS 7050, [www.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

30 Dumaresq St, Dickson ACT 2602. Pres: Scott Hannafoord 0417 272498, <shannafoord@canberraetimes.com.au>; Trs: Dan Watters 0410 347801, <daniel.watters@csiro.au>; Sec: Andrew Barnes 0416 020588, <andrew@dustydemons.com>; SSO: Grant Heaney 02 48494516, 0419 681212, <grant@dustydemons.com>; Editor: Kath Kelly 02 64561590, 0427 220764, <phase9@snowy.net.au>.

### Hunter Skysailors

Pres: David Holgate 0410 112381, <david.holgate@hotmail.com>; V-Pres: Meg Butler 0408 446358; SSO: James Thompson 0418 686199, <james.b.t@hunterlink.net.au>. Meetings: last Tue/month 7pm, Hexham Bowling Club.

### Illawarra Hang Gliding Club Inc.

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

### Kosciusko Alpine Paragliding Club

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

### Manilla SkySailors Club Inc.

PO Box 1, Manilla 2346, [www.FlyManilla.com]. Pres: Brian Shepard 0401627830; V-Pres: Suzy Smith 02 6785 6545; Sec/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, <ilelean@smartchat.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 735784; V-Pres: Glenn Selmes 0425 275549; Sec: Matt Olive 02 49423131; Trs: Tash McLellan 0428 278 867; 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>; 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://bbhgc.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: Hugh Alexander 03 97101214 (h), 0417 355578, <wurundjeri.lane@bigpond.com>; Sec/VHPA rep: Steven Ross 0410 600595, <steven@pchelpathome.com.au>; Trs: Leif Gorander 03 97080136 (h); 0407 540502, <leif.gorander@varianinc.com>; SSO: Peter Batchelor 03 97353095 (h), <pbatch@netspace.net.au>. 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, <snowyck@netc.net.au>; Sec: Brian Webb 0417 530972, <brianwebb@bigpond.com>; Trs: Isla Christian; Web: Barb Scott 0408 844224; Meetings: Check [www.hgfa.asn.au/~nevnhgc/].

## ALL CLUBS PLEASE CHECK DETAILS IN THIS SECTION CAREFULLY

Could all Clubs please ensure they maintain the correct and current details of their Executive Committees and contacts here in the magazine. Specific attention is directed to the listing of SSOs and SOs for the Clubs. Please ALL CLUBS and nominated Senior SOs and SOs confirm ALL SSO and SO appointments with the HGFA Office <office@hgfa.asn.au> to ensure that those holding these appointments have it listed on the Membership Database and can receive notices and correspondence as required. Appointment of these officers is required to be endorsed by Clubs in writing on the appropriate forms. Sometime in the future if confirmation is not received, those listed in the Database where no current forms or confirmation is held, the appointment will be taken as having expired.

**General Manager, HGFA**

### Sky High Paragliding Club

[www.skyhighparagliding.org]; Pres: Colin Page 0411 555128; V-Pres: John Styles <jdstyles@hotmail.com>; Trs: Clinton Arnall 0415 229315, [membership@www.skyhighparagliding.org]; Sec: Georgia Buckingham <secretary@www.skyhighparagliding.org>; Web: Tony Tidswell <webmaster@www.skyhighparagliding.org>; APN Editor: Julie Sheard 0425 717944 <editor@www.skyhighparagliding.org>; SSOs: Kevin Gingell-Kent, Alistair Johnson, Adam Neinkemper. Meetings: 1st Wed/mth 8pm, Retreat Hotel, 226 Nicholson St, Abbotsford.

### Southern Microlight Club

[http://home.vicnet.net.au/~stclub/]. Pres: Kel Glare 03 94395920 (h), 0421 060706; V-Pres: Mark Howard 03 97511480; Sec: Dianne Pierpoint 03 9735278; 0429 938426. Newsletter: Barry Wood <jbwood@bigpond.net.au>, Michael Rose <mrose3@bigpond.net.au>. Meetings: 2nd Tue/month 8pm, The Manningham Club, 1 Thompsons Rd, Bulleen.

### Western Victorian Hang Gliding Club

PO Box 92, Beaufort VIC 3373, [www.vhpa.org/vwhgc]. Pres: Glenn Bachelor 0419 324 730, <GlennB@pocketmail.com.au>; V-Pres: Mark O'Keefe 0412 473724, <mokeefe@bigpond.net.au>; Trs: Stuart Coad 0408 524862, <scoad@edlyn.com.au>; Sec: Lisa Miller, 0407 319397, <lisam130@hotmail.com>; Web/Database: Damian Georgiou 0413 677090, <damian@bachomp.net>; SSO: Rohan Holtkamp 0409 678734, <dynamic@netconnect.com.au>; Paul Rundell 0418 348948. Meetings: Last Sat/month, The Beaufort Hotel, Beaufort.

## Queensland

### Caboctland Microlight Club

50 Oak Place, Mackenzie QLD 4156. Pres: Derek Tremain 07 33957563, <derekjo@gil.com.au>; Sec: John Cresswell 07 34203254, <crezzi@lineone.net>; SO: Graham Roberts 07 32676662, <trike@tpg.com.au>

### Cairns Hang Gliding Club

Pres: Russell Krautz <rkrautzr@yahoo.com.au>; V-Pres: Joe Reyes 07 40555553, <reyes@ledanet.com.au>; Sec: Lance Keough 07 40912117, 31 Holm St, Atherton QLD 4883; Trs: Nev Akers

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

### Canungra Hang Gliding Club Inc.

PO Box 41, Canungra QLD 4275; [www.chgc.asn.au]. Pres: Brandon O'Donnell 07 33999850 (h), 0416 089889, <olofly\_@hotmail.com>; V-Pres: Raphael Mackay 07 55345190; Sec: Col Hjortshoj 07 55437248 (h), 0429 312067, <col61@gil.com.au>; SSO (PG): Rob Wilton 0418 732325, <robertmarie.wilton@bigpond.com>; SSO (HG): Ken Hill 07 55435631, 0418 188655, <kenhill@iprimus.com.au>.

### Central Queensland Skyriders Inc.

915 Yeeppoon Rd Iron Pot Qld 4701. Pres: Bob Pizzey 07 49387607; Sec: Grant Suthers 07 49361790; SSO: 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 Commissioners Flat Rd, Peachester QLD 4519, 07 54949579; Trs: Kim Hodson, 16 Gizeh St, Enoggera QLD 4051, 07 33541910; SSO (HG): Russell Groves 07 54450084.

### Dalby Hang Gliding Club

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; <intheair@ozemail.com.au>. Pres: Geoffrey Cole 0408 420808, 07 54554661 (h); Sec/SSO (PG): Jean-Luc Lejaille, 0418 754157, <rainbow\_flyer@hotmail.com.au>; Trs: Gary Allan 0417 756878; 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, <paragliding02@austarnet.com.au>. 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 0429 905556; Sec: John Middleweek 08 98412096, fax: 08 98412096.

### Cloudbase Paragliding Club Inc.

334 Belmont Ave Kewdale WA 6105. Mes-sagebank 08 94875253; Pres: Wesley Zadanowicz, 08 92493707, 0411 185091, <president@cloudbase.asn.au>. V-Pres: Nigel Sparg, 08 93049785, 0427 476629, <vice\_president@cloudbase.asn.au>. Trs: Colin Brown, 08 94594594, 0407 700378, <treasurer@cloudbase.asn.au>. Sec: Ian Threlfo, 08 94177952, 0407 089101, <secretary@cloudbase.asn.au>. Committee members <committee@cloudbase.asn.au>. Colin Asplin (08 92774191, 0409 050370), Mike Allen (0408 947048), Mark Wild (0411 423923), David Morgan (08 93590390, 0418 908625). Meetings: 2nd Tue/month 8pm, Rosie O'Grady's Pub, South Perth.

### Goldfields Dust Devils Inc.

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

### Hill Flyers Club Inc

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

### South West Microlight Club

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

### Western Soarers

<wshgc@hgfa.asn.au>, PO Box 483, Mt Hawthorn WA 6915, [www.westernsoarers.com]. Pres: Mirek Genowicz 0427 778 280, <mgenow@bigpond.net.au>; V-Pres: Mark Wild 08 94098581, <mark@gastech.com.au>; Sec: Ben Griffith 08 94724068, <benandrobryn@aardvark.net.au>; Trs: Sun Nickerson 0401 135042, <Sunny@iinet.net.au>; SSO (HG): Shaun Wallace 0411 885178, <swallace@iprimus.com.au>; SSO (PG): Jules Sanderson 0405 089709, <airoz@speedlink.com.au>. Meetings: Last Tues/month, 7.30pm, Rosie O'Grady's Pub, South Perth.



# Soaring Calendar

## AUSTRALIA

### Australian Junior Gliding Championships

5-11 December 2004

Temora, NSW. Note the change to contest dates. Practice will be held on 4/12/2004.

### Laurieton Fly-in

27 December '04 – 1 January '05

Laurieton, NSW. This will be a low key PG event with some prizes, but aimed as a get-together, to have fun and learn from others. Each day we guide everyone to the sites and give radio assistance and set tasks. We will have spot landing comps and when the days permit some XC flying as well. So if you would like to join in the fun please tell your friends and pass the word around. Cost \$90 each per pilot for the six days, the money to go towards prizes and fuel sharing. Please register your interest no later than by 15 December. Email Lee Scott <fly@highadventure.com.au>. Entries close 20/12/2004.

### Australian HG Open

28 December '04 – 3 January '05

Deniliquin/Conargo, NSW. One day short to allow for pilots going to the Worlds. Entry fee: \$190. Open AAA, Kingpost AA, Floater A, Sub Classes. Also open to Class 2, Class 5 and PGs. Aerotow or ground tow. Four pilots will secure your ground towing strip. Special welcome to new competition pilots, regardless of the glider they fly! Come to the comp that gives you a great chance of making goal! Fly with the champions, compete against your peers. All tow and retrieve cars needs to have comprehensive or third party property insurance and an approved fire extinguisher; if not you will get disqualified from the comp. You can buy an extinguisher at the comp (cost \$55). For entry or enquiries contact: Tove 0419 681212, <chpgpc@goulburn.net.au>, [www.Taragoflightpark.com.au].

### Great Eastern Fly-In

30 December '04 – 2 January '05

Evans Head Memorial Aerodrome, Northern NSW. All aviators, their aircraft and families are invited to this historic WWII aerodrome for New Year fun, flying, sun and surf. No rego or landing fees, onsite camping, food, aviation businesses; microlight, ultralight, GA, warbird, vintage and model aircraft; motor gliders, gyros and more! ALL WELCOME. Air Displays, Adventure Flights and New Year's Eve 'Drome' Party. The perfect way to see in the New Year! Sponsored and supported by: Evans Head Memorial Aerodrome Committee, Richmond Valley Council and Recreational Aviation Australia. Contact: Gai Taylor 02 66215592 or <gai@i-byte.com.au>.

### 2005 World HG Championships

4-19 January 2005

Hay, NSW. Dynamic Flight, in conjunction with the Hay Shire, are presenting the World HG Championships 2005. Practice days: 4 and 5 January, registration, Grand Parade, team photos and welcoming party on the 6th. Comp days: 7 to 19 January, with closing ceremony and party. For initial enquiries please email <dynamic@netconnect.com.au>. CIVL has allowed each country to enter six-person teams. Each country can enter more than one team! All team members must qualify by having finished in the top 66% of a Cat 2 (Hay Pre-worlds, Bogong Cup, etc) comp since 2001. Come on Aussie pilots, this is your chance to fly with the world's best!

### Vintage Gliders Australia Annual Rally 2005

8-15 January 2005

Bordertown, SA. Arrangements have commenced for our Annual Rally. Although much planning is still to be

done, the organisers expect to be able to provide: camping and bunkhouse accommodation on the field, meals, winch, and possibly aerotows. No extra hangarage will be available. Further information is expected by the next issue of the VGA Newsletter, Vintage Times. Already expressions of interest have been received from operators in Victoria of an ES52 Shortwing, ES60 Boomerang, ES57 Kingfisher, Ka6 and Ka4. No doubt many more will join in the fun. For further information and to offer assistance please contact Ian Patching on 03 94383510.

### 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 82247784 or 08 8272 5929.

### Corryong Cup 2005

9-15 January 2005

Corryong, VIC. Registration/practice day: 8 January. Comp start: 9th, with registration in the morning. Come to the best fun comp of the year. Mt Elliot is one of the most reliable and spectacular flying sites in the Eastern highlands. It's a hill launch set at the base of the Australian Alps on the VIC/ NSW border. Tasks are generally between 50 and 100km, with up to four turnpoints set to make pick-ups easy. Scoring on a handicap basis according to glider type and flying experience, so everyone who enters has a chance of taking out the top prizes. Prizes for the first three positions as well as 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. Requirements: intermediate rating (preferably with inland experience), UHF radio and parachute. Camera optional (database not required). 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 30/11/2004 (\$130 thereafter). Cheques made out to Blue Mountains HG Club. Included 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 <spbell@1earth.net>.

### Bogong Cup HG Championship

22-29 January 2005

Mt Beauty, VIC. AAA sanction (Cat 2), entry \$195. Practise day/registration 21 January. Open, Kingpost, Floater and Female categories. Straight after the Worlds, come and enjoy the scenic mountain flying and relaxed, friendly atmosphere of The Bogong Cup competition. With the dynamic team of Heather Mull (Meet Director) and Carol Binder (sponsorship, etc, organiser) there will be heaps of fun, prizes (serious and novelty) and social events! Strictly for 70 pilots – places are filling fast! GPS, radio and parachute mandatory. Minimum rating: intermediate with inland experience. New comp pilots welcome – come and fly with some of the world's best! For more info see [www.hgfa.asn.au/Competition/Bogong/index.html] or contact Carol: <binder\_carol@hotmail.com>, 03 57501507 or 0417 311360. HQ: Settlers Tavern, Mt Beauty. Accommodation website [www.mtbeauty.com/bogong-cup].

### Horsham Week

5-11 February 2005

Horsham aerodrome. Contact: Peter Buskens <pbuskens@melbpc.org.au>.

### NSW State Comps

12-19 February 2005

Temora, NSW. Details can be accessed through a link on the GFA website or direct at [www.joeyglide/nswstatecomps/].

### Bright Paragliding Open

19-27 February 2005

Bright, VIC. Sanction AAA, FAI Cat 2. Postal address: PO Box 238, Bright VIC Australia. For more details visit [www.alpineinfotech.com.au/BrightPGComp2005/].

### WA State Soaring Championships

26 February – 6 March 2005

Wyalkatchem, WA. The Western Soarers invite all HG and PG pilots to compete in this event. Scoring will be using GPS and GAP 2000. Entry fee before 1/2/05: \$105 for WS members and \$115 for non-members. A late fee of +\$10 applies after that date. Fee includes the presentation dinner. HGFA membership, parachute, helmet and appropriate tow endorsements are mandatory. For more information visit our website [www.westernsoarers.com] or contact Mirek at <mgenerow@bigpond.net.au> or 0427 778280.

### Gulgong Regatta

27 February – 5 March 2005

Cudgong Soaring Club will once again host the Gulgong Regatta, all classes welcome with gliders and pilots handicapped. Multiple pilots welcome. Camping space available on the airfield and plenty of accommodation in Gulgong. Enquiries to Ric Macready, ph: 02 9571 7404, fax: 02 9571 7408, mobile 0418 286033 or <rmacread@bigpond.net.au>.

### Flatter Than The Flatlands

25-28 March 2005 (Easter)

Birchip, VIC. HG pilots are invited to the 12th annual Flatter Than The Flatlands cross-country towing competition. The event will be conducted over the four-day Easter long weekend. Entry fee: \$75, includes maps, daily prizes, presentation dinner, scoring, goal beers and lots of fun. After the flying each day, social events including a Red Faces competition (mandatory event per team), movies and much more will be held with prizes awarded. Cameras not required, GPS recommended, parachute compulsory, lots of fun guaranteed. Entries will only be accepted from teams of five pilots. Entries open on Wednesday 16/2/2005 at 8pm. Entries will be accepted on a first come basis. Places will be confirmed on the competition website after the full team payment is received. Following the success of previous years' events, get organised early. There will be 12 tow strips. Two strips will be held in reserve for South Australian teams until 24/2/2005. To enter, ph: Ian Rees 03 97621364.

### Eungella Fly-in

April 2005

Eungella, QLD. A combined PG and HG event scheduled for April, possibly encompassing the Easter break. For those that haven't been to Eungella, it is one of the most spectacular flying sites this country has to offer, and the flying is outstanding as well. There is no other place in Australia where you can walk out of your room onto the launch and have all the best facilities within walking distance. Retrieve is easy via the



# Classifieds

main valley road with the flying along a large north facing 25km mountain range over 3,000ft agl. Sydney to Mackay (>2hr flight) as low as \$180 return makes it affordable. Accommodation can be had from \$5 per tent site or shared for \$15 on launch site. Transport from airport and retrieves during the event are included in the entry fee of \$110. Cash and prizes to be won. So if you feel like looking for a new place to fly during April and want to experience something unique, contact Lee Scott on <fly@highadventure.com.au> or ph: 0429 844961. GPS and reserves are required; only novices with minimum 10 hrs inland experience and with over 1,000ft height gains logged.

## National Trike Gathering '05

2-3 April 2005

Wangaratta, VIC. Organised by the Southern Microlight Club. All trikes are welcome. Onsite catering and camping available at airfield and dinner in town on Saturday night. Planned activities include competitions and lots of local flying. For more information contact: Kel Glare 03 9439 5920, 0421 060706 or Dianne Pierpoint 03 97352781, 0429 938426.

## OVERSEAS

### Para Pro Rally NZ

18 February – 5 March 2005

Rotorua, NZ. International paramotoring rally from Rotorua to Queenstown. The 16-day, 14-task rally is being promoted internationally as The Paramotor Event of the Year. Course starts in Rotorua – the geyser and thermal area of NZ, and finishes at the action capital of the world – Queenstown. The adventure will cover some of the world's most beautiful and breathtaking scenic areas. This will be one adventure you won't forget in a hurry. The Para Pro Rally is for all paramotor enthusiasts, from the recreational to the elite pilot. The flying adventure will provide: a realistic challenge, the opportunity to share ideas and experiences, seeing what's available on the paramotor scene and seeing NZ's unspoiled beauty from the air. The organisers will combine the rally with general sightseeing and activities that only NZ can offer, for example: jet boating, bungy, tramping, whalewatching, fishing, dolphin swimming, geo thermal hot pools, golf, horse riding, sea kayaking, bungee jumping, as well as a number of cultural experiences: a traditional Maori hongi and welcome ceremony, an overnighter on a Maori Marae and a farm stay in the heart of the South Island. For more info see the website [www.parapro.co.nz].

### IGC World Gliding 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  
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: Shown as running through 2014 for illustrative purposes only. Calendar and structure of the World Gliding Championships will continue on as shown after 2014 (until changed or modified by the IGC Plenum).

## GFA

NOTICE TO ALL GFA ADVERTISERS  
All advertisements and payments can be sent to:  
The Gliding Federation of Australia/Advertising  
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Ph: 0400 159325 Fax: 03 9379 5519.  
Email: <frowe@optusnet.com.au>

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

## Single-seater Sailplanes

ASTIR CS 2,100 hrs, basic instruments, B10, 360ch radio, new canopy, enclosed trailer, ground handling gear, GC, \$20,000 ono. Ph: Trevor 0419 577782.

COBRA 15 GJS 15m. Very complete package, recently refinished, fully sealed with good tow-out gear, no-lift rigging equipment, full set of covers, manuals & spares. Ph: Eugene Blunt 02 60254436 or <deird@optusnet.com.au>.

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

JANTAR SZD41A Std, TT 1,746 hrs, radio, nose & belly hooks, modified canopy, encl. trailer & tow-out gear. New wing dust covers. Ph: John 03 93282536, <johnrobinsons@bigpond.com>.

JUNIOR SZD-51-1, 15m. Based at Benalla & always hangared, VGC, aerobatic, great handling. Offers around \$18,000 invited. Ph: Stu 0428 191079.

K6e, SSR. Based in Gulgong NSW, encl. trailer, \$8,500 ono. For details ph: John 07 49756613 (evenings).

LS3a, VH-IZR. Excellent cond, fully instrumented, with encl. trailer. Delivered with new Form 2. Great performance per dollar at only \$37,500. For more details see [www.sandercocock.com] or contact <mickwebster@bigpond.com>, ph: 0407 834531.

LS8-18 VH-NNA. 2.9 years old since new. 380 hrs in as new cond, 15m with 18m extensions. Finished in Poly-U, basic instruments, tinted canopy, extras plus cobra trailer – \$125,000 or offer. Ph: Nigel 07 54635670.

NIMBUS 2, VH-GOF. Excellent cond, 1,750 hrs, current Form 2, original gel-coat, winglets, Slimpack, lambswool, int, full wing & tail covers, all tow-out gear, new tyre, factory dual axle, fibreglass trailer, 800 Zander flight computer, etc. Dual batteries, nose hook, new canopy, dual cameras, ready for 1,000k flights. \$42,500 ono. Ph: 03 93053872 (w), 03 57832794 (h) or <brimold.aabaa@bigpond.com>.

PILATUS B4 PC11 AF, VH-GJV. Excellent cond, 2,231 hrs with fresh 30 year survey completed by T & J Sailplanes. Cambridge vario, oxygen system, towing gear & registered encl. trailer. Has a blue tinted canopy & is ideal for early cross-country, wave or aerobatics. \$18,000. Ph: Ken 02 43242483 or 0403 844504.

PW-5 WORLD CLASS GLIDER. TT 90 hrs, as new, fully equipped incl. parachute. Custom-built fully encl. trailer. Ph: 02 62901338.

STD LIBELLE 201B. Flies well, good appearance. Fitted with a GPS, Joey & Dittel radio. Encl. trailer & tow-out gear. New dust covers (wings, canopy & tailplane). Ph: John 03 93282536, <johnrobinson@bigpond.com>.

## Two-Seater Sailplanes

BERGFALKE II GKZ. In very good cond. throughout, new Form 2, basic instruments, open trailer, one-piece canopy. Great training aircraft. Have fun flying a true classic. Must sell. Ph: 02 66847572.

JANUS B SAILPLANE, c/w instrumentation. 18m span, 38:1 excellence. Fully refinished by Luciani. Full details available on inquiry to VMFG John Fawcett 03 94847453 or Roger Druce 03 9439 8947, <rogdruce@optusnet.com.au>.

K7 SCHLEICHER, needs 40 yearly, new front canopy & spare rear canopy, basic instruments, reasonable cond, fuselage rebagged Randolph system 20 years ago. Open trailer, make a reasonable offer. Sale due to fleet restructure. Ph: G & M Lappin 03 51741661m <aerialxtras@gipps.net.au> or K. Owen 03 51221081, <owenkr@netspeed.net.au>.

K13, GSL. Based in Gulgong NSW, \$25,000 ono. For details ph: John 07 49756613 (evenings).

TWIN ASTIR x 2. Due to fleet restructuring Waikerie Gliding Club offers for sale: IKO – Immaculate cond, 6,500 hrs, B20, 21, 25, tow-out gear, trailer, \$55,000. IKU – 10,800 hrs, B20, 21, 25, tow-out gear, trailer, fresh Form 2, previous holder of two national speed records, ideal for training or x/c flying, \$25,000. Ph/fax: 08 82725929.

## Self Launching/Motor Gliders

DG500M, XQA. Excellent cond, 560 hrs, 42 engine hrs, 'compact' encl. trailer, tow-out gear, steerable nose wheel, tinted canopy, water ballast, automatic engine retraction. Ph: John Moore 07 32636618.

NIMBUS 3T, 25.5m span, 60:1 performance with sustainer engine. Genuine 1,000km machine. Refinished, always hangared, full competition panel & seals, Mountain High oxygen system, Comet trailer, etc. Price negotiable. Ph: Shaun 0407 042468 or <shaun\_driscoll@roadshow.com.au>.

## Wanted

OPEN CLASS 17-18m Glider. Eg: Ventus, DG 202/17, LS6/8. Will consider DG 400. Private Buyer. Ph: 03 93767210.

SINGLE-SEATER ballasted fibreglass with a cockpit load of 100kg or greater. Ph/fax: Gliding Club of WA c/- <derry@primus.com.au>, 08 93873654.

## General

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

SEGELFLUG BILDKALENDER – the original German Soaring Calendar. Available again from Mike Cleaver, ph: 0412 980886 or <wombat@netspeed.com.au> for price. "Junior" desk calendar also available separately at \$15 plus postage.

## Instruments & Equipment

AGM (better than Gel) batteries \$27.50 & chargers from \$29 to \$89. Tost wheels & Winter instruments. [www.mrsroaring.com], PO Box 657 Byron Bay NSW 2481.

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

XCOM vs MICROAIR RADIOS – ask! Cambridge 302 with 303 or PDA for a complete system – One customer ordered one then bought two more & has the LNAV for sale. Ian McPhee 02 66847642.



# Classifieds

## Gliding Publications

**AIRBORNE MAGAZINE:** Covering all facets of Australian & New Zealand modelling. The best value modelling magazine. Now \$60pa for six issues. Plans & other special books available.  
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**AUSTRALIAN HOMEBUILT SAILPLANE ASSOCIATION:** James Garay, 3 Magnolia Ave, Kings Park VIC 3021.  
Ph: 03 93673694, [www.geocities.com/capecanaveral/hangar/3510].

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

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

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

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

**SOARING:** Official monthly journal of the Soaring Society of America Inc., PO Box 2100, Hobbs, NM 88241 USA. Foreign subscription rates (annually):

\$US43 surface delivery; \$US68 premium delivery.

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

**VINTAGE TIMES:** Official newsletter of Vintage Gliders Australia, edited by David & Jenne Goldsmith, PO Box 577, Gisborne VIC 3437, Membership \$15 pa.



## HGFA

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

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

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

## Hang Gliders & Equipment

### NEW SOUTH WALES

**AIRBORNE CLIMAX 13** adv, blue/white US, 75 hrs only, c/w 2 spare DTs, XC bag, manual, batten profile. A delight to fly, ground & aerotows beautifully. Offers around \$4,000. Test flights can be arranged. Ph: Alan 0417 420956; 02 48682869; <aljebrad@hotmail.com>.

**AIRBORNE CLIMAX 14** adv, GC, standard A-frame, spare DT, orange/purple US, \$3,500. Ph: Cameron 0407 418295.

**AIRBORNE FUN 190** nov, 30-40 hrs, VGC, reluctant sale, \$2,200 ono. Ph: Evan 0409 660716 (Sydney).

**AIRBORNE SHARK 144**, adv, red/white/blue, 20 hrs since factory inspection, PC, \$3,400 ono. Fun 190 nov, yellow/blue/white, PC, 70 hrs from new, matching Aussie Skins prone harness, \$3,990 ono. Vario with Garmin GPS & mount, \$650 ono. Lazer full-face helmet with intercom, \$185 ono. Ph: 0427 730741 (Coffs Harbour).

**AIRBORNE SHARK 144** adv, total 43 hrs, speedbar, faired DTs, two spares, VGC, green/yellow/white, \$2,100. Ph: 02 93447932 (or leave message); <johnselby@idx.com.au>.

**DYNAMIC FLIGHT HARNESSES.** Skorpion comp harness, suit 175-180cm, \$500. Stealth II XC harness, suit 175-180cm, \$500. Apron training harnesses with stirrups, 1 large, 1 small, \$200 each. Moyes cable release, new, \$100. New wheels, suit round basebar, \$100. Ph: 0419 997196; <jasonflys@hotmail.com>.

**MOYES CSX6 164** adv topless, suit large pilot or nanolight, new sail, wires, low hrs, EC, white TS & US, \$2,100. Ph: 02 43936944.

**MOYES XT 165** nov/int, VGC, very nice colours, carefully maintained, low hrs, \$2,000 ono. Ph: Nicki 02 97064500; 0425 302422; or Owen 02 92103270; 0421 636221; <owen.wormald@apra.gov.au>.

**MOYES XT 165** int, low hrs on 2nd sail, mylar E/D, new cover bag, speedbar & wheels, excellent int glider, \$1,400. Ph: Rod 02 49347917 (Newcastle).

**MOYES XTRALITE 127** (yes, 127) adv, flies really well (good sink rate & glide – a hot, small glider), small A-frame, for small pilot, orange/purple, plenty of life left in sail, dacron LE. Make me an offer. Ph: Maggie 02 66858768; 0409 611845.

**MOYES XTRALITE 137** adv, green/grey US, white TS, \$1,500. Good tidy glider, flies well. Will negotiate & can help with shipping anywhere in Australia. Ph: Owen 0410 347254 or email for photos <owen.pearce@dotmar.com.au>.

### VICTORIA

**AIRBORNE FUN 160** nov, lavender/fluoro yellow, EC, approx. 35 hrs airtime, suit pilot hook-in weight 50-75kg, incl. 2 spare DTs, \$2,700 ono. Must sell. Ph: Jo or Andy 0422 233911; 03 97282652; <treetops@smartchat.net.au>.

**MOYES MISSION 170** adv, great cond, with pod harness, low hrs, \$1,200. Ph: Dean 0415 520443.

### QUEENSLAND

**AIRBORNE SHARK 156** adv, red/black US, GC, matching near new Moyes front entry harness to suit 5'11" pilot, reserve parachute, helmet, tow bridle & Aussie Skins pod harness. \$2,500. Ph: Brian 07 33452042 (Brisbane).

**HARNESS, VGC, Skyline Flight Gear**, suit pilot 5'10" to 6'1", slider type with recently repacked chute, \$650. Ph: 07 3802 2333; 0422 571253.

### SOUTH AUSTRALIA

**AIROTEC 'PICCOLO'** alti/variometer with fabric pouch, Velcro strap, mounting screw & operating manual. Meters/feet. Adjustable thresholds for climb-sound & sink-alarm (with optimal PG & HG pre-sets). Full working order. \$150 ono. Ph: Matt 0403 138525; <matthew.tomlinson@aventis.com>.

## Paragliders & Equipment

### NEW SOUTH WALES

**AERODYNE JUMBE** large, 90-115kg, Himalaya colour (blue/black/white). Skyline Phase harness, large with stirrup, blue. Lazer full-face helmet, large. Aerodyne reserve, large. Flytec 4005 vario. Uniden 40ch radio. A deal at \$3,500. No offers. Ph: Ben 0400 565613.

**AIREA GLIDERS:** Shape-S, DHV 2, purple/white, 65-95kg, 80 hrs, \$1,250. Tension-S, DHV 2-3, white/red, 65-95kg, 150hrs, \$900. Rebel-M, DHV 1-2, purple/white, 70-95kg, 20 hrs, \$2,200. Revolution-M, DHV 2, red/white, 65-95kg, 30 hrs, \$2,750. Ph: Ralf 0438 110636; <paradude@tiscali.de>.

**FIREBIRD DHV 1-2**, small, 65-85kg in-flight weight range, only 10 hrs airtime – as new! \$2,500 ono **MUST SELL!** Medium reserve chute (65kg), \$500 **MUST SELL!** Please ph: Rachel 02 66808633; 0422 224339; <rachel@slingsfings.com>.

**FIREBIRD HORNET SP DHV 2**, medium, VGC, suit 65-80kg int/adv pilot, \$2,000. Firebird AT DHV 1-2, small, suit 55-70kg nov/int pilot, \$1,000. Both gliders have split "A" risers & c/w manuals & backpacks. Viper harness with stirrup, large, \$850. Ph: 0419 997196; <jasonflys@hotmail.com>.

**GIN BOLERO XS** glider, 55-75kg, yellow with red edge, 50 hrs max. Phase harness, medium with stirrup, red. Lazer full-face helmet. Flytec 4005 vario. Uniden 40ch radio. Reserve, small. Bargain at \$2,750. No offers. Ph: Ben 0400 565613.



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PARAGLIDER WING DHV 1-2 small, blue, in-flight weight range 65-85kg, only 10 hrs fly time on this wing, EC. No longer flying due to other commitments & need \$ return. Also, medium reserve chute 65kg. Must sell both, open to offers. Ph: 02 66849220.

PRO DESIGN RELAX 36 DHV 1-2, purple/white, 90 hrs, owners manual. Pro Design harness, back protection, side reserve re-packed Nov 03, speed bar & rucksack. Flytec 4005 vario. Very good beginner's package. Sale due to not being current, \$2,000. Ph: 02 98103480; <Dlethom@bigpond.com>.

## VICTORIA

APCO SANTANA 32 DHV 1/2 AFNOR Std, fluoro yellow, EC, less than 10 hrs, c/w as new harness, reserve, speed bar & stuff bag. Suit nov through to int. Hook-in weight 100-120kg. \$2,000. Ph: Darrel 0418 228923 (Melbourne).

EDEL LIVE DHV 1-2, small, 70kg-95kg, with Evo harness. As new, 14 hrs, ideal 1st wing, \$3,200 for glider & harness. Ph: 0422 237697.

EDEL SPACE 24 DHV 1-2, in VGC, has new front lines. C/w harness, speed system & lightweight helmet, all in near new cond. This set-up would suit nov to int pilot of around 75-90kg. \$1,000 the lot, ono. Ph: 03 98745305 (h); 0423 021123.

## Trikes & Equipment

### NEW SOUTH WALES

AIRBORNE EDGE X T2-2327, total 267 hrs, Streak wing, dual EGT, water temp, two helmets, dual Icom headsets & radio, 4-blade Brolga prop, stone guard, dust cover, tug hitch, \$17,500 ono. Ph: Tim 0411 243222.

ICOM IC-A22E VHF handheld radio, almost unused, with charger & connectors, provides sensible conversations most of the time, \$500. Email: <alaricgiles@yahoo.com>.

### WESTERN AUSTRALIA

MICROLIGHTS WANTED: Southwest Microlights in WA are looking for secondhand Airborne trikes, all models considered, good cond. or damaged. Ph: Brendan 08 97959092; 0408 949004; <brendan@southwestmicrolights.com>.

## General

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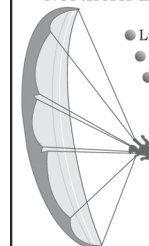
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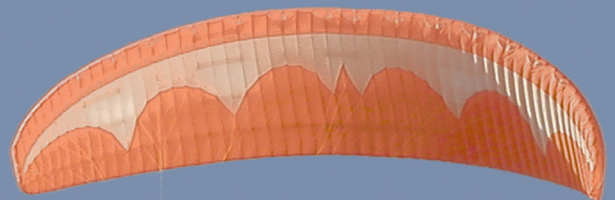




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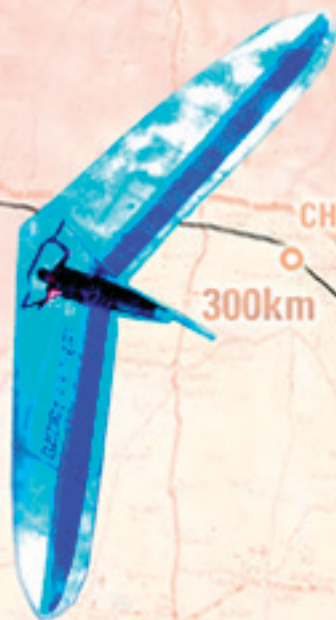
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