



Soaring AUSTRALIA



January 2005



Narromine Cup Week



On Top of the World



The Conondale Cup

January 2005



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Photo: Joseph Flack, taken at Caboolture Gliding Club Brisbane



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AVIATION ACHIEVED!

Bob Hayes

I WAS NEVER REALLY INTERESTED IN HANG GLIDING. ALTHOUGH I HAVE ALWAYS HAD A FASCINATION WITH HIGH PLACES, I NEVER REALLY GAVE FLYING A SECOND THOUGHT. I ALWAYS BELIEVED, AS I'M SURE MOST PEOPLE DO, THAT IT WAS TOO EXPENSIVE, TOO DIFFICULT, TOO TIME CONSUMING TO OBTAIN. AVIATION SEEMED SO FAR OUT OF REACH THAT IT WAS QUICKLY FORGOTTEN AS A GOAL.



Bob takes to the air
Photo: Courtesy Bob Hayes

I moved to Kuranda, after travelling Australia for eight or so years, and got work as a tour guide. One of the other tour guides, Anton, was into hang gliding. We would drive past the Rex Lookout every day on our way to and from Cape Tribulation and watch the gliders put on a show for the tourists. I remember thinking that I'd rather be doing the flying than the watching! Anton was positive about the noises I was making about learning to hang glide, so I thought it would be worth a try. I had received a bonus that year for managing to not dent a bus for an entire 12 months, so I thought I should use the money for a good cause, learning to fly!

How does one go about looking for a hang gliding instructor? In my case, it was easy... look in the Yellow Pages! There, under 'H' for hang gliding, I found Kevin Gilligan of Updraught Hang Gliding School.

A phone call, a visit, and I found myself on the dunes of Wangetti beach dragging this gigantic heavy lump of aluminium, fabric and wires up the dunes, after these pathetic little hops along the beach, time after time. There was a lot of dragging and not much flying back then! Kev would run alongside, yelling things about 'bump' and 'centre' and 'flare' that really made no sense at all and seemed to have very little to do with going flying! Slowly, things started to come together, as my brain began to make sense of all that was happening. I realised that not everything was happening at once,

as I first thought. It took a long time to be signed off, as the other student, Lenny, and I could not always co-ordinate days, and then of course the weather always had its fickle ways. Many a day was spent cursing the forecast of a 20kt south-easterly as we sat forlornly on the beach with scarcely a breath.

I remember my first high glide off Rex Lookout very clearly. I remember the view, I remember how uncomfortable the harness was, and I remember how quickly it was over and how long the walk up the beach was. I also remember the sense of achievement that day. It might not seem like a big thing, but it was a big thing for me. Of course, a high glide does not a pilot make, and it was still a steep learning curve that needed to be negotiated. I couldn't wait to get good enough to fly to the landing zone, instead of trudging up the beach fighting the glider that suddenly had a mind of its own, lifting one wing, then the other, trying to turn me over. Each 30 second flight and 20 minute walk left me exhausted.

I finally got my own glider, bought from down south, and a harness that just about everyone in the club has owned at some

stage, and a helmet that seems to get more uncomfortable the older it gets. I was away!

One of the great things I find about hang gliding is you never know it all. There is always so much more to learn, and to master. Every flight, the air is different. Every take off and landing is different. Skills that you think you have learned are forgotten and sometimes you need someone else to remind you of fairly basic things that can develop into a bad habit. Then there is thermalling, towing, cross-country, competition...

I haven't had much of a run with towing, it remains one of the scariest things I have ever willingly subjected myself to. Despite the mishaps, I know I will go back for more, because the possibilities are amazing, and I'm pretty stubborn about things I think I should learn!

I read a quote on a website once that I think sums up why I hang glide.

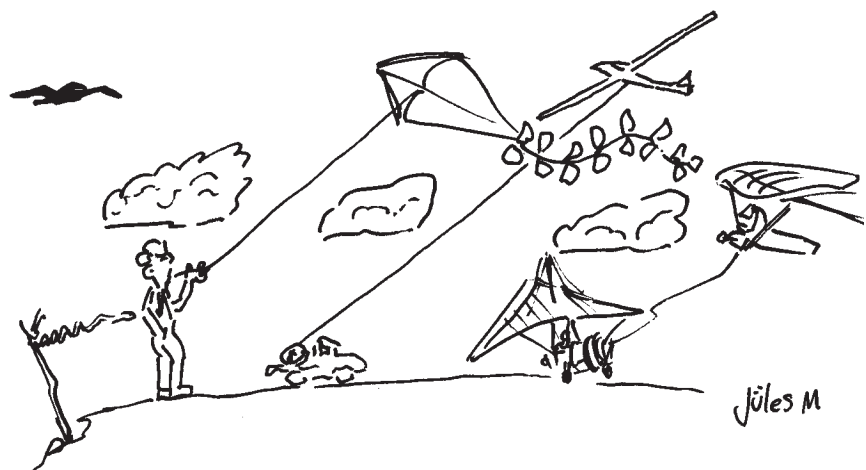
'Everyone who lives will die, but not everyone who dies will have lived.'

Hang gliding to me is all about living, feeling alive and doing what you want to do.

Sixty-eight and a half hours and logging every second!



"String" by Jules Makk



On Top of the World... Looking down on Creation

Dianne McLernon (Article courtesy of Triker News)

WE'RE ON TOP OF THE WORLD,
LOOKIN' DOWN ON CREATION AND
THE ONLY EXPLANATION WE CAN
FIND, IS THE JOY THAT WE'VE
FOUND SINCE OUR TRIKE HAS BEEN
AROUND – OUR TRIKE HAS PUT US
ON THE TOP OF THE WORLD.

Every now and then you get one of those days when everything is perfect... an aviator's dream. Cool, crisp, smooth air with no wind and predictions for the day to stay that way.

It was waking up on this particular morning that we decided to make the most of what Mother Nature had bestowed upon us. We arrived at Murrayfield after a little sleep-in at home (getting up early is not something we do terribly well). We packed some morning tea and set off on our way. Pete Simcock was joining us for the flight and was some 15 to 20 minutes behind us.

It was on Peter's instigation that this particular day we would head out to the hills and fly to Dwellingup. Steve and Pete browsed the maps and discussed the best flight path to Dwellingup that allowed for maximum "bomb-out" paddocks along the way. After a brief discussion we rugged up and became airborne. My only input into the flight plan was a strict request to turn around and bring me straight home should it get bumpy over the hills. Whilst Steve agreed in principle, I'm sure that my chances of being returned home were very minimal. However, as it happened, the manoeuvre was not necessary.

We rarely fly out to the hills as the turbulence is usually a problem. Most of our flights are along the coast where the air tends to be a little smoother. I love the coastal flying. The beach, clear water and the Marine Park Islands are visually stunning. So it was with some trepidation that we headed for the hills.



Peter Simcock in distance, flying past Alcoa's tailing ponds

Wow – what a view! I am continually amazed at the view of the countryside offered when microlighting. Even the sludge and tailing ponds of Alcoa look nice from the air.

As we are all aware, drought is a major concern everywhere in Australia at the moment, but in the two months previous to this flight the change in the colour of the landscape has been unbelievable. A few good showers of rain have transformed the dry,

barren and brown countryside that we normally fly over into a green oasis. Flying over the lush green pastures then over to the hilly mountainside was quite a spectacular sight. As we gained height over the hills, South Dandalup Dam and Lake Banksiadale came into view. It was incredible to see the water catchment system of rivers, valleys and dams from the air. We flew over a lot of tiger country this day so we made sure we stayed



Dwellingup airstrip



Airstrip at Dwellingup



Peter coming in to land at Dwellingup



Dwellingup town site

very high. The higher we flew, the more amazing it was to have this feeling of being “on top of the world”, just looking down.

As we got closer to Dwellingup, the airstrip was clearly visible. The weather was still perfect so we decided to go in and land. What a strange sensation to land on a strip completely surrounded by 40ft trees. After a beautifully executed landing, we got out to stretch our legs and have a break. One of the local farmers came out to say “Hi” and have a chat. Before taking off again we took the advantage of being on the ground to perform the usual perfunctory tasks... fill what’s empty, empty what’s full and scratch where it itches.

This being done, we comfortably took to the air again. As we made a bee-line for home our view offered another perspective of the land. Our coastal plain is very flat. As we came down over the hills, the Peel/Harvey Estuary and Coastline were in the distance with the low lying land beneath us. The water in the Murray/Peel district seems to pool and sit on top of the soil. It really does not have anywhere to run. From here it is easy to see why there is such a mosquito problem in this region.

The only aspect that spoiled the flight was the amount of smoke haze in the air. A lot of farmers are burning off at the moment. This, coupled with the very still air, meant that the smoke created a very hazy atmosphere. As a result my photos are not as clear as they could be. Never mind, a small sacrifice to pay.

With our flight nearly at an end, it was easy to become philosophical about flying. What a great way to learn about geography and our environment. So with the day’s lesson over with, we had studied river and water catchment systems, coastal plains, hills and mountain topography and the effects of mining and excavation on the environment... and we didn’t even need to open a text book.



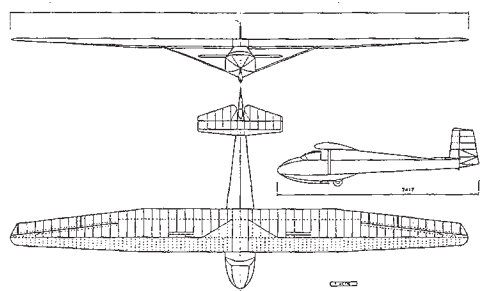
Photos: Courtesy Dianne McLernon



South Dandalup Dam

History: The Hawkrider Venture

Mike Nelmes (Curator, Narromine Aviation Museum)



Three-view plans of the Venture
Image: Courtesy the late Albert Shibble

The Venture story begins in 1946. The prototype was designed that year by the Hawkrider Aircraft Company, a two-man business (E P Zander and H E Bolton) with a workshop for glider manufacture and maintenance in the main street of Dunstable, UK (north-west of London). Bolton, who had a lifelong interest in gliding, was referred to at the time as “one of the best engineers of his field”. Venture BGA-640 (later BGA-688), registered G-ALMF, flew at Dunstable the following year. The Venture was Hawkrider’s only design, but they also produced five Dagling primary gliders, two Grunau Babies, and a converted Slingsby Gull 3 which they called the Hawkrider Kittiwake. The Dunstable factory closed in 1950, and work carried on at Denham (London) for two years before the company dissolved and its founders went their separate ways.

Gliding historian Martin Simons of South Australia writes of the Venture: “*When it first appeared, it seemed to be more or less equivalent to Slingsby’s two-seat Type 21 or, as it was called by the Air Training Corps, the Sedburgh, the early version of which was flying as early as 1944 and by 1947 was already in full production [218 were built]. The Venture was very much in the same category, a side-by-side two seater with high, strut-braced wing and about the same span and aerodynamics, except for a more strongly tapered outer wing. It became available too late and offered no obvious advantages over the Slingsby product. Hawkrider in any case would never have been able to meet large orders, even if their aircraft had been fully equal to the T-21.*”

Hawkrider itself never built another Venture, but a second was built from plans after the company dissolved. Enter into the story the Dubbo Gliding Club. Writes foundation member Albert Shibble: “*It was about the middle of 1950 that a number of fellows*

AS FAR AS CAN BE ESTABLISHED, ONLY TWO VENTURE GLIDERS WERE EVER BUILT. ONE CRASHED IN 1962, SO THE REMAINING EXAMPLE – RECENTLY MOVED TO NARROMINE AERODROME, NSW FOR MUSEUM DISPLAY – MAY BE UNIQUE. THIS WOULD GIVE THE TYPE A 50% SURVIVAL RATE, NOT BAD FOR A DESIGN NOW 58 YEARS OLD.

sat on the kerb of the main street of Dubbo and discussed gliding, and the formation of a club, following advertisements in both the Dubbo Liberal and Dispatch.” The first club meeting was on 2 July. Vice president was Jack Coomber of Narromine (40km west of Dubbo), who in 1938 had built himself Narromine Aero Club’s first aircraft (a Corben from plans imported from the USA). During the war he joined the RAAF, and instructed there on Link trainer flight simulators.

The following account of the Dubbo Venture comes largely from the recollections of founding club members Albert and Joe Shibble.

It was Coomber’s decision to buy, for £65, a set of plans of the prototype Venture. It had a wingspan of 16.76m, a length of 7.42m, and featured upper surface spoilers, and no flaps. The club became affiliated with the NSW Gliding Association, which made it eligible to access government material including war surplus held at the RAAF’s No. 2 Stores Depot at Dubbo. Unlimited quantities of the finest quality spruce, Irish linen, plywood, aluminium and cabling were there for the taking – reportedly left over from production of the wooden Mosquito bomber. The building project was headed by Coomber with cabinet makers Ron and Harley Marks, and Noel Soane. Ron’s experience as a Mosquito maintenance inspector proved to be useful; 27-year old Harley had been a wartime bomber pilot. The other members were put to work mostly on building the 162 wing ribs.

Over the period of the project, club membership halved to 12, due partly to the sheer enormity of the project. The club set up its first workshop in the basement of a block of flats, but was evicted for loudly singing bawdy songs at night! The next workshop was under the Dubbo Show-ground grandstand. Writes Albert Shibble,

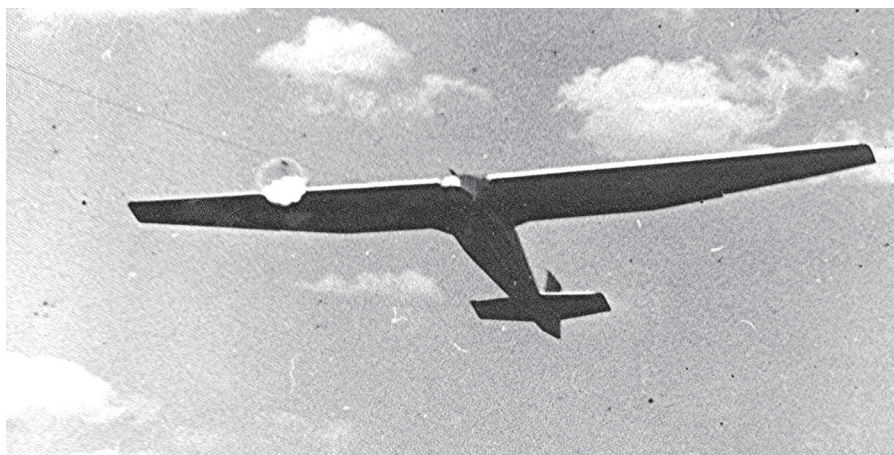
“How we froze over three years with the winter’s chill wind blowing up against the galvanised iron sheet walls. Conversely, how we were stifled and sweated in Dubbo’s hot summer.” There was, however, one advantage in working at the showground: the opportunity to “have a whip round” and bet on the greyhounds.

Each rib component was shaped in a galvanised iron jig containing water, and individually steamed over a fire before gluing together, the joins being reinforced with triangular ‘biscuits’ tacked in place (in later years, “missed” tacks which had worked loose would rattle around in the wings). The plans did not include any details for control cables or pulleys, so the system had to be designed.

As the Dubbo Show approached each year, the club apparently had to ‘shift shop’ temporarily. Meanwhile, a hangar for the glider was built on Dubbo aerodrome, attached to the Mayor’s hangar which was also used by the aero club for its two Tiger Moths.

On Friday 2 October 1953, more than three years of busy weekends came to fruition. The Venture, allocated registration VH-GDU (GFA No.47), was trucked to Dubbo Aerodrome courtesy of the RAAF, with police escort. The following day it was given its first flight by Bob Crick of Sydney’s Hinkler club. Along for the ride as ballast was “George the Sandman”, a wheat-bag full of sand which, over the years, checked out many a pupil on their first solo. Next up, naturally, was Jack Coomber. The first day’s flying coincided with an air pageant, in which gliding and “barnstorming” pioneer Fred Hoinville flew his Tiger Moth in a thrilling display of aerobatics and skywriting.

Cost was the main factor in deciding on auto tow as the launch method of choice. A 1936 Ford V8 sedan was bought, which,



The Venture takes to the air; note the cable parachute

Photo: Courtesy Narromine Aviation Museum



The Venture fuselage after its recent move to Narromine Aerodrome's 1944 Belman hangar for display

Photo: Mike Nelmes

with the strain of up to fifty flights each weekend, wore out gearbox parts at an alarming rate. Eventually, recalls Albert Shibble, "Three of us could change a 2nd gear in two or three hours." Winch and aerotow were later employed, Narromine pilot Keith Powell taking it up for many a launch in his Dubbo-based Tiger Moth, which struggled somewhat with the weight.

The Venture was a slow, sedate aircraft. A brass plaque in the cockpit specifies a normal speed of 30mph, and a maximum of 60. Stall speed was just 15mph. It would not spin, however it was looped on two occasions. Its fragile structure suffered somewhat over the years, with running repairs being made after a weekend's flying.

Albert Shibble relates one amusing incident in it:

"At the hangar end of the home strip just outside the boundary fence was a little green oasis all year round, surrounded by evergreen shrubs – a popular spot for young lovers.

Gliders are comparatively silent when airborne,
January 2005

and as Col Bailey and I turned to land over the oasis there was a couple 'heing and sheing' on a rug below. Col leant out and shouted to the couple, 'Naughty, naughty, God is watching!' Never had we seen a couple so quickly attempt to separate, jump up and adjust their clothes while they searched frantically for the heavenly voice."

Now that the club had a glider, membership went up to 30. The influx of funds allowed a single-seat glider (a Grunau 4, VH-VDU) to be bought, relegating the Venture to A, B and C certificate training and to joy flights. Usual charge was five to 10 shillings (a cable break incurred no charge!) Flights averaged 10 minutes or less, and C certificate in particular was a difficult feat in the Venture, but there were notable exceptions: among its best flights were an endurance of five hours 42 minutes (C Shibble, 31 December 1960) and a height of 11,000ft (C Bradley and O Jamieson, 29 January 1961).*



The side-by-side cockpit. The ASI was a voltmeter, as no available ASIs would read low enough!


Photo: Mike Nelmes

On 22 July 1962, on the other side of the world, the prototype Venture crashed at Dunstable due to pilot error, and was written off.

Not long afterwards, a group of Dubbo Gliding Club members from Orange formed their own club. Following its 8,357th flight on 19 December 1964, the Orange Gliding Club bought the Venture for £800.

The Dubbo club continued on for some years, but by 1970, increasing air traffic into the airport (by now an 'international' alternative to Sydney's Mascot) forced a move to nearby Narromine which had relinquished the international role. The club became the Orana Soaring Club. Narromine, of course, was well known to the Dubbo group, as the aerodrome had hosted, among regular weekend visits, the first National Gliding Championships to be held in NSW in 1962 with three Dubbo members participating.

In 1979 the Venture, by now dismantled and unused, was bought back from the Orange group for preservation by a Dubbo-Narromine consortium of 20, including the Shibble brothers. Stored at Narromine Aerodrome for some time, it was relocated to the nearby Shibble property and, just this November, back to Narromine aerodrome.

Thus, what is thought to be the world's only Venture glider – a classic example of local perseverance and ingenuity – will now be displayed for all to see. 

Postscript: Foundation member Joe Shibble was awarded the GFA's "living legend" status for 50 years' service to gliding.

** Records from Logbook No. 2 of Venture sailplane VH-GDU (courtesy Narromine Gliding Club).*

With thanks to Joe and the late Albert Shibble, and Martin Simons.

Sub-editor's note: Mike Nelmes has been offered the position of RAAF Historian at Canberra. He will take this up on 1 February 2005.

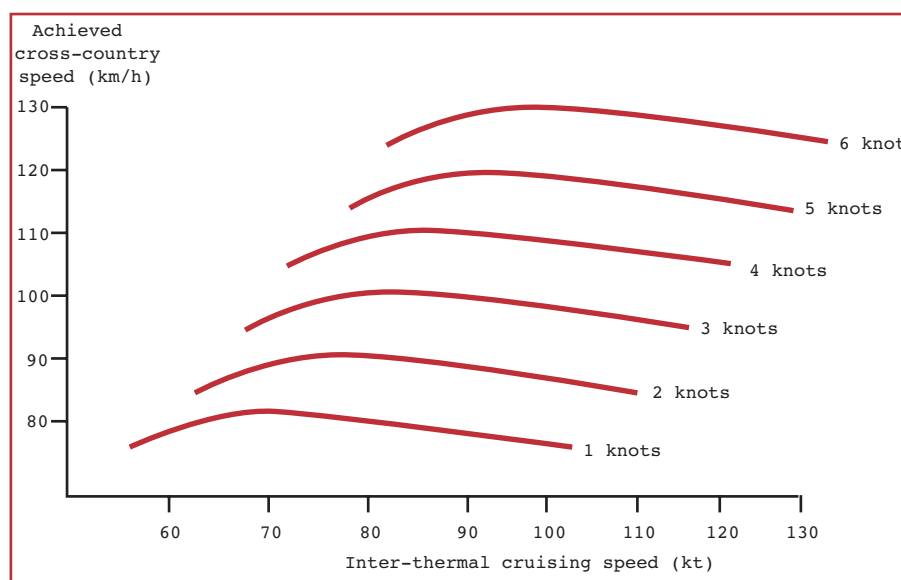
CRUISING SPEEDS AND THERMAL STRENGTHS

Bruce Taylor – GFA National Coach

IT IS WELL KNOWN THAT INCREASING YOUR TOTAL AVERAGE THERMAL STRENGTH FOR THE DAY WILL MAKE THE BIGGEST SINGLE IMPROVEMENT IN YOUR CROSS-COUNTRY SPEED. WE HAVE ALREADY DISCUSSED SOME OF THE METHODS USED TO FIND THESE BETTER THERMALS, BUT SOME PILOTS STILL FIND DIFFICULTY IN BEING SELECTIVE ENOUGH IN THEIR CHOICE OF WHICH ONES TO USE AND WHICH TO REJECT. COUPLED CLOSELY TO THIS IS DECIDING UPON YOUR CRUISING SPEED. THE SPEED YOU DECIDE TO RUN BETWEEN CLIMBS ON ANY GIVEN DAY, AND INDEED FOR VARIOUS PARTS OF THE ONE FLIGHT, IS TIED DIRECTLY TO YOUR EXPECTATION OF THE NEXT RATE OF CLIMB.

Let's begin with thermal selection. What are we looking for in a thermal that we can feel before we actually arrive in the core? Generally a good strong thermal will have a well-developed core, and thus a well-defined area of disturbed air around it. As we fly into this area there will be a distinctive feel to the thermal structure. It will be turbulent and bubbly, with a progressive increase in the rate of climb (and an increasing pressure through the seat of our pants) before we hit the smooth central core. We are NOT looking for sharp gusts, no matter how strongly they register on our variors. How often do you hit a huge gust, only to turn back and find nothing useful? Feel for a well-defined thermal structure. Most often you will see the better pilots barely slow down for these erratic gusts, only feeling their way through them before pushing over and going on.

When we begin our cross-country flying we tend to want to take every thermal available, just to stay airborne, and this habit is often a difficult one to break. Many pilots that are quite experienced still want to stop and climb in thermals that are clearly less than optimum strength for that day. If we calculate the effect that climb rate has on achieved cross-country speeds, then we will soon realise that it is necessary to be far more selective. This graph is for a typical 15-metre ballasted glider. Notice for example that increasing your average thermal strength for the day from three knots to four knots will improve your speed from 100 to 110km/h. Please remember that these achieved rates of climb are from bottom to top, and will only be two-thirds of the peak reading you see on your averager.

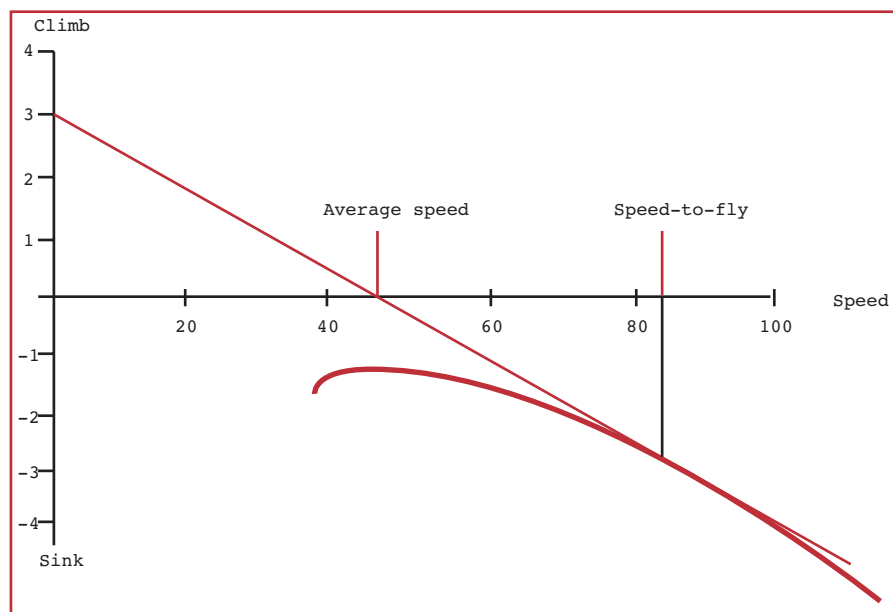


It soon becomes quite obvious that flying through a few of those weaker climbs and pushing on to the better ones will make a large difference. Work hard at raising your confidence in being able to find that next climb, and try to decide before you commit to a turn if the thermal is in fact a good one.

At this point we need to consider how fast we fly when cruising to the next climb. We want to be able to arrive at a useful height to climb in the next strong thermal, not so low that we are searching for a pad-dock! From the graph above we can see that cruising at the incorrect speed only costs us a very small amount. Ten knots too fast or too slow will only mean a reduction in cross-country speed of two or three km/h. Notice here that the loss is greater for flying too slowly – flying significantly too fast does however increase your workload in finding

better thermals more often. So, armed with the knowledge that our chosen cruising speed is not so vital, we can look carefully out the front and decide where the next good climb may be. If it is far away, right at the limit of our range, we will need to travel more slowly, so that we don't have to stop short and use a weak thermal, which will drag our overall speed down quite a lot. If it is close, we can push along fast and still be at a comfortable height to use it when we arrive.

In Australia, we are generally blessed with consistent, predictable weather. We know that if the last few climbs have been six or seven knots, then it is a fair bet that the next one, and the one after that, will also be that strong. It is not so difficult then to pass up a four-knotter on the way, and still be confident of not falling out of our working height band. Given this assumption, we



can use the following graph to decide on our cruising speed for the day.

Again, this is for a typical ballasted 15-metre glider. Take the published polar out of your manual, (add just a small grain of salt) and plot such a graph. You may wish to write up a table of cruising speeds for given climb rates, and stick it on your panel. You will of course, remember that these speeds are really... NOT THAT IMPORTANT! What is

more important is to be looking out the front and deciding whether perhaps things don't look as good as they have been looking, and you should not be expecting climb rates to stay the same, or vice versa.

All of these notions are tied together. Our cruising speed is not only tied to the strength of the next climb out there ahead of us, but more importantly to our confidence in our ability to find that climb and use it. That

will vary for each and every one of us, depending on our experience and skill level, and on the particular day in question. The top pilot will have a much higher expectation of finding the good ones, and the pilot out on their first Silver C attempt will be less bold... or should be!

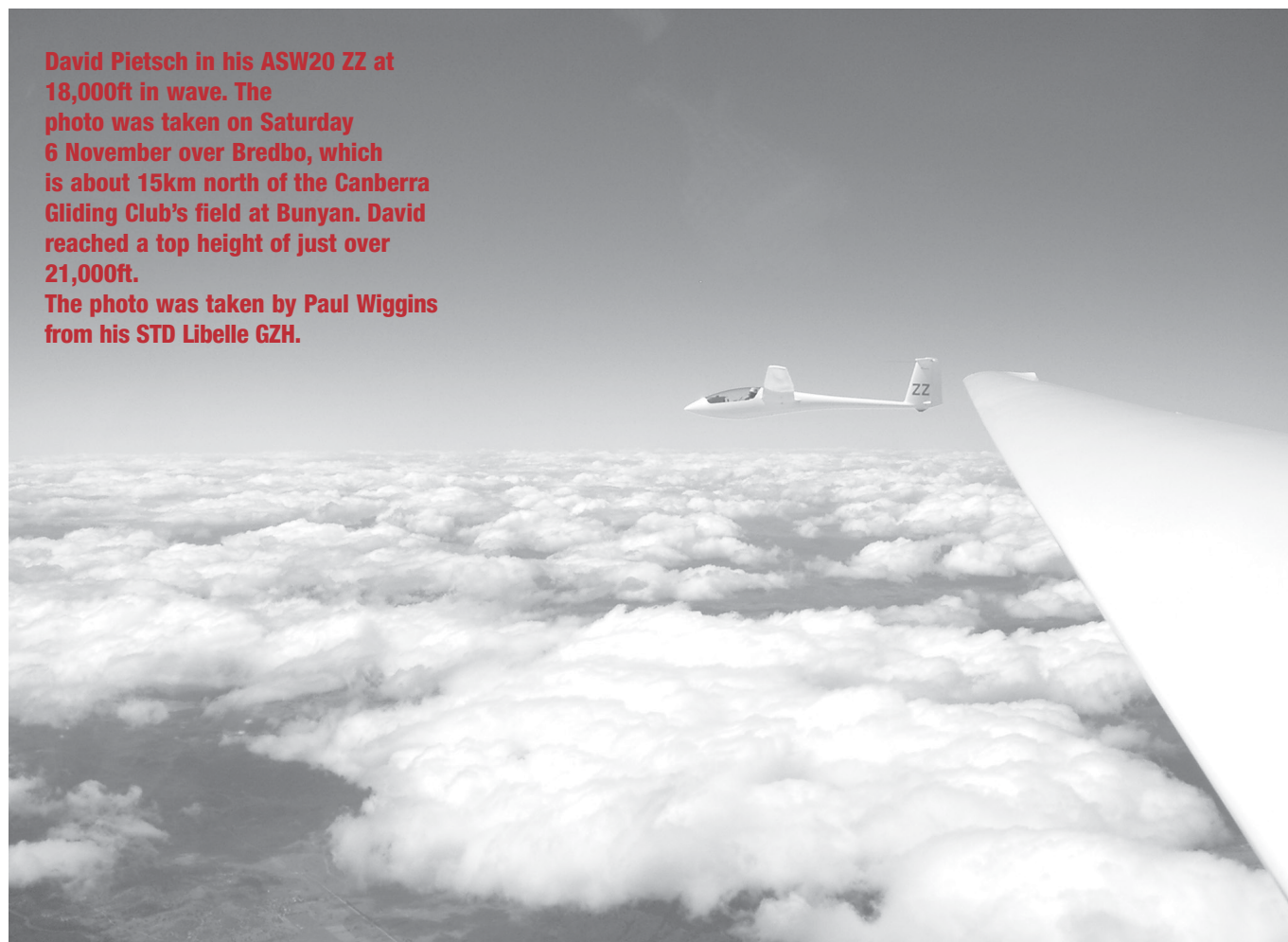
You will also notice that there is no longer any mention of the classic MacCready theory of speed-to-fly. This idea has been replaced by what we might call "Block speeds", where the aim is to cruise at a more or less steady speed between climbs, with only small variations when in lift or sink. The reasons are many, but efficiency is high on the list – making the wing do the extra work of pulling and pushing is wasteful. Also there is safety – sharp pull-ups are definitely out when there is a chance of anyone else being nearby. In reality it is almost impossible, even for the very best pilots, to anticipate the edge of good and bad air and to react accordingly. Smooth, steady cruising is what we are looking for – keeping up the momentum and establishing a comfortable rhythm throughout the flight.

Work hard at this, and be disciplined about your thermal selection. It is in this area that you will make your biggest gains.

Fly safely.



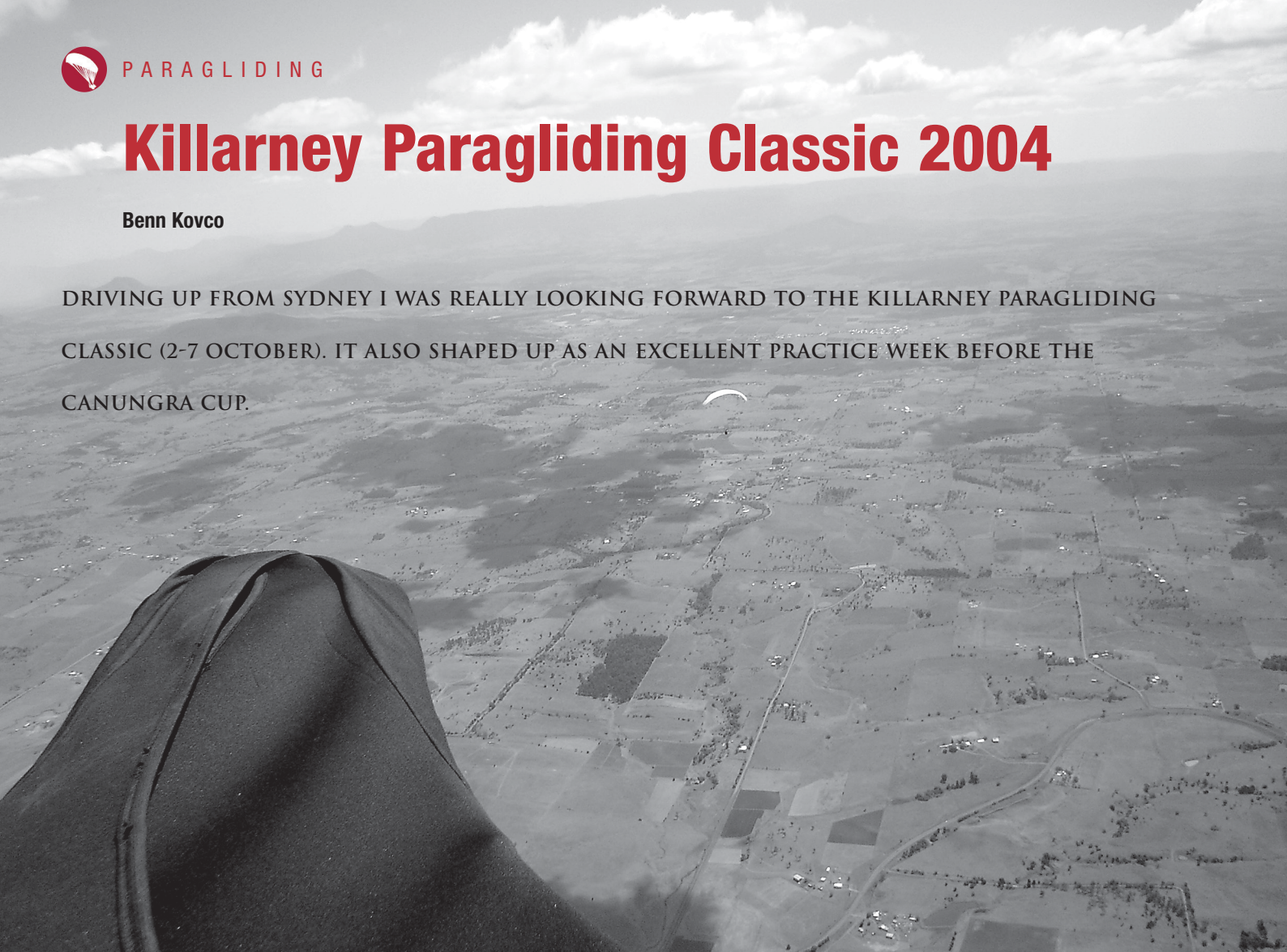
David Pietsch in his ASW20 ZZ at 18,000ft in wave. The photo was taken on Saturday 6 November over Bredbo, which is about 15km north of the Canberra Gliding Club's field at Bunyan. David reached a top height of just over 21,000ft. The photo was taken by Paul Wiggins from his STD Libelle GZH.



Killarney Paragliding Classic 2004

Benn Kovco

DRIVING UP FROM SYDNEY I WAS REALLY LOOKING FORWARD TO THE KILLARNEY PARAGLIDING CLASSIC (2-7 OCTOBER). IT ALSO SHAPED UP AS AN EXCELLENT PRACTICE WEEK BEFORE THE CANUNGRA CUP.



Final glide to Boonah goal

Killarney is situated in Queensland's Darling Downs on the Condamine River at the western edge of the Great Dividing Range. With the range to the east and endless flatlands to the west, Killarney promises to produce some huge cross-country as more people come to fly the area. But approaching Warwick (20km west of Killarney) on Thursday night prior to the comp, the rain got heavier, the lightning brighter and the thunder much louder – things were not looking good.

Friday before the comp dawned without a break in the weather and several thunderstorms bought buckets of rain to the area throughout the day. Buying some last minute items in Warwick, I asked a shop owner if the weather was typical for this time of year. *"Oh no, we haven't had any decent rain for four or five months!"* came the reply. I briefly explained the 'local rainfall level' versus 'organised paragliding event' relationship to him, but I may have left him thinking rain was good for us too.

Onto Killarney Friday afternoon and things were looking up with the skies clearing enough for a fantastic sunset. The newly built Killarney Recreation Centre was the

very spacious and well equipped HQ for the competition, where Andrew and Wendy were already busy registering 34 pilots for the first Killarney Paragliding Classic. Registration was short and painless – everyone was on their way to the pub in no time at all.

Day 1, pilots gathered at the Rec centre and were welcomed by the host and competition organiser, Andrew Horchner, and local MP, Ken Armstrong, who spoke about the Killarney area and officially opened the competition. The task and safety committees were selected, and after a thorough rundown of the likely weather for the day, everyone made their way up Sunday Plains Road. A south-west wind had strengthened over the morning, which meant waiting around to assess conditions. After a couple of hours, a trip to the brand new westerly launch and the usual parawaiting, the day was cancelled due to safety concerns with little chance of the wind easing soon enough to call a task.

Day two was clearer with a lighter south-east to south-west wind forecast, and after a stop at Coup's take-away in Killarney, the Tucker Shop, we were straight to the westerly launch. Task one was called, a 44km race to the north-west with goal at Allora on the

New England Highway. An ordered launch was in place due to the space available, but with two slots on the west launch the field was off without any complication. Andrew, Wendy and the group of local pilots must be commended for the work they've done clearing the west launch. Seeing the before and after shots it was obvious.

Intended to be a more or less crosswind task to keep everyone out of tiger country, it was apparent from the first climb that the wind had switched to the north-west and it was going to be a more or less headwind task. JJ Bastion did well to fly 26km and win the day after pushing headwind for almost three hours, with Brett Zaenglein of Alaska in second and Jason Turner third. Local Queensland pilot Paul Duffy had an interesting day on his Oasis, deploying his reserve 10km out from launch and thankfully landing without injury.

The local Lions club hosted beer and BBQ at the Rec centre to welcome everyone. Talk of shooting the task committee was heard, but most were happy just to have flown.

Monday saw the crew back at the west launch for the second task. With a west-south-west influence expected, a 40km task



Advance Omega 6 launching off the western launch

was called to Urbenville via a turnpoint at Woodenbong. Interesting conditions on course made for some interesting flights, and today it was the task committee suggesting the task committee should be shot. The wind turned much more south-west than west, creating a 30km crosswind leg to Woodenbong and 10km headwind to Urbenville. Many pilots struggled to stay out of the hills heading to Woodenbong, including Matts Eliasson, who, far off course with no great landing options, decided to go where the day wanted to take him – which was 60km over the range to Rathdowney. He thought about flying to Canungra (and had the day to do it) but was worried about getting back. Matts flew twice as far as the day winner but finished 15th for his efforts. Sometimes it's just not right.

Monday was also a good (or bad) day to be called Brett. Brett Robinson launched with a large knot in his lines which threatened to stall his glider. Those still on launch watched nervously as he flew straight out over the bomb-out, going up at a hectic rate all the way. He did very well to land safely, re-launch and get most of the way to Woodenbong. Brett Zaenglein launched and flew out to work the flats with most of the early pilots and he was soon out of sight, climbing away on course. He then managed to land in the bomb-out, get back to launch, take off minutes before the start gate closed, fly round the turnpoint and land half a kilometre behind the leaders.

Strong cycles were coming through launch early in the day, which at times had even the comp gliders parked above the ridge, and Andrew was kept active closing

and opening launch every couple of minutes. Tim Hewatt, flying an Epsilon 3, was seen briefly above launch, going up and slightly backwards before he turned and disappeared behind the ridge, disturbingly low. But to his credit he hung onto the climb and chased JJ all day, landing within yelling distance and placing second for the day. Dave Gibbs finished third ahead of a group of pilots landing a few kilometres after the turnpoint.

Tuesday was canned after a brief wait due to high wind, but Wednesday had the show back at the new west launch. Paul Duffy had shown the day's potential by launching just after 8am, thermalling over Killarney and landing at the Rec centre for the morning briefing. The wind was again south-west, but with good cumulus developing early and a high base a 55km task was called over the range to Boonah T. Strong drift made conditions tricky around launch but superb once on track. The crux of the day was Wilsons Peak on the eastern side of the range about 15km out from launch, and of the 16 pilots who made it this far, 13 made it to goal, several for the first time with reported climbs to over 9,000ft. Previously only a handful of paraglider pilots had ever flown over the range. An excellent effort by all.

There was a moment of hesitation on the final day where we may have been heading to a different launch, but in the end the west launch won and hosted all four tasks. Strong winds were again forecast and a task over the range to Rathdowney was changed after concerns from pilots who had landed in strong venturi on top of the range on Wednesday. Instead a repeat of Monday



Brett Zaenglein from Alaska flying his Gin Boomerang 3 on the eastern side of the Great Dividing Range



Gaggle racing to goal on the eastern side of the range



Jason Turner flying a UP Targa at the western launch at Killarney

Photo: John Towells



Gaggle climbing to cloudbase near the range

was called with conditions much more favourable to the task. Six pilots made goal in a very even task, though not all got away unscathed. Both Ivan Annisimov and Aidan Toase were in need of a sewing machine after being attacked at different times by the same eagle. First and second place in the hard luck

category for the day went to JJ and Basil respectively. Basil for landing close enough (20m short) to throw his GPS over the goal line, and JJ who was first and fastest into goal but managed to lose the day and the competition through a, um, "GPS malfunction" (he may or may not have missed

the turnpoint). When the dust settled, overall results were:

1st Stewart Dennis AUS, Nova Radon
2nd Aidan Toase GBR, Gradient Avax RS
3rd Bob Smith AUS, Advance Omega 6

A very successful competition was wrapped up at the Rec centre with a BBQ and some hardworking locals serving behind the bar. A huge thank you and congratulations must go to Andrew and Wendy who both did a fantastic job in organising such a great event. Thanks also to the local people of Killarney who made our time there enjoyable, Coral and Rex the retrieve drivers, and of course the local landowners without whose patience and goodwill we wouldn't be playing this game of ours.

At the end of the week it was a happy group of pilots who left for Canungra, all eagerly looking forward to the Killarney Paragliding Classic 2005. And 2006 and 2007...



Pilots preparing to launch off the western launch at Killarney

Photo: John Towells



Matts Eliasson missing his first launch attempt on the western launch



Bob Smith from Manilla preparing to launch off the western launch at Killarney

Photos: John Towells

January 2005



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Cross-country Coaching Course

30 October to 2 November 2004

Colin C Campbell



Geelong towplane piloted by David Long commencing the first launch of the day

THE BENDIGO GLIDING CLUB AGAIN HOSTED A SUCCESSFUL CROSS-COUNTRY TRAINING COURSE OVER THE MELBOURNE CUP WEEKEND. THIS EVENT HAS BECOME A REGULAR FEATURE ON THE GLIDING CALENDAR FOR VICTORIAN GLIDING CLUBS WITH FOUR GLIDING CLUBS BEING REPRESENTED AT THE HOST CLUB'S SITE NEAR RAYWOOD. THESE WERE BEAUFORT, GEELONG, GRAMPPIANS AND THE VMFG. THE TOTAL NUMBER OF VISITING PILOTS WAS 30 WITH 20 GLIDERS.

The program included presentations by the following experts:

- Peter Buskins* – *Flying Club Class competition in Norway*
- Tobias Geiger* – *Team flying and lead-and-follow practice*
- Terry Bellair* – *Wave flights in central Victoria*
- David Wilson* – *Know your glider's performance*

Saturday and Sunday provided excellent soaring conditions with tasks of 175 and 286km being nominated, Met analysis was provided by Terry Bellair and David Wilson. On Monday, soaring conditions did not commence until later in the day, so any pilots took the opportunity of gaining winch launch experience, while others returned to Melbourne. A diminished fleet was launched on Tuesday, but was recalled prior to the passage of a cold front.

The highlight of the weekend was the completion of Silver Badge qualifications by Albin Mullener with a flight to Pyramid and return. Albin completed the duration leg of the badge as a 19-year-old, 48 years ago, in his native country, Hungary, where he spent five hours in an advanced primary glider flying along a ridge in weak lift. He claims that



Brian Woods, Tug Pilot in discussion with Bendigo member, Rod Jewell, prior to a busy day

at times the wings were brushing the treetops.

History was also made with the first cross-country flight of Bendigo Club's new PW 6. On Saturday, despite having a low point on the second leg, the 175km task was completed at an average speed of 88km/h.

Particular thanks are extended to the Geelong and Grampians Clubs, David Long and Brian Wood for the provision of tow planes and excellent launches. Similarly the catering provided by Helen Dilks was greatly appreciated.



BATHURST SOARING CLUB CAMP

Narromine, November 2004



Lined up for take-off



Michael Cole preparing to launch. Michael stayed on for Narromine Cup Week



Ian Shepherd completed his Silver C whilst at Narromine



Graeme Cant and Armin Kruger preparing to launch in the club's DG505



Colin Turner about to pack up for the day



Weatherman for the Bathurst camp was Phil Endicott, seen here with John Jurotte. Both stayed on for Narromine Cup Week where John achieved his first 500km flight. The previous year he flew his first 300km at Narromine and the year before his first 50km flight



Jeff Hunt



Martin Wookey



Right: Bathurst club members Bob MacDonald, David Ollivier and Leigh Youdale



Brian Bailey with Leigh Youdale

Photos: Anne Elliott



Right: Narromine Gliding Club tug CUR lined up for towing

MARKETING AND DEVELOPMENT

Terry Cubley – GFA Development Officer

FOR A NUMBER OF YEARS, MARKETING AND DEVELOPMENT HAS BEEN MANAGED BY THE GFA EXECUTIVE, BUT WITH THE INCREASING FOCUS IN THIS AREA A NEW MARKETING AND DEVELOPMENT COMMITTEE HAS BEEN FORMED, COMPRISING REPRESENTATIVES FROM EACH STATE PLUS OTHER SPECIALISTS.

The initial membership is:
Ralph Henderson (chairman) (Qld)
Jason Armistead (NSW)
Ian Grant (Vic)
David Conway (SA)
Richard McClean (WA)
Al Sim – Go Soaring
Terry Cubley (GFA Development Officer)

The major change following the recent GFA AGM is that the chair of the Marketing and Development committee is now a member of the GFA executive – along with Operations, Airworthiness and Sport. This is great recognition of the fact that the development of the sport is a critical role for the GFA (some say THE critical role).

The purpose and aims have been declared as

- *Recruiting new members*
- *Retaining current members*
- *Promoting the sport, raising awareness of our sport*

Something like 20,000 people have an air experience flight each year. Of these, approximately 1,000 join the GFA as full members. Approximately 1,000 people leave the GFA each year, so our membership remains fairly static.

These numbers indicate that we don't have too much of a problem attracting people for a flight – many of whom are not interested in going any further (but how do you tell who is likely to stay as a member?). We have a bit of a problem converting them to members, and then we have a major problem in hanging on to them. Approximately 700 of the people who leave each year have only been members for 12 months. We obviously don't do enough to keep them interested in our sport.

THE GLIDING “PRICE IS RIGHT”

Various clubs have surveyed people leaving and there are a whole range of quite legitimate reasons for them leaving – wife, family, time, job, children's sport, changing job, etc.

The problem with these reasons is that most of us have the same reasons to leave gliding, it's just that we choose not to. It all comes down to us making choices.

There is a priority pecking order for the things that we like to do, need to do. Each of us rates a full range of activities into a “price is right” priority list (apologies if you haven't seen this game show).

1. *Mortgage*
2. *Partner happiness*
3. *Children*
4. *Take kids to sport*
5. *Job needs*
6. *Wash car*
7. *Play golf*
8. *Mow the lawn*
9. *Fix the cupboard*
10. *Drive in the country*
11. *Read a book*

The list here is obviously a lot longer in real life, and the order will change depending on your personal circumstances. Now, where does ‘Go gliding’ appear on your list?

For me it is up there near the top, a little easier now that the children have grown up, so some priorities have changed.

If at the end of your day at the gliding club you come home and say to yourself – “*Wow, that was fantastic, I had so much fun, I achieved this or that, had a great talk to some interesting people, learned some new ideas, want to try and get better at...*” Then gliding will stay up there near to the top of your list.

On the other hand, if you come home and realise that you didn't really do anything that excited you, didn't get much of a flight, didn't learn anything, just more of the same, a waste of your time; before long, gliding will be slipping down your list. Next week-end you will leave early to meet some friends, or you will skip Saturday because your daughter goes to sport in the morning. Once gliding slips below “mow the lawn” then you're lost to gliding, for all sorts of good reasons. But the major reason is that

the sport no longer provides the value to you that it once did.

Where is gliding on your priority list?
How far above mowing the lawn?

When members of your club leave flying at the end of the day, what sort of a day have they had? How many say “*That was fantastic*”? How many say “*That was a waste of a day*”?

RETAINING MEMBERS

If we want to retain members then we have to ensure that we provide them with an opportunity to have a great time, we have to give them value for their time and money. This doesn't mean that we have to fall over them and support their every whim – we cannot give them false satisfaction, they need to do the work themselves. But we do need to make sure that our systems and approach support what they enjoy. Some people enjoy local flying, some enjoy working on aircraft or the clubhouse, some enjoy cross-country, aerobatics, etc.

The problem occurs when you only offer a limited range of options. We hang onto the people who enjoy those aspects, but we lose the people that don't. Of course, we are then surrounded by people who support the offering that we make. This has been fine in the past, but now that our numbers are lower, we can no longer afford to lose the ones that do not like our limited offer. We need to make available a much broader offering so that all of our members leave the day at the airfield saying “that was fantastic”.

Your committee needs to be quite explicit about what the club offers to its members. Don't just consider what current members do; look at what the people who have left would have enjoyed. Set some goals for people and help them to achieve these.

I have spoken to a few people at a number of clubs about what is working well for them with regards to keeping members interested. The following may or may not suit your club, but they are worth thinking about.

Feedback from clubs. Some good and some not so good examples:

Communicating with members

- Beaufort GC has a buddy system. Each committee members is allocated a number of members. Ring them up prior to each committee meeting – tell them what is happening, ask for any issues. Not easy to do, but has had a real benefit and in particular helps new members. Not many actual issues raised, but everyone knows what is going on. Larger clubs could modify this by having a communication tree – each committee member phones five members who in turn phone three each (could support a club of 120 members quite easily). The phone call itself adds a lot of value.
- One club is going through an aircraft re-structure but there is no apparent agreed plan, confused messages are everywhere and a lot of concern from individual members about what is happening.
- Some clubs are in good contact with their state association and other clubs. Other clubs have very little involvement with others and miss out on telling their members about state programs – cross-country courses, DI courses, etc
- Some clubs find that their Web site is good and very useful for attracting people – people are researching before coming along
- Packages – A few clubs are offering a five flight/three day package – people get a good introduction to flying. The Geelong club found that 2/10 of these package people joined the club, hopeful that others may come back eventually.
- Could include the cost of a cross-country flight into initial cost of courses, can be taken later in year?

Post solo

- Possibly introduce one weekend per month for cross-country in two-seaters. The Beverley SC runs a monthly Pylon race – another area of learning, compulsory for all two-seaters. GCV run a set triangle Dookie – St James and award a small trophy for fastest around for the year, month.
- Outlanding training weekends – a problem for many clubs. Some clubs do it anytime, others have set times, one or two per year. The issue is about how it is advertised?
- Exposure to cross-country prior to solo has proven valuable in keeping members interested in doing more post solo.
- One club has an IS28 which doesn't have a trailer so it rarely goes outside gliding range. This is a real problem in trying

to encourage cross-country flying and even advanced soaring training.

- Morning briefings are very effective in some clubs. It sets direction and provides an opportunity to encourage new goals.
- New solo pilots – cannot DI glider, hard to get them directed, doing it right (briefing helps)
- Beverley, AEI looks after training of ground handling.
- Beverley DI single-seaters and take them down to the launch. People more likely to fly.
- A comprehensive post Solo Syllabus that offers more than just extensions of the re-solo syllabus is a critical need in most clubs. The Adelaide University Gliding Club has the best version that I have seen and has agreed to let GFA issue this nationally.
- Club progress board, cross-country bar graph, are or have worked extremely well in the past, why not on the future.
- "Instrumentation clinic". Who knows how to use and set up instruments?

Youth

- Marketing – one of our primary goals should be – getting new young members

- Benefit of having this as a goal is that it drives some specific actions
- Scouts and ATC and Air League – these are volunteer organisations working with GFA which is another volunteer organisation. Can GFA develop a relationship on a national level to increase involvement of these groups?
- Young Eagles – USA give away a free flight with a certificate to young people. Goal of one million flights by 2004. (I think they have made it)

Focus of instructing

- Focus is on learning to fly – don't necessarily experience actual joy of flying
- Consider aerobatics, cross-country
- Focus total training package on Silver C, not just solo, that way teaching soaring is just part of the deal, not a hindrance.
- Promote decentralised event – on-line contest
- Need to give people cross-country and soaring experience pre-solo if possible – part of overall training, not a waste
- Many clubs don't appear to cater for the 50-200 hour pilot



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“LOOK OUT FOR THAT TREE”

Ben Darke

CANUNGRA, THE SMALL QUEENSLAND TOWN NESTLED IN THE RUGGED VALLEYS BEHIND THE GOLD COAST, WAS THE BASE FOR THE CANUNGRA CUP, AN ANNUAL PARAGLIDING COMPETITION THAT PILOTS FROM INTERSTATE AND WORLD WIDE HAD TRAVELLED TO ATTEND. THEY FILLED THE BLUE SKY OF THE HINTERLAND WITH THEIR VIBRANT COLOURED WINGS, NEGOTIATING COURSES VIA GPS. PILOTS SOARED ACROSS THE PATCHWORK OF FARMLAND, WOODED VALLEYS AND MOUNTAINS THAT ROLLED INLAND FROM THE COASTAL RANGES OF SOUTH-EAST QUEENSLAND TOWARDS THE TOOWOOMBA RANGES LURKING IN THE GREY HAZE, A PRODUCT OF THE BUSH FIRES THAT HAD PERSISTED IN THE HOT DRY UNDERGROWTH EARLY IN THE WEEK.

I had been happy with my flying in the early days of the competition having achieved two personal bests. Firstly from Beechmont launch earlier in the week travelling a distance of 49.5km, and later 43km from Tamborine launch. Now it was Wednesday (day five) and after a good climb to 4,200ft over Mt Tamborine I had again found myself over Mt Misery hoping to find the same good thermals I had experienced the day before. I was focused on flying and competing and there lay my downfall. Having sacrificed safety chasing a thermal close to the ridge I had suddenly been dumped out of the lifting air to realise I was low and too close to the trees for comfort. I decided to run towards the open fields in the valley to the west, realising the danger I was now in far exceeded my blind devotion to reach goal. Too late and too low my wing clipped a tall gum, spinning me into the ridge and my doom.

“This is going to hurt,” I thought as the branches of a snow gum reached up towards my descending body, its white limbs indifferent to my plight. Just before impact I experienced one of those moments in life where time slowed almost to a stop and I became aware of a bead of sweat trickling slowly down my temple to settle on my eyebrow. I felt my body tense in frightful anticipation. As I plunged through the canopy of the forest my mind coolly examined the tree I was about to make contact with (or should I say, impact). Instinctively I crossed my ankles and tucked my elbows in as I remembered the advice of my instructor some years before on the subject of tree landings.

There I was as a student a mere two years ago, back in the old weatherboard house in Mullumbimby with its creaky screen door and peeling paint, gathered around an old dining table with my fellow students. Paragliding equipment was scattered around the small three bedroom house; bright red, blue and yellow wings peaking out of stuff bags begging to be released into the sky. Posters on the walls showed scenes of daring pilots pulling stunts above rolling European valleys and rugged mountain ranges. Bright-eyed, we soaked in the calm voice of our instructor, Andrew Polidano, as he described tree landing emergency procedures. *“Now remember, if you’re going to land in a tree cross your ankles to stop any branches hitting you in the nuts.”* I had liked Andrew from our first meeting when he had taken me on my introductory tandem flight. He was a slim man whose Maltese heritage was evident in his olive skin and black curly hair, with the relaxing charm indicative of a Byron Bay resident. *“Try and pick the thickest tree you can to slow you down and hold you up,”* Andrew calmly advised.

Back to the situation at hand, I examined the snow gum I was falling towards and thought, *“Bugger, this one’s a bad choice,”* as the gum showed a rather anorexic appearance compared to the nice thick gums it shared the ridge with. Then things started to happen; trees swayed and branches snapped as I tumbled through the canopy; gum leaves slapped me in the face dislodging my sunglasses at an awkward angle inside my full-face helmet. I was falling, having lost forward momentum, feeling rather than seeing my wing collapse into a bag of washing as

my risers and brake lines went slack. *“Get out of your harness,”* my mind screamed, trying to get into a position for a parachute roll as the ground came rushing towards me. Whack! My lines snapped tight as my wing – once a crisp sleek flying machine – crumbled into a mess of blue and white fabric. Coloured lines snagged in the broken branches above me and brought me to a jarring halt, throwing me back into my harness. But my descent had been slowed only momentarily. The gum refused to hold my weight and I heard a loud “crack” as the branch my canopy was snagged on gave way and I was once again on my way down towards the steep brown floor of the gum forest.

WHAM! A dagger of pain shot up my spine to the base of my skull as the full force of the impact hit me. I tumbled down the steep dry valley slope towards a shallow gully that had cut its way down from the jagged ridge top. Only a few minutes before I had been soaring above the ridge in search of that elusive thermal I imagined would elevate me back to cloudbase, some 7,000ft above.

There I was with the taste of blood in my mouth, having bitten my tongue during the tumbled descent. I felt the damage in my lower back sending shards of pain that numbed my senses and added to the beads of sweat tumbling from my forehead. *“God I’m hot.”* My flight suit, designed to keep me warm in the cool conditions found four to eight thousand feet above, was generating an uncomfortable heat in the 30°C at ground level. *“What a landing,”* I croaked, spitting blood and dust at the deserted forest floor. Lines and risers entangled my body, limiting my movement.



I started to take stock of the mess I had created and gradually fumbled with the lines until my harness buckles came into view and I rolled from my crumbled craft onto my side. Slowly, between stabs of pain, I unzipped my flight suit and discarded my helmet. I then found my landing spot was less than stable for an injured pilot. As the loose dry dirt on the steep slope shifted I began to slide into the gully below. Quickly I reached my hand towards my harness, grappling with my flight deck until it came free. This glorified bum bag contained my GPS and UHF radio, my only form of communication. Gravity then pulled me down the slope.

Less than gracefully I landed at the bottom of the dry creek bed, clutching my electronic equipment like some precious child. After the madness of the crash and slide to the gully I was happy to lie in the peaceful surrounds and take stock of my situation.

1. *I'm alive!*
2. *I've damaged myself. How badly?*
I had no idea.
3. *Could I move or did I need help?*

The stabbing pain in my back suggested caution. I slowed myself down taking deep breaths and started a physical check on myself. Good news – I could wiggle my toes and the wound in my mouth had closed. But the back pain wasn't about to let up. I shifted, seeing if I could maybe stand. Bad idea; increased messages of pain shot up my spine like rockets, indicating that I wasn't about to go anywhere in a hurry.

Thumbing the button on the radio I imagined the problems I was about to create for my fellow pilots and the competition organisers. The patch of dirt I was lying on was less than 200m from the top of the ridge line and 800m up rugged terrain from any likely access point. *"Pilot down, pilot down,"* I transmitted on my team channel, knowing my fellow team mates had been in the area when I crashed.

High above in a decent thermal was Andrew Polidano, my old flight instructor, flying with my wife Melissa, tandem in her first competition. Not far away were Craig Walker and Cedar Anderson, flying some of the same trigger points I had not managed to get anything from. Their response was instant and concerned, requesting my location and condition.

The next three hours were interesting to say the least. After being able to relay my position and inform the competition director, Karen Sexton, of my condition, an ambulance and rescue chopper were dispatched. The first problem for them all was finding

me. Andrew and Melissa landed about three kilometres south of my exact location and spent the next few hours fighting both the terrain and the ambulance officers whom seemed reluctant to join the somewhat challenging trek up the ridge to my location with any pain relief, seemingly content to wait for the Care Flight rescue helicopter to do the work.

As always in these situations, mild mannered heroes are born, with Cedar Anderson working hard to stay in the air, juggling his GPS controls and spasmodic thermals to accurately fly over my position, then landing in a tight spot some 800m away to be the first to come to my rescue and supply some water and shade in the ever-increasing hot conditions. Craig Walker was a thundering giant, bounding up the ridge to assist with concern and great compassion, only later to suffer a debilitating migraine for all his hard work. An old friend, Robbie McCudden, who had come out for the day to be a retrieve driver, also went beyond the call of duty, damaging his much prized Land Cruiser in an attempt to get as close as possible before traipsing barefoot through the bush to my side.

After a couple of hours (and numerous ant bites) the Care Flight guys got my arse out of the scrub, winching my bulky 96kg morphine-filled body back up through the

canopy and into the chopper. That is one ride I would not recommend, strapped in a swinging basket watching the blades of the blue and yellow helicopter spinning above as they delicately surf the changing wind conditions (and 40kt downdraft created from the rotor blades) to thread my body past trees in a co-ordinated dance between pilot and winch operator. Two news choppers were hovering close by. (Amazingly enough my wife received a call from my parents as she pulled up at the hospital, which was a little over an hour's drive away – they had just seen me on the 5:30pm local news, only one and a half hours after the rescue!)

The chopper eventually headed off and a smooth flight to the P.A. hospital in Brisbane delivered my shaky body to the emergency department, where it was found after X-rays, CT scans and lots more yummy morphine that I had in fact managed to create a compression fracture of my L2 vertebrae that we hope won't need any nasty doctor cutting me open to fix.

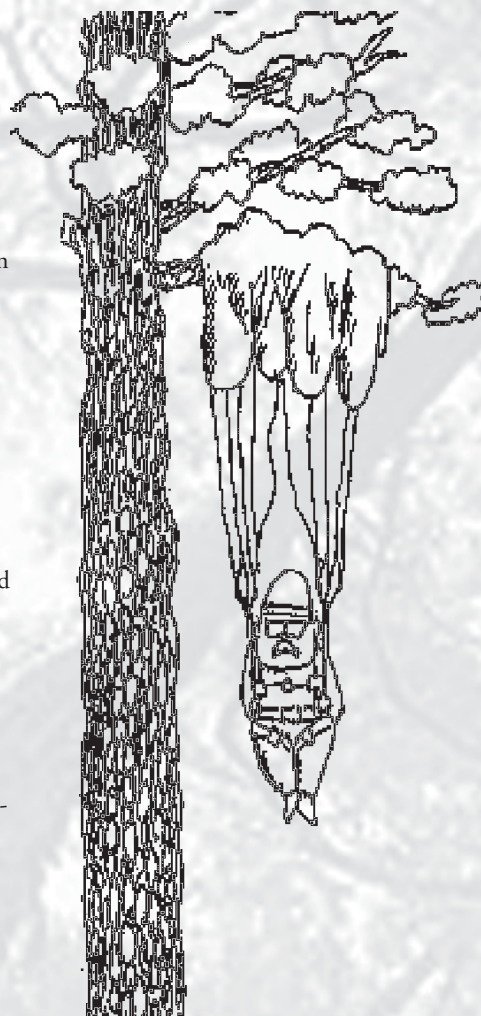
It is now three weeks since my accident. I have a nice new back brace that is constricting and a fridge full of pain killers after being discharged from hospital following expert and amazing care by the orthopaedic doctors and nurses of ward 2A. My days are broken with bed rest and limited movement. I shall take three to four months to recover, away from work and paragliding.

My injury may need further attention as time passes, but I'm thankful that it wasn't worse; I can see the day when the lessons learnt from this experience will allow me to yet again soar with the eagles and experience the joys of flight.

Maybe this article will help in some small way to prevent other pilots making the same mistakes I made. Blindly seeking lift, neglecting landing options and flying too close to obstacles are things that can easily happen in the heat of battle when you're competing. Don't lose sight of all the elements that make for a safe pilot.

It is times in your life like this that you realise the communal spirit and bond flyers have, as well as the great friendships you develop and the support and love that comes from those friendships and your family. Some names have been mentioned in this article, but they are only a small sample of the support I have had from club members, competition organisers, friends and family. I would like to say thanks to them all.

Fly high, but above all, fly safe.





HGFA BOARD – A New Face

Hakim Mentès


I AM ONE OF THE NEW FACES ON THE HGFA BOARD, SO LET ME INTRODUCE MYSELF.

To start with some background, I am an engineer by education and work as a maintenance consultant. Living in an inner Melbourne suburb gives me the flexibility to explore different sites each weekend rather than flying one or two local sites most of the time. I'm married with no kids, so there's a bit of flexibility there too. I admire very much the pilots around me who manage to get more flying than myself despite having young kids!

I am a paraglider pilot and have been flying since 1996. Since starting I've never looked back, having flown most of the well-known sites around Australia and in most European countries. It still amazes me to see that some small European countries, with less than half the population of Australia, enjoy a paraglider/hang glider population

of 10 times more. I can see a lot of room for improvement in our membership base.

I am a typical weekend pilot with a great passion for the sport. I served as Skyhigh Paragliding Club president for two years and as a committee member for a few more years. I still have strong links with this great club and I am one of the club safety officers. Like many other Victorian pilots, I am a member of the North East Victorian Hang Gliding and Paragliding Club, as we all love to fly Bright, one of their sites. If you have been flying around Melbourne, there is a good chance that we have met somewhere at some stage.

Summer is upon us and I will be out there at one of our sites almost every weekend. If you have any suggestions, recommendations or complaints about HGFA, I would like to hear from you. 

HGFA Editor's Choice

This issue sees another great mix of articles, from home-grown Aussie comps to exotic overseas flying holidays and stranded Queensland yachts.

On the technical side of things John Selby gives us an update on his dolly aloft experience, while Dianne McLernon holds up the microlighting end with an article that well describes why we all love to fly.

As for the \$100 'Article of the Month' prize – congratulations to Benn Kovco on a very informative and amusing insight into paragliding in Nepal.

Richard Lockhart, HGFA Sub-editor,
Ph: 0418 130354,
<soaring.australia@hgfa.asn.au>



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NEW PRODUCTS

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The long-awaited Air Xtreme EDGE represents a new generation of harnesses from APCO's design team.

EDGE is a new additional harness, complementing our already extensive range. It stands out for its comfort, finish and clean lines. Its concept based on modern principles but is not intended to replace any of our existing harnesses, rather to expand the choice.

EDGE shares the philosophy and design approach common to traditional APCO harnesses. EDGE will appeal to pilots who prefer a classic harness with stylish design, total comfort, maximum security and loads of extras. Unlike Finesse, it does not incorporate any hard elements such as lexan plate, allowing reduction in volume, weight and insuring trouble-free long-lasting service (no plates or elements to break or that require careful handling).

EDGE options also include a redesigned airfoam protector – it has better absorption qualities than the former airfoam protector. The new protector will also be used in all future Finesse harnesses (the 15cm airfoam protector will be discontinued).

Manual, specs, sizing and all other relevant information is available on our website. Please take a look, as it will help you understand how to handle and adjust the EDGE and make optimal use of its accessories.

APCO Aviation Ltd [www.apcoaviation.com]

USHGA 2005 Calendars

The USHGA hang gliding calendars and paragliding calendars for 2005 are out now! Each month a beautiful colour image from some of the world's most renowned photographers of free-flight.

Total cost for one calendar, including airmail delivery, is \$22. Two calendars with airmail delivery \$34. Must be in US funds drawn on a US bank. Orders may be submitted online at [www.ushga.org/store], or faxed (719) 6326417, or emailed to <ushga@ushga.org> with Visa, Mastercard or American Express. Mailing address is USHGA, PO Box 1330, Colorado Springs CO 80901-1330, USA.

Paragliding Camps in Switzerland

Chill Out Paragliding Camps in Switzerland with Advance test pilot and European champion Kari Eisenhut.

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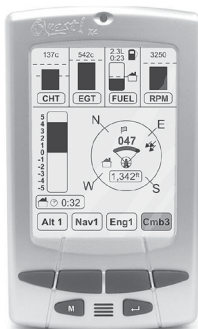
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Active Flight Systems is looking for stockists and distributors. To register your interest in Quest! xc email <info@activeflight.com> or visit [www.activeflight.com].

FAI NEWS

World Record Claims

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

Sub-class O-3 (Paragliders) – General Claim number: 9951

Type of record: Straight distance to goal
Course/location: Patu, RN (Brazil) – Independencia, CE (Brazil)

Performance: 308.8km

Pilot: Marcio Nascimento Pinto (Brazil)



Paraglider: Sol Paragliders Dynamic AR

Date: 29/10/2004

Current record: 285.2km (22/6/2003 – Josh Cohn, USA)

Claim number: 9952

Type of record: Straight distance to goal
Course/location: Patu, RN (Brazil) – Independencia, CE (Brazil)

Performance: 315.0km

Pilot: Marcelo Prieto (Brazil)

Paraglider: Sol Paragliders Synergy 2

Date: 30/10/2004

Current record : 285.2km (22/6/2003 – Josh Cohn, USA)

Other claim pending: 308.8km (29/10/2004 – Marcio Nascimento Pinto, Brazil)

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

FAI Graphic Charter – New Logos

Following the recent introduction of the new FAI Visual Identity, new logos have now been published for the FAI Air Sport Commissions and for the FAI Centenary 2005.

In accordance with the development program of the new FAI Visual Identity introduced on 1 July 2004 (see FAI [www.fai.org/node/view/2] News 13/04), specific logos are being developed for each FAI Air Sport Commission. Composed of two elements, the basic FAI logo and a pictogram symbolising each sport, these new logos will allow Air Sport Commissions to give a proper identity to their activities, documents and internet pages.

The FAI Centenary Logo is also now available. From now on, this logo may be used by FAI Members and by the organisers of events and competitions listed on the program [www.fai.org/centenary/] of the FAI Centenary.

We invite you to read the conditions for use of FAI Logos in the "FAI [www.fai.org/fai_online_styleguide/] Online Style Guide", and to consult the "Contacts" page to order the high-resolution files of the graphical elements you may wish to use.

During the forthcoming weeks, the development of the FAI Visual Identity will continue with the publication of logos for the FAI Technical Commissions and for our main competitions.



Soaring Australia Front Cover Photographs

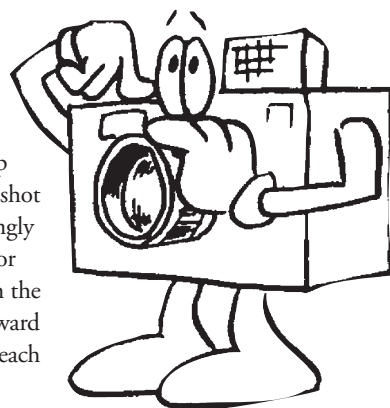
David Conway – Executive Vice-president GFA

AT THE GFA AGM/ACM IN SEPTEMBER, THE NEW GFA MARKETING AND DEVELOPMENT COMMITTEE IDENTIFIED IMPROVING THE QUALITY AND CONSISTENCY OF THE FRONT COVER PHOTOGRAPHS OF THE SOARING AUSTRALIA MAGAZINE AS A WORTHWHILE EXERCISE.



David Conway in Ventus B-GQH over Mt Kosciuszko in November during the GCV Khancoban camp

In addition it was recognised that the actual cost and time associated with setting up for and getting that one great shot was quite significant. Accordingly the GFA will now pay \$150 for any photographs published on the front cover. There is also an award presented at the AGM/ACM each year for the best SA cover photograph, and to provide incentive for members a cash prize of \$250 for the best photograph will also be presented.



Please consult your club's airworthiness or operations personnel regarding camera mounts and any other issues associated with setting up for the session. All issues must be carefully considered and pre-organised beforehand.

The quality of the photographs is vital. Slides or negatives will be preferred over a 5x4 print for example which will not reproduce satisfactorily. The front cover requires a resolution of at least 3,000 by 2,000 pixels, so if you are using a digital camera that means at least a five megapixel camera, although with some processing good results can be achieved with lower resolutions. Digital photographs should be provided, in order of preference, in RAW, TIFF or JPEG format with minimal compression.

Note that the front cover is a portrait so digital photos taken in landscape will need to be cropped which significantly reduces their resolution and quality. Ideally, frame the photo as a portrait to avoid this.

Details including the date, location, names of photographer and pilots, aircraft and a description of the equipment used to take the photo must be provided.

Digital images on CD and slides or negatives can be posted to me at PO Box 1513, Mt Barker SA 5252. Reduced size digital images can be emailed to me at <EVP@gfa.org.au> for preview or comment.

All photographs provided may be published on the GFA website photo gallery or in future GFA calendars with acknowledgment of course.

So, get those cameras out and let's see if we can't smarten up the front cover of our magazine!



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SAILPLANES 1965-2000

by Martin Simons

Review done by Alan Patching

THIS IS THE THIRD BOOK TO BE PUBLISHED BY THE AUTHOR AND ANYONE WHO HAS THE PREVIOUS TWO WILL BE WANTING THIS EDITION WHICH CAN ONLY BE DESCRIBED AS BEING A SUPERB PRODUCTION.

Martin has covered over 120 designs that have been built in the 35-year period with glide angles ranging from 35 to 75. He has carefully avoided giving these figures but has included some measured polar curves. Quite a number of the sailplanes are prototypes or machines that took a while to develop into production and his descriptions are most interesting as might be expected from an author with his technical knowledge. The latest sailplane included

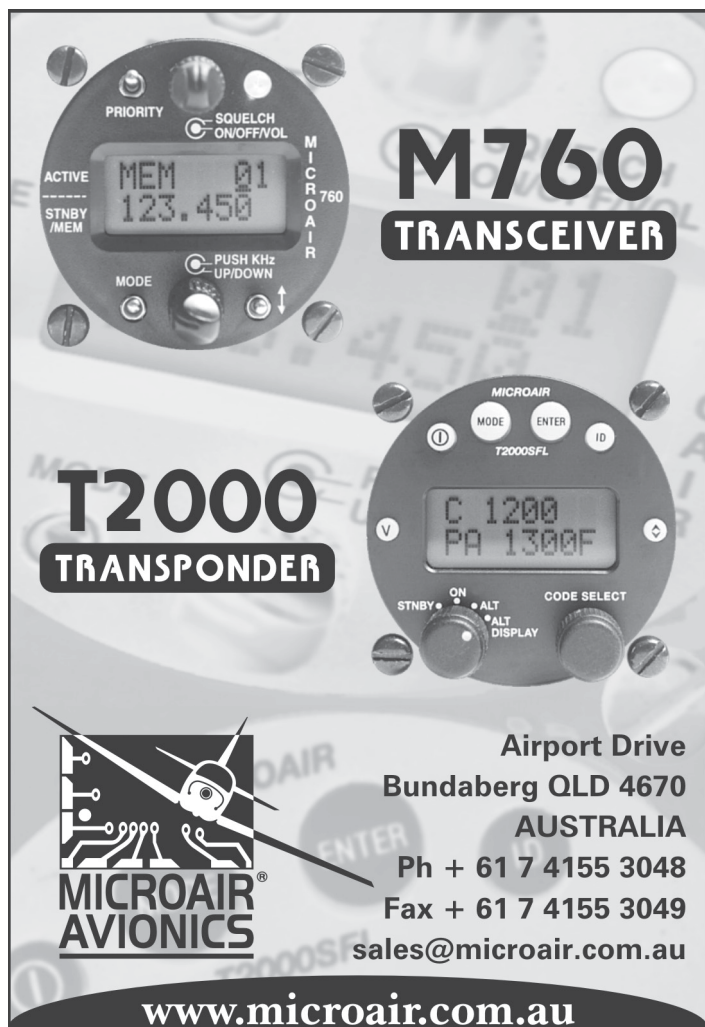
being the massive 31-metre span Eta. There is a very informative introduction covering topics ranging from the development of gliders to satisfy the demands or desires of pilots to a clear exposition on airflow over aerofoils.

For each sailplane there is a brief history, description, colour photo and a three view drawing with pertinent details of size and materials of construction. This information will be of great interest to both pilots and model builders.

The amount of time and painstaking effort to produce this book must have been enormous, nevertheless there are some minor errors but I will leave the readers to discover these for themselves.

Every glider pilot can only wholeheartedly agree with his dedication on the title page.

Copies of the book may be purchased from: Bernard Eckey, email <eckey@internode.on.net> or phone: 08 8449 2871.

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Australian Gliding Museum Update

Graeme Barton

SIGNIFICANT PROGRESS CONTINUES TO BE MADE TOWARDS THE ESTABLISHMENT OF THE AUSTRALIAN GLIDING MUSEUM. THE STATUS OF AIRCRAFT CURRENTLY BEING WORKED ON IN OUR REFURBISHMENT PROGRAM IS AS FOLLOWS:

ES50 club two-seater:

Refurbishment is largely complete apart from painting.

Rhon Ranger Primary:

Refurbishment of this aircraft is also largely complete apart from painting of the wings and tailplane.

Dunstable Kestrel:

Wings and tailplane have been refurbished apart from painting, and, because of the advanced state of deterioration, it has been necessary to rebuild the fuselage.

T31:

Fabrication of a number of fittings for the fuselage is required to facilitate installation of control cables. The fuselage can then have new fabric fitted. Refurbishment of this aircraft will then be largely complete except for painting.

T35:

Most of the efforts in the workshop in recent months have been concentrated on this project. The aircraft has been completely stripped and required repairs are well advanced.

Olympia:

This aircraft has been relocated to the Fern-

tree Gully workshop and fitment of new fabric to the wings will commence shortly.

Suitable painting facilities continue to be a major impediment to completion of a number of projects. A promising solution is currently under investigation.

For the past three years we have been very fortunate to have had the use of the workshop at Ferntree Gully free of charge. During this period we have been able to attract a keen and competent group of museum volunteers who have expended in the order of 8,000 hours on Museum projects. Unfortunately, ownership of the business which provided the facilities to us free of charge has now changed and we will be required to pay rent to the new owner. It is important that we retain use of the workshop in order to maintain our refurbishment program and to keep our volunteer group together.

Can you please help the museum with financial support – donations are tax deductible. It is important that we continue our program of refurbishment of historic aircraft to ensure that Australia's rich gliding heritage is not lost.

We also continue to add to our collection of historic gliders and gliding memorabilia and we are facing a severe shortage of suitable storage facilities pending development of facilities at the National

Aviation Heritage Centre at Point Cook. Here again, advice to the museum of the availability of suitable temporary storage facilities would be greatly appreciated.

If you can assist with either of these requests, please contact the Museum Secretary, Graeme Barton, at 2 Bicton Street, Mount Waverley VIC 3149, phone: 03 9802 1098 or email <g.f.barton@bigpond.com>.

POINT COOK UPDATE

Following the announcement by the Federal Government in February, 2004, of the establishment of the National Aviation Museum Trust (refer article in May, 2004, Soaring Australia), a Trust Establishment Group was established to liaise with the Federal Government in development of the Trust Deed.

The Trust Establishment Group has met with representatives from the Department of Defence and the Australian Government Solicitor to assist in the preparation of the Trust Deed and other formalities required in order for the site to be handed over to the trustees.

However, as members of this group have been required to sign confidentiality agreements, no further information as to the current status of the document preparation is available.



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Team Manager/Coach for World Gliding Championships Required

A team manager/coach is required for the Australian team attending the (Multi-class) World Gliding Championships to be held in June 2006 at Uppsala in Sweden and the pre-worlds in June 2005.

If interested or if you require further information, please contact Peter Trotter by email or mobile before 31st January 2005:

Peter Trotter, Chairman – Team selection.
Postal address: 5 Atrplex Court, Roxby Downs SA 5725, mobile: 0417 888040 or <gliderpilots@bigpond.com>.

Happened Recently on an Airfield

The usual day; nice thermals all over and one of the comrades is having a bit of an extended local flight. It is quite late in the afternoon. Suddenly, within a few minutes, thermals collapse and the comrade is trapped for an outlanding. Everything is fine, except the walk to the phone takes rather long. The fellow is ringing the home club but nobody answers the phone. What next? Are they worried? Are they looking for me? What about SAR? How am I getting home? Hundreds of worries and questions flash through his brain. Hours later, a fortune spent in phone calls, things are finally okay.

Close Shave? Don't neglect your duty: make sure everybody is accounted for.

Martin Feeg

Correction

The winner of the Standard Class section of the Queensland State soaring competition with a perfect score of 1,000 points on each of the three days he flew was Tom Claffey. Greg Kolb was placed second, not first, as stated in the December 2004 of Soaring Australia.

IGC NEWS

The International Gliding Commission (IGC) recently announced the manner in which they will contribute to the celebrations of the FAI 100th anniversary in 2005.

During 2005, the year of FAI Centenary celebration, the IGC will ask all glider pilots around the world to track their kilometres flown during a specific two week period in each hemisphere. Pilots will be invited to submit their flights via a link on the IGC website; this link will be provided this month. All flights will be tracked with the support of On Line Contest (OLC), the highly successful world on-line gliding competition. The total number of kilometres flown in honour of the FAI Centenary will be tallied and reported in October 2005, at the official celebration of the FAI Centenary in Paris, France.

The Southern Hemisphere period for the submission of flights will be 29 January to 13 February 2005.

The Northern hemisphere period for submission of flights will be 25 June to 10 July 2005.

FAI Centenary diplomas will be awarded to the pilots from each hemisphere who have made the longest flight in any of the FAI classes of gliders, Open, 18-metre, 15-metre, Standard, Club, Ultralight and World Class.

For further information, please contact IGC 1st Vice President Eric Mozer <emozer@deltamod.com> or consult the IGC website, <www.fai.org/gliding> where additional information will be published.

FAI BADGE CLAIMS

November 2004

A BADGE

Osborne, Ashley	11027 Byron Bay Power GC
Noad, James I	11030 Lake Keepit GC
McCarthy, Barry W	11032 Caboolture GC
Dethridge, Martin F	11034 Wagga Wagga GC
Klooster, Harry	11035 Lake Keepit GC

B BADGE

Turner, Cameron SD	10881 SA Air TC
--------------------	-----------------

A AND B BADGE

O'Brien, Alban P	11025 Adelaide Uni GC
Taylor, David H	11028 Mangalore GC

C BADGE

Stauss, Colin M	11959 Balaklava GC
-----------------	--------------------

A B AND C BADGE

Mailey, Arthur	11026 Caboolture GC
Kath, Jason	11029 GC of Victoria
White, Paul J	11031 Caboolture GC
Joy, Noel Damien	11033 Mangalore GC

SILVER C

Coup, David R	4550 GC of Victoria
Ianson, Adam L	4551 Albury GC
Allen, Sarah Julie	4552 Adelaide Uni GC
Shepherd, Ian	4553 Bathurst GC

GOLD C

Wrigley, Christopher G	1593 Nth Australia GC
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DIAMOND GOAL

Hunt, Jeffrey Walter	Hunter Valley GC
----------------------	------------------

DIAMOND DISTANCE

Hunt, Jeffrey Walter	Hunter Valley GC
----------------------	------------------

DIAMOND HEIGHT

Bruce, Malcolm Andrew	Southern Cross
-----------------------	----------------

DIAMOND C

Bruce, Malcolm A	6935/215 Southern Cross
------------------	-------------------------

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

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

GLIDING FEDERATION OF AUSTRALIA

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- ☐ 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

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- ☐ 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 –

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Address

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AIR TREKKING

Benn Kovco

Heading down to Maya Devi

Photo: Seb Leon

"ARE YOU INSANE?" BRUCE ENQUIRED. "HOW CAN YOU EVEN THINK OF GOING TO NEPAL WITHOUT YOUR GLIDER?!" BRUCE, WHO HAD LEARNT TO FLY IN POKHARA, HAD THE IDEA THAT MY DESIRE TO GO TREKKING WAS DELUSIONAL AND I SHOULD QUESTION MY WORTH AS A PILOT AND HUMAN BEING IF I DIDN'T TAKE MY GLIDER. HOW COULD I SAY NO TO THAT KIND OF ADVICE? SO I BEGAN TO RATIONALISE, THE NEPAL TRIP WAS ON THE WAY HOME TO AUSTRALIA AFTER SIX MONTHS TRAVELLING SO MOST IMPORTANT WAS TO DITCH THE ACCUMULATED JUNK. THEN IF I JUST SEND MY ENORMOUS HARNESS HOME AND BORROW ONE IN NEPAL, WEAR MY HELMET AND INSTRUMENTS ON THE PLANE, I CAN SQUEEZE MY GLIDER IN...

And so the morning after arriving in Kathmandu, I was on my way to Pokhara, the second largest city in Nepal 150km west of the capital. Getting there involves either a 30 minute \$100 plane ride or an eight hour \$5 bus ride. Delightfully broke as I was after a summer in Europe, the decision was easy. Coping with the reality wasn't. Picture boarding a bus, a really, really old bus. Ancient Romans would've traded in chariots on this particular model. Picture narrow, winding, shoulder-less roads populated by potholes, water buffalo and the charred wreckage of buses disturbingly similar to your own. Picture a fearless but mentally unstable bus driver speeding along said roads while turning to talk to the passenger

behind his seat, overtaking on blind corners, being randomly selective about which side of the road he travels on but who 'knows' it will all be okay because he smeared some fresh goat's blood on his tyres during the recently passed Dashain festival. Picture me trying to control both my bodily functions and an almost reflexive urge to throw the driver out the window and take control. It's often said that getting to launch can be the most dangerous part of paragliding, but this was ridiculous.

This time the gods smiled on us and we arrived, emotionally scarred but alive, in Pokhara. Turning my back on the bus, I resisted the desire to do what every inch of my being wanted – to curl up in a foetal

position and gently rock back and forth. A walk would help clear the head, so I set off on foot for the Lakeside district which is to Pokhara what Thamel is to Kathmandu. About 400 taxi drivers had other ideas about my planned exercise, and thinking I didn't see them circling like vultures around the bus terminal, they all followed and each offered their services (most several times) as well as a cheap room at their cousins' hotel (it appeared you could only own a hotel in Pokhara if you were someone's cousin). I politely declined them all, having had my fill for the day of faith-guided passenger vehicles of doom.

After walking much further than I needed to courtesy of a few wrong turns, I arrived

at the Sunrise Paragliding base in Lakeside. The guys and girls were truly welcoming and I finally managed to zone out for the day. Rajesh Bomjan, a very friendly Pokhara local who now runs Sunrise Paragliding, invited a group of new arrivals to dinner – a traditional Nepalese meal which means starting with a healthy dose of rakshi, a clear alcohol traditionally distilled from barley but can come from whatever is available. Tasting much like sake but not as strong, it can easily be drunk by the glassful rather than the thimble and that I did, quickly forgetting about the day's adventure. A communal plate of goat meat arrived for starters and was well received. I grew up with pet goats and had never really thought of them as food, but having never

hand fed or been affectionately kicked in the groin by the very delicious one on the table, I indulged. My goat-eating was enjoyable but brief, ending a few mouthfuls later when I swallowed a particularly tasty piece then spat out half of a very large amalgam filling. It was nothing to do with the meal, but my stomach turned. I was attracted to Nepal for many reasons, but quality dentistry wasn't even on the rough list, nor was there any evidence that dentists actually existed, let alone good ones. Instantly I had images of a procedure involving another backpacker, some rusty pliers and cheap anaesthetic – quite possibly the stuff I was currently drinking. With that in mind, I embraced the rakshi and ate soft things.

The following morning I travelled to launch with Raj and the day's first batch of tandem victims. In stark contrast to the bus from Kathmandu, the trip to launch was in relative luxury in the back of a late model Jeep. The weather was great and my tooth almost forgotten. The main launch in Pokhara is below the summit of Sarangkot, a viewpoint 20 minutes from town at 1,500m. Raj gave me a rundown of flying in the area and his advice was fairly basic: launch, find a thermal, fly around with the eagles and have fun. Can't argue with that!



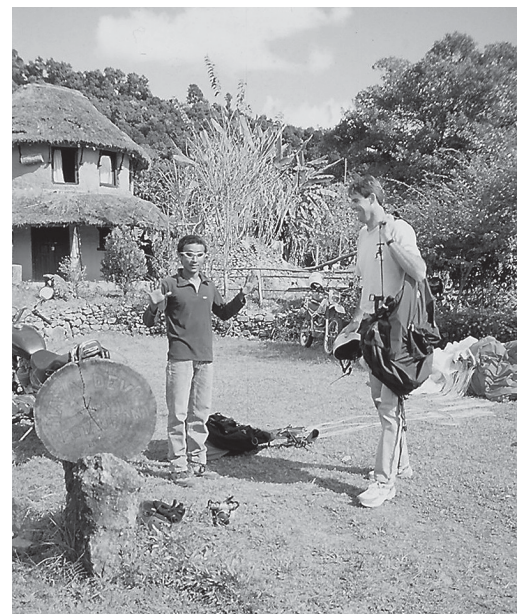
Looking east from Sarangkot towards Pokhara Photo: Seb Leon



Raj Launching the tandem from Sarangkot



Premium parking space



Raj with a large payload Photos: Benn Kovco

I launched after the tandems and followed Raj's instructions, settling almost immediately into a smooth two metres per second thermal (and having fun!). However, he forgot to mention the most important rule – close your mouth. After thermalling only a few hundred metres I rose above Sarangkot peak and was confronted with the most amazing panorama I've ever seen. My apologies to the villagers – I probably drooled on them as I flew over. Engulfing the northern horizon, the 8,000m Annapurna ranges spread their bulk from the east towards the breathtaking Machapuchare (literally translated as 'fish tail') and the Manaslu massif. Airline pilots in Nepal have a saying, *"In Nepal we do not fly in the clouds because they often have rocks in them!"*, and today I saw the meaning of this. Cloudbase was a little over 2,000m with the tops reaching to about 6,000m, so the lower portion of the mountains were obscured, making it look as if the cumulus had sucked up some enormous boulders and spat them into the sky. Not very passenger-jet friendly!

During the flight I had the first of many visits from one of the local Steppe eagles. Although not quite as large as an adult wedgie, a Steppe eagle isn't far off, and bulky enough to be intimidating when they fly directly at you, swerving away at the last moment – their favourite party trick according to Raj and they almost never actually hit you. I found myself on several occasions thermalling wing to wing with these amazing birds, wondering what they could possibly think of a huge lumbering animal (me) who was painfully



The author flying over houses west of Sarangkot

Photo: Seb Leon

slow and couldn't flap. If I get my choice of re-incarnation, there'll be no indecision. It is a bird lovers' paradise as Nepal has over 80 different birds of prey and the guys at Sunrise know them like no one else. They have trained Phariah Kites to fly with them, find thermals and return to the pilot. Who wouldn't want their own meat-eating vario?! Sadly one of the trained birds was stoned to death by farmers when it landed while chasing a reward (a piece of meat thrown by the pilot). Flying with these birds is my motivation to make another trip to Nepal. Amazing.

The flying season in Nepal begins in early October after the monsoon. The ther-

Author on the lakeside at Maya Devi

Photo: Seb Leon

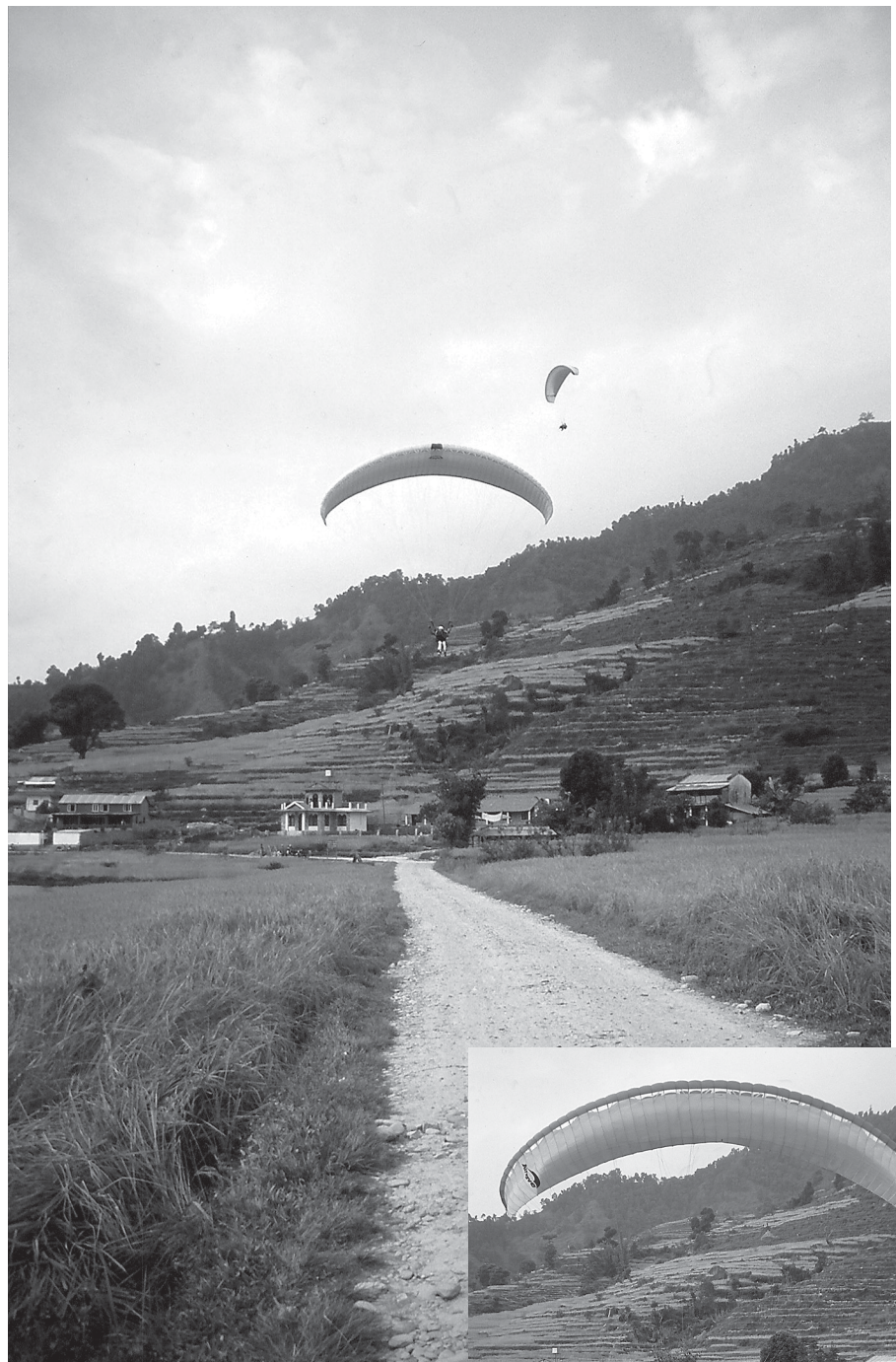
mals are light and cloudbase low (up to about 2,000m) but both increase over the winter months with February and March being big air season – a cloudbase of up to 3,200m and thermals to keep you really honest. The potential for cross-country is limited only by the enormous mountains to the north and your appetite for adventurous retrieves – if you want to fly away from Pokhara, it's wise to plan on being gone at least a day or more. You may get lucky and be offered a ride back to town, or you may get luckier and be offered dinner and a bed. With limited time I chose to stay close to town, and although I had arrived during the allegedly 'bad' early season conditions, the 20km out and return along the Sarangkot ridge was sinfully easy and over five flying

days I managed about 15 hours, including time for a daily dose of beer and sun!

It was an incredible week of flying, and nothing was raining on my parade, not even the thought that occurred to me late in the week while I was a few hundred metres above Sarangkot: 'Where the hell is my wallet?' Unfortunately, almost immediately I worked out where it was; lodged firmly in one of the 1,000 rice paddies I had flown over in the last half hour. As fate would have it, I'd withdrawn a wad of cash that morning to pay for some gear from Sunrise. Combined with a new pair of genuine Thamel trekking pants with wonderfully inadequate pockets, disaster was a certainty. I consoled myself by imagining the look on the lucky rice farmer's face when instead of harvesting rice he or she managed to harvest a small black nylon parcel containing six months wages. The barrel load of good karma I'd just purchased made me feel much better.

Later, having cancelled credit cards, given up on the wallet and swallowed an unknown quantity of something called 'Everest Whiskey' (a more appropriate name might be 'Everest Ethanol'), I made my wobbly way down the street to bed at the Apex lodge. Most people have a phobia; for some people it's snakes, for others heights. Me, I happen to fear bulls on a bowel-emptying level. I hate them as much as bad dentists. So I was excited to arrive at the hotel and find one standing in the narrow entrance to my room. Bovines are sacred to Hindus, and as such are free to roam the streets doing what cows who will never see the sharp side of a steak knife do – namely eating, taking up parking space and scaring the living crap out of the likes of me. Thankfully it happened quickly – he charged, I squealed like a girl and he ran me over. Okay, so it might actually have been a cow, and it may have only brushed me, but I went down like the proverbial sack. Its freedom regained, the horny-bull-cow-thing wandered off down the street and I was able to skulk into my room, making a mental note to never ever go to Pamplona for the running of anything.

It was my last full day in Pokhara, so I decided to celebrate the triumph of the previous night with a huge breaky – right next to a semi automatic weapon. The previous afternoon I'd noticed a large pile of sand dumped not far from the hotel and overnight the sand had become sand bags and the sand bags in turn had become a small fortification with a sizable machine gun poking out. I struck up a conversation with a policeman who informed me it was just a precaution, in case they were attacked. By who? Apparently Maoist rebels had blown up part of the road outside Pokhara January 2005



Post monsoon, every available field is planted with rice. Farmers don't appreciate rice landings so landing fields have to be improvised...

Right: Now, to keep it out of the rice!

Photos: Benn Kovco



and it would be at least two days before I could catch the bus back to Kathmandu. What a shame. I made a b-line behind the machine gun which was now aimed out into the street and headed straight for my glider, pondering how fortunate I was to be trapped. Anywhere else this might have been the unluckiest week of my travelling life, but in the shadow of the largest mountain range on Earth, spending every day boating around with eagles, I couldn't be brought down by any amount of broken fillings, lost wallets, forced matador training or guerrilla warfare.

Bruce was right after all, I do need my head read.



Author's note: For any info on flying in Nepal, Paratreks or Parahawking see [www.nepal-paragliding.com], or feel free to contact me at <cloudstreet9@hotmail.com>.)

NARROMINE CUP WEEK

21 to 27 November 2004

A total of 53 gliders and 58 pilots, a mixture of blue and cumulus days, long distance flights up to 750km and, the most important thing, a safe and fun get-together with the theme of 'Lookout – Lookout – Lookout' – that was last November's Narromine Cup Week.

Recipients of awards under cup week co-ordinator Chris Stephens' unique scoring system were:

Narromine Cup Week Cup – Richard Bull, who was in a state of shock after the announcement, but soon recovered after some liquid refreshments; 'Best Silver C Performance' (sponsored by the Narromine Aerodrome Caravan Park) – Graeme Thompson; and 'Overall Longest Flight' (sponsored by the Peppercorn Motor Inn) – Jack Hart.

See you there next year!



Mealtime



Briefing



Flight line helpers Graham Thompson, Tony Ravenhill and Massy Yamada



Met man David Wilson



Tuggie Barry Hanchard from Narromine Ultralights. No, he didn't use the Jabiru for towing!



Phil Eldridge



Queenslanders Bevan and Elaine Lane from Kingaroy club



The excellent outlanding award on day one went to Richard Bull and David Pickles



Club member Paul Thompson who donates export-quality lamb every year for the presentation night dinner



German nationals Hans-George Raschke and Reiner John

Left: Simon Brown with Cup Week co-ordinator Chris Stephens. Simon completed his longest ever flight of 650km during the week



A black and white photograph of a man standing next to a small, high-wing aircraft on a grassy airfield. The man is wearing a flight suit, a flight cap with "AEROMEC" on it, and sunglasses. He has his hands resting on the wing of the plane. The aircraft's tail features the number "121". In the background, there are other aircraft and a car parked on the tarmac.

A black and white photograph of three men standing side-by-side. The man on the left is younger, wearing a plaid shirt and jeans, and is holding a large, ornate trophy. The man in the middle is middle-aged, wearing a light-colored short-sleeved button-down shirt. The man on the right is older, with a mustache, wearing a light-colored polo shirt and jeans. They are all smiling at the camera.

Soaring Australia 29

DISCUS- 2C 18M

Chris Kiehn

ONCE AGAIN I HAPPENED
TO BE IN GERMANY AT THE
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TO FLY A NEW GLIDER FOR
THE FIRST TIME.



Discus 2c
Photo: Peter Selinger



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This time it was the long awaited Discus-2c 18m. The wing geometry is in the same format to the now almost trademark swept-back planform. With multi-stage dihedral, the Discus-2c once again caters for absolute docile flying characteristics. Don't let that fool you though, as this aircraft certainly performs and will react smartly to the inputs you give it. The control coordination and harmony has been reworked and suited to the 18m version of the Discus-2 and the result is spot on!

On the 19 September this the maiden flight took place in late summer conditions on the Hahnweide airfield. There was a mixture of people present, from factory workers, local pilots, officials and passers-by. The first flight was made by Dipl Ing Helmut Treiber, chief designer and lead of the design team at Schempp-Hirth. A flight of around 30-minutes commenced with the complete entourage of people looking skywards. The triumphant return of Helmut coupled with his beaming face and a grin that went from ear to ear was enough for everyone to know that this aircraft will be another Schempp-Hirth success.

Next to fly was Tilo Holighaus. Again, everyone stayed glued skywards as the aircraft was put through its paces. We could see he was having fun. A few speedy passes overhead and a few great camera shots later, everyone had their hand up wanting to fly next. Tilo also had a smile of satisfaction

once he opened the canopy and coupled. He also agreed that this was another great achievement for Schempp-Hirth.

Some of the specifics are:

- *Wing loading between 30 – 50kg/m²*
- *Empty weight approximately 275kg*
- *AUW 565kg*
- *Wing area 11.3m²*
- *Max Speed (V_{NE}) 145kt/270km/h*

The wings are four-piece with the transition about ?????? outboard. Fifteen metre tips are available and are 1.5m long, so together with the increased AUW makes this a very large operational envelope. The elevator sports the new low drag profile as used on the popular Ventus-2x series. Due to the increased AUW, the cockpit got reworked and strengthening was added from research through crash analysis and total rescue system findings, to comply with the stringent regulations in Germany. Last but not least are the newly developed Maughmer winglets, which in conjunction with Dr Karl-Heinz Horstmann (profiles/wing geometry) were designed specifically for the outer wing of the Discus-2c.

All in all, this aircraft will be one to look out for, be it by the competition pilot, the long distance pilot or by the club irregular who just wants to race around the local area.

For more information, please contact Chris Kiehn +61 403 188 686 or fibremites@ozemail.com.au



Establishment of 18-metre Class Records for Australia

Wendy Medicott

Following discussions with 18-metre Class pilots at the recent State competition in Kingaroy, Queensland, and the Nationals at Dalby, representing 15 pilots who fly or will be flying 18-metre gliders in the near future, all agreed to the establishment of 18-metre records for Australia.

In view of the number of 18-metre Class gliders now in Australia and currently being imported, this is a forward move as these gliders are not competitive with the big Open Class gliders with whom they would otherwise have to compete at record attempts.

The GFA Sports Committee supports these records in Australia, although no World Class records exist at this time.

Gliders of 18-metre or of lesser performance (15-metre, Standard Class), can claim records. Sorry Alice, your wings are still a little too long.

Claims must be in excess of 15-metre records already held in Australia. Current records can be obtained from the GFA website. Pilots anticipating claiming records should carefully check out the conditions, also obtainable from the GFA website. As with other records a notification of less than 24 hours must be made that you intend to lodge a claim.

I have agreed to be the 18-metre record officer and can be contacted on (02) 4365 3626, 0428 499774, <hwmedicott@bigpond.com>, PO Box 541, Terrigal NSW 2260.

Good luck to you all.



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THE PARA-DONA PRINCESS

Matthew Walder

THE PRINCESS FLIES PARAGLIDERS AND I FLY HANG GLIDERS, BUT TODAY WE WERE SAILING. DOWN UNDER THE BIMINI, THE HEATED SHADE WAS BEARABLE. UP ON DECK, FLYING A BLACK TRIANGLE BIKINI WITH G-STRING BOTTOMS, HER WONDROUS LATINO BODY SHONE COPPER UNDER THE CRUEL QUEENSLAND SUN. IN THE CRUDE MALE SCORING OF BEAUTY, JUANITA IS 11 ON A SCALE OF 1 TO 10. SHE'S BREATH TAKINGLY GORGEOUS. BASKING IN HER FLESHY HEAT I COULDN'T CONCENTRATE ON ANYTHING. SHE DISMISSED MY OFFER OF DRINKING WATER AND HAT WITH A VEXATIOUS SMILE, SUGGESTING THAT I "LEARN" HER HOW TO SAIL THIS BOAT. SHE WAS IMPATIENT TO SAIL, AS IF OTHER ADVENTURES AWAITED HER LATER THAT DAY. I LAMELY MUMBLED WORDS LIKE "HALYARD" AND "TILLER" AS I PREPARED TO HEAVE ANCHOR CHAIN AND HOIST SAIL.

On those long retrieve drives to and from launch, my hang gliding mates and I would idly fantasise about flying innovations and hang gliding mythologies. We usually stuck to realistic topics like "infrared thermal goggles" or "genetically-engineered wings". Occasionally we drifted to the real and painful problem of girlfriends and their contempt for the sport. We had burned through some really nice women since committing to hang gliding several years ago. Lift is a function of airspeed, so pissing off every Friday afternoon to fly all weekend with your mates is a sure way to stall any relationship. Initially she will tag along with true interest in the sport. She may even do some retrieve driving. It's the ideal phase of the relationship when you've got the girl and the glider in the same car. Happy days! But you're quietly sad because one day she will force you to choose. That's been my experience. There are some downtime activities you can share with your "significant other" while waiting for thermals to kick off. Bushwalking, rockclimbing and reading are popular, but options can be limited and they tend to get subsumed by the primary activity – flying! For example, we call it "bushwalking" when forced to hike 10 miles cross-country to retrieve the car.

Squirming with horror, I flashed Juanita's idea of fun downtime through my brain. She would get high and choose the sheerest rock face to free-climb hundreds of feet without rope or harness. Perhaps the women pilots must be wilder than the men just to enter the sport? Is their population filtered by the

sport for that certain type of woman? Are the survivors merely those women extreme enough for un-powered flight? A stranger breed of cattle...

Whatever it is, the problem manifests itself as a numerical lack of female paraglider and hang glider pilots. In desperation, I exclaim that I'd gladly sacrifice several beauty points and overlook almost any personality defect if only the woman flew too. This is the Holy Grail for my mates and me. A woman who flies. A champion paraglider pilot, attractive and intelligent, Juanita was my ideal woman. Curiously, she had summarised my predicament the previous night over dinner.

With no prompting, she took my pulse and whispered clinically. *"I have many chance to get man. I can get any hang glide man. But you have no woman pilot, therefore I have power on you."*

God knows it was true, but I wish she hadn't served it up cold like that. I was alarmed at her capacity to hurt me so easily. I'm a white Australian male, but contrary to the popular stereotype I do have some feelings, and Miss Latin America trampled them underfoot. She could do great damage to me. We haltingly discussed competition flying and the personalities of some top pilots. She spoke of big egos and high stakes. She told of heated arguments at cloudbase in strange European languages. Of mountain pilots who fly for distance, never to be seen again. She was arrogant and confident, nevertheless an experienced flyer. It was obvious she had been spoiled all her life.

"I am spoiled... I know it," she prefaced herself. *"If men no give me what I want, I leave them!"* she giggled and terminated an incoming call on her mobile phone. *"These men..."* she mocked. Toying with her raven hair, she enquired about my financial situation. *"How much money are you make?"*

I suppose I should have left her with the bill right there. Hypoxic at sea level, her dizzy heights induce that. It's a very sad story. Women can be so cruel.

We were both hoping to fly the local headlands the next day, but the weather report called "light and variable" conditions. It was her suggestion that we mess about on my sailboat instead. We arranged to meet there the next morning to do "something" together. So when the wind freshened early, sloop "Slightly Marinated" was trucking along at six plus knots with a 15kt breeze and an ebbing current in my favour. I was hauling Juanita's perfect body and five tons of boat along with big smiles and lots of fun. We were tacking our way out of Trinity Inlet, Cairns. Juanita observed how wrong my weather report had been. Perhaps she thought it was a ploy to get her aboard? The day would've been equally good for flying and we quickly made plans to fly tomorrow. But inside the Great Barrier Reef, Queensland has the luckiest waters on Earth and for the first time Juanita was kind to me. With not an ounce of fat on her body, she admitted satisfaction only through action and motion. At last she was in her element. Everything was perfect and you can imagine my glee. The ship's fridge was full of food



and beer. Great weather. Full sails. Juanita... Great ideas were coming into my head. We could buy a house somewhere exotic and forget about everything. We could soar together. We could frolic around the landing zones after each other...

Of course it all ended horribly and she left no doubt that it was my fault. The Australian sun is lethal by 8am. I was doing okay with the heat but kind of dreamy and lost in my head about Juanita. Her semi-naked body was confusing me. I was making little errors. The channel was narrow and I was tacking every two minutes to zigzag against the wind. Taking care not to shoal on the sand bars either side of the channel, after an hour or so we were almost in deep water and halfway to Green Island for the day. When I ran aground under full sail it wasn't violent like hitting a coral reef, just a realisation that we weren't moving anymore. I tried to kedge off using the anchor windlass and engine, but it was no good, we were stuck. The sea was calm except for the occasional bow waves of passing dive boats that lapped the hull. This sort of thing happens to me every couple of years. I'm kind of used to it so I didn't get worked up or anything dramatic. From the tide I calculated that we would be stuck there for at least six hours. I knew this news would go badly with Juanita but I was not prepared for the viciousness of her response. Via a massive temper tantrum she informed me there's no way she was going to be stuck for six hours. She's part of the jet-set backpacker mob so six hours must seem like an eternity. We were very different. I didn't blame her for wanting to get off, but hurling insults and objects at me she was utterly hysterical. She brazenly revealed that she had another date that night and was desperate to get off the stranded yacht. I felt nightmarish and my head was starting to ache. I worried about Slightly M as I listed her options:

1. *Wait for the rising tide (she'll miss her other date).*
2. *I take her back in the ship's dinghy (not enough outboard motor fuel).*
3. *She can swim back (five miles against the "croc" and sharks).*
4. *I raise the coastguard (un-warranted maritime alarm).*
5. *I flag a passing boat to ferry her back.*

She didn't understand about option number one and the tides at all. She just didn't get it. I tried to explain, but she looked like a submerging crocodile as it rolls the opaque inner eyelid back over its eyes for combat. I thought she might be seasick but she wasn't.

"IF STOPPED BOAT NOW, HOW BOAT GO AFTER MORE TIME?" was all

she could shriek.

Sagely I offered, *"Sometimes good things come from bad situations."* It was not what she wanted to hear and I suffered for that remark.

Then I suggested option number three in jest, only because we actually saw a huge salt-water "croc" sunning on the bank. The last option was most realistic, just a matter of waiting for someone to pass by in the right direction. After about an hour of her evilness and not an iota of condolence for my hapless boat, I was looking forward to her departure. I eventually flagged three fishermen heading out in a half-cabin runabout. These blokes were classic Aussie "good old boys". Blue singlets and big beer bellies. Juanita was still in her bikini when they pulled alongside. Incredulous, they smirked at each other when I checked if they would mind "taking her off my hands". Juanita used her limited English to convey to me her wish to be returned to the marina immediately. However I was pretty sure I'd never see her again and I was feeling wicked. So that she couldn't understand me, I switched to my sloppy Australian vernacular.

I drawled out colloquially to the fishermen, *"G'day mate, where you blokes headin' eh?"* *"Couple of days up the creek mate. Fishin' and drinkin',"* they chorused boisterously as evidently the latter had commenced before lunch.

They looked up at me triumphantly because around here fishing and drinking up the creek with your mates all weekend is often as good as it gets. Mosquitoes and sand flies are your friends because they keep the wife at home. After bouncing off Juanita I understood this vividly. I regarded her with the sort of ambivalence one might regard that job interview where you need the work but secretly you're glad that you failed the test... it would have been a horrible job. No longer do I seek a flying woman. I'm content with the good company of my mates. It's not that these fishermen don't love their wives. They just need some man-space. Now take

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a semi-naked South American beauty who can't make English conversation and she's the ideal "deck hand" for these blokes. She can cut bait, crack beer, cook up the fish and more. I read their faces as they helped her aboard.

"She's dyin' to go fishin' mate," I lied to them in my North Queensland twang. *"But I'm stuck here."*

The poor fellows had no idea what a little snake they had onboard but they swallowed the bait.

"Take her out mate. She loves it," I enthused. Happily stunned silence while they nodded comprehension. *"She's a great little trooper, real good fun,"* I added.

"We'll look after her no worries mate," and they instantly concurred her fate.

Slowly they motored her away in the direction of the labyrinth mangrove estuaries that empty into Trinity Bay. Free and clear for the weekend, those blokes weren't turning back to the marina for anything or anyone.

Waiting for the tide, I cracked a beer and planned the next day of hang gliding with my mates on the phone, *"Yeah mate... and one less baggy pilot to worry about!"*

Another shitty day in paradise.



The Conondale Cup 2004



The 18 competition pilots of the 2004 Conondale Cup

Friday was to be a practice day, but when the weather wasn't much good for flying a working party ended up spending the day clearing the road and take-off for a north-north-west site called "The Gap". One pilot launched and bombed (although the initial account of his flight was somewhat more exaggerated!) while everyone else elected to drink beer instead. Some gliders were left up the hill in case it came on for the site on Saturday (it didn't). Thanks to Ron for retrieving those gliders early the next day. The good folk at the Bellbird Retreat put on a great BBQ for pilots and family on the Friday night.

Saturday's weather was promising from the start. Light north-west forecast. We decided on Eggins/Donovans for the day. Eggins

faces west-south-west and Donovans west-north-west. On arrival at Eggins launch, there was no wind other than that from over the back! We continued the pilgrimage to Donovans where it was light but pretty straight. The decision to fly was made quickly and pilots rigged. Task was set as Donovans to Maleny water tower, then to goal at Kenilworth. The launch at Donovans is shallow and the wind was light. Mick Makender managed to sprout roots waiting at the front of the queue to take off, but then no one was pushing to launch first. Eventually launching without drama, Mick showed us it really was on, climbing out soon after launch. It was then the usual lemmings off the hill, with a few entertaining coastal

soarer type launches. Everyone launched without mishap however. Most pilots got away from take-off. Heights of 8,500ft were attained (LL Class E) and many pilots made turnpoint. It was, however, more difficult heading to goal as it was headwind and many found themselves on the deck scattered around Maleny. Five pilots made it to goal with Geoff Ward first in. Despite this the day was won by an intermediate pilot named Matt Colby, taking full advantage of the handicap for less experienced pilots. Good flying, Matt!

On Saturday night we dined in style at the Bellbird Retreat. There was a general feeling of satisfaction in the camp as the day's flying had been so good. The forecast for Sunday was much the same so we tentatively decided on Donovans again.

Sunday morning – sunny, light wind – saw us heading up to Donovans again. On arrival at launch, the wind was stronger than Saturday and crossed from the north at times. It did look safe to launch so rigging commenced. Task was set to keep pilots in the valley, not far from base so we could ensure everyone would be back for prize giving at 5pm. Task was Donovans to Conondale Bridge to Kenilworth and back to the bomb-out paddock as goal. It turned out to be too optimistic a task as no one made goal. The conditions were rougher than Saturday. Jared aborted his launch as his wings were not level, walked back up to take-off and did it again. More pilots bombed today, many made first turnpoint, some elected not to fly.



Photos: Courtesy Paul Brydon

Paul Brydon heading for turnpoint one on day two



Geoff Ward completed more of the task than anyone, making second turnpoint and landing on his way back to goal. The top points of the day again went to Matt Colby.

Final results showed Matt Colby 1st, Geoff Ward 2nd, Ashley Willmott 3rd.

The competition was a huge success. Weekend competitions run the real risk of no flying should the weather not play ball,

but we were lucky this year. On behalf of the Sunshine Coast Club we would like to congratulate Matt Colby on some great flying. We would also like to thank Roger and Lyn from the Bellbird Retreat for their hospitality, the staff at the Cambroon Caravan Park for putting up with the guys from Northern Rivers (couldn't have been easy for

them!) and all the family and friends who assisted with the competition.

A huge thank you to Airborne, Moyes and the HGFA who donated prizes. Without their generosity we would not be able to keep the costs of the competition to a minimum. Last and definitely not least, a huge thanks to the drivers.



Dolly Aloft

John Selby

YOU MAY REMEMBER MY ARTICLE IN THE NOVEMBER ISSUE WHERE I TOLD YOU ABOUT MY EXCESS BAGGAGE (A DOLLY) IN FLIGHT. SINCE WRITING THAT SPIEL, I HAD A TALK TO TOVE HEANEY (IS THERE ANYONE WHO DOESN'T KNOW HER? HANG GLIDING INSTRUCTOR EXTRAORDINAIRE AND TOP-GUN COMPETITION PILOT) WHO MADE A VERY CONSTRUCTIVE CONTRIBUTION TO PARTIALLY SOLVE THE PROBLEM OF HAVING YOUR HARNESS STRINGS CATCH ON THE DOLLY WHEN YOU TAKE OFF.

Tove recommends that pilots pull the harness strings up to the Velcro attachment, so that they don't show any slack. The loose pieces of string are then wound around the Velcro tag at the top. I have tried this out in my garage and it appears to work as long as you don't kick the harness boot back too hard which could pull the Velcro tag. Although the string that closes the zip on the harness is still exposed, it should not flap much in the take-off wind.

However, Tove supports the improvement of the dollies without reservation because the solution described above is nowhere near foolproof: it relies on the pilot not forgetting to wind the strings around the Velcro tag patches; on the relatively gentle treatment of strings and tags afterwards; and on the tags being fully functional, ie clean and grippy. Tove had her own 'dolly aloft' experience, dropping the dolly after pinning off at considerable altitude by cutting it loose with a hook-knife. That dolly did not land as gently on its wheels as mine did; it finished up as a heap of aluminium. You may argue that this would have been the safer decision for me to make than to land with the dolly in tow. I

agree with you. I am not sure whether the owner of the dolly would.

Chris Fogg and I discussed my November article after it appeared, in particular, the 'General Manager's Note'. The note quite correctly quotes "...that all harness and glider ropes are located to prevent from snagging on the dolly" from the HGFA manual. As I pointed out in the article, there is a widespread belief among pilots that the harness strings can't snag on the dolly. Until my incident, I firmly believed that all airborne dollies were due to VB strings and radio wires. It was not a matter of the pre-flight check. More importantly, I felt a bit disappointed with the turn of phrase "*While not denying that there is potential for better design in the dolly itself...*" because it doesn't exactly encourage dolly manufacturers and operators to change anything. All right, perhaps I feel a bit touchy because I put stacks of thought into an improved design and am useless at drawing, which made the job even harder.

What encouraged me though was that Chris Fogg was very supportive of the idea of improving the dollies when we had a talk and regretted that I (and I fear the manufacturers and operators) felt that what he had

expressed would mean that the design of the dolly was only of secondary importance.

The reason why the re-design of the dollies is of paramount importance is because it would make dollies foolproof from harness strings snagging on them. At the moment pilot care reduces the chance of the problem occurring, however it does not eliminate the risk completely. It would be encouraging to hear dolly manufacturers' and operators' opinions on this subject.

Last but not least, may I emphatically point out that this article is only about harness strings and not VB strings or radio wires. My designs will not prevent a VB string being wrapped around a wheel.

General Manager's Note: John correctly states that I am supportive of any improvement that can be made to the safer operations and use of dollies. This not only includes the operator's increased vigilance in pre-flight checks, but also any improvement that can be made to the overall design and manufacture of the dolly itself. I very much encourage any review of production or operation that will lead to greater safety for all participants.



WATER – Poweraide Number One

Martin Feeg

YOU'VE ALL HAD A COUPLE OF NICE HOT DAYS WITH EXCELLENT SOARING CONDITIONS AND THERE ARE A FEW MORE TO COME. EVER FELT FUNNY, TIRED, EXHAUSTED, OR COULDN'T COMPLETE YOUR GREAT TASK?

Well, I would say blame it on the water. Not the water in your gliders wings, the water in YOUR wings – the brain.

Astonishingly, many soaring accidents world-wide are caused by a lack of fluids – dehydration as the medical profession calls it. Likewise, it is the reason for a large number of tasks that could have been finished successfully, but weren't.

We all underestimate the amount of fluids we need. Medical books suggest we lose per day 1,500ml in urine (necessary to flush out waste products), 500ml in sweat (but only when doing light office work), 400ml due to breathing (in favourable environment) and 100ml with defecation. This equals to 2,500ml.

How much have you been drinking? More? Seriously! Measure your glasses and

beakers and you will be surprised how little they hold.

Do you know how much you lose walking to the flight-line and waiting for the launch? Or how much you lose until getting to altitude? Or how much more you lose in the dry air at altitude? How much altitude in general is drawing out of your body? These are just a few questions and all have to be answered with – drink more, much more.

Just for fun, step on the scales before doing anything on the airfield and step on the scales again before you retire to the club house. Of course you have to wear the same clothes, or carry those you took off under your armpit when taking your checkout

weight. Any difference is a loss in fluids. You will be shocked.

The body core temperature is usually 37°C and is kept in a very narrow range with the aid of sweating or shivering. The sweat evaporates and energy is taken away by evaporation, in return the skin cools and so does the blood in it.

If your system can't sweat for whatever reason, the core temperature will rise and heat exhaustion, dizziness, disorientation, coma and finally death can arise.

With a closed canopy under European conditions, the body temperature will rise to 38°C within 10 minutes – how much more will it be in Australia.



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So what should we drink? First of all we have to understand there are some drinks that have a penalty. Alcohol is the worst, it does not only get into our brain, but it also does require water to crack it and drain it from the human system. Beer is the worst: due to some ingredients it causes diuresis. You have certainly heard or experienced – drink one, carry two to the loo. Diuresis is the technical term for anything that makes the kidneys produce more urine.

Tea and coffee have the same effect as beer, the more so if you are not regularly consuming them.

Fruit juices and milk count, medically, as food. There are so many particles and so much sugar suspended that in some cases more liquid is necessary to thin them enough to get into balance with the system. If a liquid has more electrolytes, or particles acting as electrolytes, than our system's fluids, this liquid is called hyper-ton; any liquid in balance is called iso-ton and such that has less is called hypo-ton. However you can dilute fruit juices and milk to become iso-ton or even hypo-ton.

Coke and fizzy drinks of similar kind are also hyper-tonic, it is the amount of sugar they carry – if you don't believe me, try to drink them at room temperature and with all the bubbles gone. You don't like it? Your system is ringing the alarm bells, because of all the sugar. The sugar is concealed by the low temperature and the bubbles.

All we have left is water, and that is just THE fluid to replenish. Nothing is more thirst quenching than clear cool spring water.

And another thing, once you feel thirsty it is too late already, the cells lack fluid and report such to the monitoring system and the latter is pressing the alarm button. Usually you feel thirsty once you lack more fluids than one percent of your body mass. Such an amount has also an effect on your blood, it gets thicker and it does not do its transport job as it should, organs get deprived from nutrients (the brain is just one organ – see header). Additionally there is an increased chance of Deep Vein Thrombosis – however there is no report in soaring as far as I know.

So how shall we drink? Well, in the run-up, we are allowed to drink anything that keeps us in a good fluid balance. Preferably iso-tonic drinks, the more the better, if it is too much for the system you will find yourself paying more visits to the loo, with very pale urine. The advantage: your system can

get rid of numerous "poisons". In the unlikely event of having a kidney or a cardio vascular problem such blunt approach could cause damage, but your doctor would have advised you and most likely you are unfit for aviation anyway.

While you are in the air, water is the best. Firstly, it is hypo-tonic, hence it quickly replaces the fluids and without any sugar it does provide only little for bugs to grow in the receptacles. I would suggest at least every 20 minutes a big mouthful, approximately 100ml.

Back down again, celebrate the success with diluted fruit juice (apple is the best). With the extra nutrients and minerals it helps replenish those you lost throughout the day while sweating. Sports drinks might as well be a thought worse.

And in the event of an outlanding – have a large enough reserve. If you are in doubt and/or far away from civilisation, or you expect to wait a few hours until your crew will pick you up, consider the option of not dumping all the water. Ten or 20 litres remaining, doesn't alter the performance of the glider, but increases your chances of survival dramatically. Personally, I'd rather break my glider on outlanding having a substantial water load still available than risking death due to dehydration. And regarding the contamination in the ballast water; carry purifying tablets. If the worst comes to the worst and no more tables are at hand, just shrug your shoulders and keep drinking, the doctor will fix the diarrhoea – but he can't revive you from dehydration death.

Don't be scared by this article, but be prepared and aware.

Enjoy safe soaring and thousands of kilometres.



Summary

- sufficient intake of liquids to prevent loss of performance
- find your personal preferred taste – drinking shall not be a struggle
- NO ALCOHOL!!!
- Prefer hypo-tone drinks, with few minerals or plain water
- Pay attention to dumping the urine (bags, dump systems, nappies)
- At least every 20 minutes have a good mouth full
- Don't have the drink too cold, it takes the system longer to absorb
- Electrolyte drinks are not necessary throughout flight, but maybe after
- Drink systems as used in outdoor sports are good for the cockpit.

Letters to the Editor

"Expect the Unexpected"

I was interested to read the article "*An Unexpected Tug Upset*" in the November issue as I have been subjected to a similar occurrence in the UK. In my opinion some of the "*Lessons Learnt from this upset*" miss the point a little and I would like to suggest that the first on the list should read: "*After taking off on aerotow make sure that the tow rope has parted from your glider before breaking formation with the tug.*"

Item 4 suggests that only low tow should be used for take-off. It is not possible to be in low tow position on take-off but, it is possible to upset the tug and force it into the ground early in the tow and seriously spoil everyone's day. There are merits to both "high" and "low" tow but that's a separate discussion. If you are looking down on the tug from a glider and you are still going up on tow then you must release immediately to protect the tug pilot from a potential upset.

I remember flying with the late Bill Scull (National Coach, later to be Director of Operations BGA) in a Blanik on aerotow during my full instructor rating check flight, many years ago. Bill asked me to fly the aerotow and release from tow. Unbeknown to me, Bill was holding the front tow release closed and it was a big surprise when I found that I couldn't release. He'd wanted to check that I would not turn away from the tug before the rope was released and this is now something that I try to instill into my students. Safe flying.

Johy Hoye, Lake Keepit

Sailplanes 1965-2000

I think that Martin Simons' latest book *Sailplanes 1965-2000* is outstandingly well prepared in both content and quality of publication. I especially liked his magnificently prepared three-view drawings of over 100 of the most significant sailplanes that were built and flown worldwide during that time period. They were the best I have ever seen, and that is likely because Martin prepared them using an advanced computer aided program that realistically shades the components of the sailplanes such that they appear to be real three-dimensional solid models.

I also found that the text portions were particularly interesting, and I learned much that I did not know before. Congratulations, and thanks Martin.

Richard H. Johnson, Dallas, Texas

PILOT INDUCED OSCILLATION (PIO)

Who's to blame, pilot or aircraft?

Nigel Speedy

ABOUT THE AUTHOR: NIGEL SPEEDY HOLDS A DEGREE IN MECHANICAL ENGINEERING, HAS PREVIOUSLY INSTRUCTED ON MILITARY FIXED AND ROTARY WING AIRCRAFT AND IS CURRENTLY EMPLOYED AS AN EXPERIMENTAL TEST PILOT BY THE AUSTRALIAN ARMY. NIGEL FLIES WITH THE ADELAIDE SOARING CLUB.

Aircraft as simple as the Wright Flyer and as complex as the Space Shuttle have been susceptible to PIO. More than likely, you have experienced one yourself. MIL-STD-1797A defines PIO as “a sustained or uncontrollable oscillations resulting from the efforts of the pilot to control the aircraft”. If we see a pilot enter a PIO, our first thoughts are often that this is a mark of poor flying skill or a lack of experience. It may surprise you that a PIO says as much about the aircraft and conditions as it does about the pilot. The pilot, aircraft and environment all have to interact in a specific manner to trigger and sustain a PIO. The good news is that by removing any one of the necessary conditions a PIO can be stopped as quickly as it started. This article will address some of the common causes of PIO, and illustrate how to avoid entry to this potentially disastrous flight regime.

We will first consider the aircraft. The two aircraft characteristics that are responsible for the majority of PIO incidents are control phase lag and poor harmonisation. Phase lag occurs when there is a delay between a control input and response of the associated control surface. In a fly by wire aircraft, this lag can be caused by limitations in computer speed or hydraulic systems. In gliders and other conventional aircraft, the lag is most often due to control free-play. The finite amount of control movement that occurs before the control surface moves is called total system free-play. It is due to all the slack and free-play in the control system bearings, hinges and cables. When flying the aircraft it takes a finite amount of time to move the control and take-up this slack in the control system before the control surface moves. Let's say that this takes 0.25 seconds. If we are making slow and smooth control inputs every 30 seconds the lag is less than 1% of the total input time, and remains

undetectable by the pilot. If we treat every control input as a cycle, the lag can be expressed as an angle. In this case, the 0.25 seconds corresponds to three degrees of phase lag ($0.25/30 \times 360$). Now let us consider a high workload stage of flight where we are making two control inputs every second, the lag is now 50% of the cycle time or 180 degrees. The aircraft will now be reacting in exactly the opposite direction to what our stick/rudder inputs are commanding. In an effort to control the aircraft, we make the control inputs bigger. When the aircraft finally catches up the response is far greater than we actually require so we put in an equally big control input in the opposite direction. This is the start of a PIO.

Control harmonisation is the term given to describe the relationship of control forces and displacements between axes. Aircraft where one control axis is markedly more or less sensitive than the others are prone to PIO. It is very difficult to do something delicate in one axis if you are applying great force in another. To illustrate this take up a pen and grip it as tightly as you possibly can. Maintain this iron grip and attempt to write something smoothly, fast and neat. You will probably find this difficult and messy. The reason your instructor will have told you early in your flying career to maintain a light grip on the controls is that it makes it much easier to fly smoothly and accurately. Similarly, it is difficult to make small movements in one control axis if you are making very large movements in another axis. A classic example of this in gliding can occur during take-off where it is not unusual in some models to require full-scale aileron deflection but only the slightest elevator deflection.

Loose controls, time delay, phase lag and poor harmonisation are all aircraft deficiencies. Ideally, these deficiencies are avoided in design or rectified during prototype flight-

test. However, once the aircraft leaves the factory there is little that you can do other than conduct regular maintenance and be aware of the deficiencies and their impact.

The more challenging the flying conditions, the greater the likelihood of encountering a PIO. When it is very turbulent or there is significant crosswind/downwind the task of flying the aircraft becomes much more difficult. We easily become anxious and grip the controls tighter. Frequent disturbances to the aircraft attitude or speed require quick and often large control inputs. All of these factors interact with pre-existing aircraft deficiencies (phase lag and poor harmonisation) to make a PIO more likely.

As part of the environment, we will consider the stage of flight. In the cruise, a common task is airspeed maintenance. This is a target-tracking task. We have a target value in mind and all our control inputs are made in an attempt to regain or maintain this value. If we deviate from the target value, we apply control inputs to correct. For example, you want to fly at 70 KIAS between thermals but you find yourself at 75 KIAS so you slowly ease back on the stick to correct. There was no danger so you remain calm and the correction may take several seconds. Even if there was control lag present, it would not be apparent due to the length of time the correction took. Consider now the take off. As we take-off, we aim to keep the glider at the same height as the tugs' tail. At first, this seems to be a target-tracking task. If we get a little high or low, we aim to correct back to our target. If however, the errors become large the situation changes dramatically. If we go too low we will hit the ground and may damage the glider, if we go too high we may upset the tug and cause it to crash. These consequences form two very hard and real boundaries that we must avoid. If we are too high fear of upsetting the tug

will make us anxious, and the natural reaction will be to make a large rapid forward stick input to take us away from the boundary. Now we will be faced with a high rate of decent close to the ground, and fearing a heavy landing we may quickly pull up. The task of target tracking is quickly forgotten as we become preoccupied with avoiding the ground and tug upset boundaries. When avoiding boundaries we only consider the one we are about to contact. We only begin to think of the other boundary when we see it rapidly approaching because of our previous control input.

During the landing flare, we aim to fly the aircraft to the far end of the runway, a target-tracking task. If we flare late, we will hit the ground and bounce above the runway. If we flare early or excessively, we will also balloon above the runway. Being high, and with airspeed decaying we fear the stall or heavy landing so we rapidly push the stick forward (boundary avoidance). This will reduce angle of attack and subsequently lift which will increase our rate of decent. Pushing forward on the stick will also alter our flight path towards the ground, again increasing our rate of decent. The ground rush and fear of a heavy landing will drive us towards pulling back on the stick (boundary avoidance), ballooning into the air and completing the first cycle of the PIO. As soon as we switch from target tracking to boundary avoidance our anxiety, gain, grip on the controls, size and rate of our control inputs all increase. These factors interact with aircraft characteristics like phase lag and poor control harmonisation to make a PIO more likely and intense.

The third contributing factor, and the one we have the most control over, is the pilot. During any flight we are stuck with the weather, the deficiencies and flying qualities of the aircraft we are about to fly. Given that the aircraft, environment and the pilot are all necessary conditions for PIO, and that the aircraft and environment are effectively fixed this tells us that to avoid or stop PIO we must change the pilots' actions. It is not possible to 'fly through' a PIO. A PIO will only stop when you crash, the aircraft structurally fails or you stop the control inputs that caused the PIO. If you continue with your original control inputs the PIO will continue which will only increase your anxiety, size and rate of control inputs. This will only serve to perpetuate the PIO. How to recover from a PIO then? As soon as you realise that you are trying to avoid boundaries rather than achieve a target flight parameter, you become anxious, your

grip on the controls increases or you find yourself making rapidly reversing control inputs simply STOP. That is, stop moving all the flight controls. If the pilot is not moving the controls there can be no PIO, or if there was one it will stop immediately. This is known as backing out of the control loop. Whilst it is easy to say stop moving all the controls, it is much more difficult to do, but there is no other way. It will become easier to employ this control strategy once you have seen it work and have practiced a few times. Whilst the PIO will have stopped, the aircraft may not be headed the way you desire. Next mentally and physically relax, identify where you want to go, then make smooth relatively slow control inputs to achieve that target.

PIO is a dangerous and undesirable aircraft deficiency. Ideally PIO tendencies would be designed out of all aircraft however, once the aircraft is on the line it is up to the pilot to keep it out of regimes where it is susceptible. Once you understand the causes and cures for PIO they are much easier to avoid or stop. Here is a list of some of the things you as a pilot can do to avoid PIO:

- *Check for control free-play during your pre-flight inspection (especially after maintenance on the controls or de-rigging). How much is normal for the type you are flying today? If unsure or it feels excessive ask an instructor or qualified maintainer to check it for you before flight.*
- *Stay in current flying practice. The better your flying skills, the more relaxed you will tend to be and the greater your chance of preventing large errors from occurring. This way you will not have to make large rapid control inputs to avoid a boundary.*
- *Every time you fly a new type, ask your instructor about the aircraft's control harmony and any known PIO tendencies. PIO is much easier to avoid and recover from if you are expecting it.*
- *Fly only in conditions that you can safely handle. If it is too turbulent or windy either don't fly or take the opportunity to fly with an instructor.*
- *Always take-off and land on the most into wind runway. The 10 minutes saved not towing the glider will be of little consolation if you crash in cross/downwind.*
- *As the tug takes up the slack prior to take-off take a couple of deep breathes, and ensure you are not gripping the controls excessively tightly.*
- *During take-off, as soon as the wings are level try to minimise the size of lateral stick inputs. This will make it easier to make the*

small longitudinal control inputs needed for height maintenance behind the tug.

- *If you find yourself in a pitch PIO just after take-off, it may be safer to release from the tug and land ahead.*
- *On landing, fly your circuit such that you can achieve a final leg at least 30 seconds long with approximately half airbrake. A long stabilised approach (airspeed, glide path and aim point constant) gives you the opportunity to fix errors before they become large, so you will not feel rushed, anxious or the need to make large rapid control inputs.*
- *Halfway down final take the opportunity to physically relax, to make sure you are not gripping the controls excessively. Although relaxed your grip needs to be firm enough for you to control the glider and to ensure turbulence or bumps on landing do not knock your hands free.*
- *Do not fly faster than you need to on final. $(1.5 \times V_s) + (0.5 \times \text{Wind})$ is plenty to ensure you do not stall. If you fly faster you will have a higher rate of decent for a given approach angle. This will increase the ground rush and leave you less time to accurately judge the flare, increasing the chances of flaring late or by too much. Higher than necessary speeds also make the glider more sensitive in pitch making accurate pitch attitude changes more difficult.*
- *Use the "check 1-check 2" flare technique. The "check 1" reduces rate of decent, airspeed and points the nose of the aircraft towards the far end of the runway. The reduced ground rush will decrease anxiety about hitting the ground and gives you more time to accurately judge the second stage of the flare. After the "check 1" ensure you are looking towards the far end of the runway, your target. As the nose is already pointing close to the far end of the runway, the "check 2" will only require a small smooth control input, which substantially reduces the risk of PIO.*
- *The only way to recover from a PIO is to immediately stop all control inputs, relax and then regain control of the aircraft using smooth control inputs. You must focus on achieving the target rather than avoiding the boundaries.*

Whilst this article has addressed some of the causes of PIO and discussed how they can apply to soaring, GFA training and operational manuals in conjunction with manufacturers' handbooks remain the authoritative documents. Similarly, the techniques and procedures taught by your club instructors take precedence over any of the suggestions given here.



HGFA General Manager's Report



Self Regulation

We enjoy a privilege to be self regulated. Self regulation is based on a situation where rules are developed, administered and enforced by those people whose behaviour is to be governed. Those people are you and I who participate in these sports. This is an important characteristic of our activity which places responsibilities upon us that we must be prepared to accept if we wish to retain this privilege. The privilege is granted by demonstrating that we are an organised body of sporting enthusiasts with agreed rules and behavioural standards that fit with legal requirements and social orders.

We need to be conscious that any disregard of our regulations or misconduct toward the public, the various authorities or fellow members during our operations, can seriously affect the liberties we enjoy within our sport. Providing we conduct our operations in accordance with our manuals

and the various agreements that we have with land owners, councils and park authorities, we will continue to enjoy our right to self regulate.

Annual General Meeting

The 2004 AGM was held 13 November at the Tullamarine Motor Inn in Melbourne. The standard reports were presented and Minutes from the meeting can be viewed on the HGFA website.

Spring Planning Board Meeting

Members of the Board met for the Spring Planning Session on 13 and 14 November. The two days included a great deal of discussion on the current state and the future of the HGFA. Minutes from the meeting are available on the HGFA website.

Insurance

The insurance situation is not improving with the demise and withdrawal of aviation insurers from the market. The new Tort Law reforms have progressed slowly from an insurance perspective and at this stage there have been no significant movements in premium or coverage availability. As summarised by our insurance advisor, the positive news is that the reforms have delivered a 'status quo' with coverage and premiums at least stabilising. Unfortunately however the current insurer, Vero, will more than likely not be willing to provide the extent of coverage the HGFA requires next year. We will need to review the options presented last year and anticipate a look for support from London, the home of aviation insurances.

Some members have commented on whether there is a real necessity for having insurance at all. As an organisation we look to provide a duty of care for the public who may become injured or suffer some loss through our operations. Also, many of our sites are accessed through Common Land managed by National Parks and local Councils. These bodies require insurance cover by groups that make continued use of the land space. By not maintaining our insurance we risk losing access to many of our most loved sites. Likewise, many of our competitions are only given approval due to the maintenance of our insurance cover. There really is no argument against having it, but rather to what extent we should insure as a general membership.

I am accepting any comments from the membership concerning the potential options as outlined in the insurance report presented at the AGM. This report can be viewed on the HGFA website. Please direct any comments you may have regarding insurance to me by emailing <general.manager@hgfa.asn.au> with subject title "Insurance Comment".

New Waiver

By the time you read this we will have a new generic waiver in operation. This waiver has been compiled in conjunction with legal and insurance advisors to provide the best legal stance we can offer the membership, especially those that are providing commercial operations.

As with all waivers, this one will not write you totally out of any liability suit. Rather it will provide you a legal base which conveys the understanding that these sports do involve risk of serious injury (or worse) and that those signing the waiver and undertaking to participate in the sport either in training or as pilots accept the risk.

Please visit the HGFA website to view and download a copy.



HGFA Board members at the Tullamarine Motor Inn, November 2004 Board meeting. Everyone looking reasonably fresh early on the first day – a different look at the end of the second! From left to right: Rohan Grant (Vice President), Chris Fogg (General Manager), Carla Pierce (Secretary), Stewart Dennis (Treasurer), Kathy Little, Hakim Mentas, Andrew Polidano. Board members not present: Rohan Holtkamp (President), Bill Moyes, Mark Thompson.

Magazine

The *Soaring Australia* magazine is an important part of the organisation, providing an information portal to our membership. It is essential that all members receive a copy of the magazine so that this information portal remains open. As always the difference between a good and a great magazine is the amount of input it receives from the members. It awaits your contribution as much as it does those from industry and the various reports such as this GM report. Over the next coming years this source of information dispersal will become even more critical as we go through the motions of updating the Ops Manual and integrating the new Air Reforms.

We are aware that a number of members receive more than one copy of the magazine due to there being multiple members in the one household or where a member belongs to both the HGFA and the GFA. If you fit either of these categories and you want only one magazine coming to you then please write to the HGFA Office notifying them of your situation, including the member name and member number for each member living in the same residence. We will work to ensure that you only receive the one copy in future. Please also note that it is important to advise the office if you change address so that we can update our records and maintain this important contact with you.

Incidents/Accidents

No. 1

Pilot: Advanced

Experience: 900 hrs; 50 hrs last 90 days

Glider: PG DHV 2

Pilot injury: Sore ribs, cut leg

Glider damage: Nil

Location: Coastal site

Conditions: Crosswinds 12-14kt

Description:

Pilot came in to land but realised they had too much height and decided to do a 360 degree turn to lose excess height. Pilot did not allow for the drift during the turn and ended up colliding with a car parked on the sand dunes near the landing zone.

Comments:

The pilot did not allow for the drift or the sink attributed by the final 360 degree turn when coming in to land. The pilot concedes that this incident could have been avoided by losing height with standard figure 8's while lining up the final approach.

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No. 2

Pilot: Restricted

Experience: 16 hrs; 4 hrs last 90 days

Glider: PG DHV 1-2

Pilot injury: Lower back injury, minor fractures to L1, L2 & L3

Glider damage: Torn lines, small hole in wing

Location: Inland landing field/paddock

Conditions: 10kt headwind, light thermic, 30°C

Description:

Pilot selected landing field that had been grazed, being cautious not to land on any stock feeding paddock. Pilot had noticed powerlines running parallel to the paddock but due to the colour of the grazed field other powerlines that ran perpendicular to the paddock were not clearly visible from the air. Pilot did not see these lines until a few metres away from them on landing approach. Pilot collided into the powerlines, taking one line across the stomach. Pilot then fell about 10m onto their back with the padding of the harness taking most of the impact.

Comments:

Powerlines are a constant danger when making cross-country flights. The lines themselves are not easily seen from the air, but some indication as to where they may be can be gained from checking the pole lines and mentally drawing in the connecting wires. This is easier said than done, so be on guard when selecting your landing field.

No. 3

Pilot: WM, X-C

Experience: 236 hrs; 7 hrs last 90 days

Glider: Airborne Edge X, Rotax 582

Pilot injury: Bruised ribs and collar bone

Glider damage: Trike base – twist in mast and front compression strut, broken wheel spat.

Minor wing frame damage, torn fabric in upper surface in front of king post.

Location: Private airstrip

Conditions: light wind 0-5kt, nil turbulence

Description:

Airstrip was narrow (less than the width of the wing) with a crop on either side at least 40cm high. As the nose wheel lifted during take off the trike drifted slightly to the left. The left back wheel and spat got caught in the crop and impeded the trike's airspeed bringing the trike back down. The momentum combined with the amount of grass eventually locked the right wheel causing the trike to tip.

Comments:

Suitable clearance on either side of the runway should be considered to allow for the potential of drift during take off and landing.



HGFA GENERAL MANAGER

Chris Fogg

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

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 AIRTC Gliding Club

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

NSW Police Gliding Club

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

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, Wandoan 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 AIRTC 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 (CF).

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.

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Paul Haines ph/fax: 02 42941031.

GFA MEMBERSHIP FEES 2003-2004

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

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

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

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

Zone	Country	Price
1	New Zealand	\$54
2	Singapore	\$60
3	Japan, Hong Kong, India	\$60
4	USA, Canada, Middle East	\$66
5	UK, Europe, South America, South Africa	\$72

*Note: Once only purchase to Australian
residents, thereafter 12 month membership to
be purchased.

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 CattleDog 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@canberratimes.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 Causar 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://bbhg.tripod.com/]. Pres: Eddie Gray 02 66841795, <edgrey@linknet.com.au>; Vice-Pres: Maggie Clark 0404 263524; Sec: Mick Mackender 0414 867820.

Stanwell Park HG and PG Club

PO Box 258 Helensburgh NSW 2508; Pres: Chris Fogg 0412 904800, <fogg@idx.com.au>; Trs: Adrian Le Gras; Sec: Scott Zwanenbeek <scottz@internode.on.net>; SSO: Tony Armstrong <tony@hangglideoz.com.au>, 02 42949999.

Victoria

Dynasoarers Hang Gliding Club

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

Melbourne Hang Gliding Club Inc.

PO Box 8057, Camberwell North VIC 3124; [www.hgfa.asn.au/~melbourne/], <melbourne@hgfa.asn.au>. Pres: 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

Caboatland 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 54352421, <buchy9@bigpond.com>; V-Pres/SSO (PG): Graham Sutherland 07 54935882, <grahamsu@mail.cth.com.au>; Sec: Sue Buch, 531 Balmoral Rd, Maleny QLD 4552, 07 54352421; 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 0427 950556; 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, Kalgoolie WA 6430. Pres: Murray Wood 08 90215771, <dustdevils@hgfa.asn.au>; Sec: Peter Cepuritis 08 9022 2084, <pcepuritis@kal.snowdenau.com>; Trs: Richard Breyley 08 90227684, <Richard.Breyley@harmonygold.com.au>; SSO: Mark Stokoe 08 90911297, <Mark.Stokoe@health.wa.gov.au>.

Hill Flyers Club Inc

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

South West Microlight Club

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

Western Soarers

<wshgc@hgfa.asn.au>, PO Box 483, Mt Hawthorn WA 6915, [www.westernsoarers.com]. Pres: Mirek Generowicz 0427 778 280, <mgenerow@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

Manilla XC Open 2005

2-9 January 2005

Manilla, NSW. Open Distance every day! Scoring: GAP system. Final rego: 8pm, 1/1/05, Manilla Comp HQ. Entry fee: \$100 (\$120 with T-shirt). FAI Cat 2, Aust AAA. Over A\$5,000 in cash prizes in various categories, incl. \$2,000 for best team. Max entry 140 plus 10 wild cards. Min pilot level: int inland/XC skills. Entry via [www.flymanilla.com]. Credit cards accepted. Organiser: Godfrey Wenness, ph: 02 67856545, email <skygodfrey@aol.com>.

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. 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 info is expected by the next issue of the VGA newsletter, Vintage Times. 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 ph: Ian Patching 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 and practice day 8th, comp start 9th with registration in the morning. Come to the best FUN comp of the year. Mt Elliot, Corryong, is one of the most reliable and spectacular flying 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 to 100km, with up to four turnpoints set to make pick-ups easy. This year the comp will again be scored on a handicap basis according to glider type and flying experience, so everyone who enters has a chance of taking out the top prizes. This year prizes will be awarded for the first three positions as well as a prize for the best placed veteran and most improved newcomer to competitions. Also, the first placed team will receive the Corryong mugs. Day prizes given out each day. You must have an intermediate rating (preferably with inland experience), UHF radio and parachute. Camera optional (databack not required); this year scoring will be with GPS or camera, whichever you prefer. This is

still the cheapest comp in the HG calendar. \$130 late entry fee. Cheques made out to Blue Mountains Hang Gliding Club. Included in this fee is comp entry, T-shirt, film for turnpoints, colour topo map of the area and a presentation dinner. Places are limited so don't miss out. Register now with: The Blue Mountains Hang Gliding Club, Steve Bell, PO Box 110 Woonona, NSW 2517. Phone 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: int 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. Headquarters: Settlers Tavern, Mt Beauty. Accommodation website: [www.mtbeauty.com/bogong-cup].

Horsham Week

5-12 February 2005

Horsham Week is again being organised by the regulars and will include the VSA State Comps. All classes. Camping on site. Clubhouse meals. Please let us know if you'll be flying – ph: Contest Director Peter Buskens 0408 325208 or <pbuskens@melbpc.org.au> also see GFA website for entry forms and turnpoint information.

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 hang glider and paraglider pilots to compete in this event. Scoring will be using GPS and GAP 2000. Entry fee before 1 Feb: \$105 for WS members and \$115 for non-members. A late fee of +\$10 applies after 1 Feb. The entry fee includes the presentation dinner. HGFA membership, parachute, helmet and appropriate tow endorsements are mandatory. For more information visit [www.westernsoarers.com] or contact Mirek at <mgenerow@bigpond.net.au> or 0427 778280.

Gulgong Regatta

27 February – 5 March 2005

Cudgegong 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. Hang glider pilots are invited to the 12th annual Flatter Than The Flatlands cross-country towing competition. The event will be conducted over the 4 day Easter long weekend. Entry fee is \$75 and 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 February 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 February. To enter, phone Ian Rees on 03 97621364.

Eungella Fly-in

25-28 March 2005 (Easter)

Eungella, QLD. The people of Eungella (via Mackay, North Queensland) have asked me to co-ordinate a combined paragliding and hang gliding event scheduled for the month of March, possibly encompassing the Easter break. For those that haven't been to Eungella before 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 main valley road with the flying along a large north facing 25km mountain range over 3,000ft agl. Recently we flew from Sydney to Mackay (one hour and 50 minute-flight) for just \$180 return, which makes it easily affordable. Accommodation can be had from \$5 per tent site or share accommodation for \$15 on the launch site. Transport from airport and retrieves during the event will be included with the entry fee of \$110. Cash and prizes also to be won. So if you feel like looking for a new place to fly during March and want to experience something unique, contact Lee Scott <fly@highadventure.com.au> or phone 0429 844961. GPS and reserves are required during the event; novices only if they have minimum 10 hrs inland experience with over 1,000ft height gains accomplished.

State of Origin Paragliding Competition 2005

25-27 March 2005 (Easter)

Mt Borah, Manilla NSW. This competition is aimed at the nov/int pilot looking to try a competition in a friendly and relaxed way, with the opportunity to even win with the use of the handicapping system. Team flying will be used again this year. So get your five member team, with one adv and at least two nov pilots ready. HQ, The Royal Hotel. Registration 7pm Thursday, 25 March. Sanction, Grade C (pending). Contact: James Thompson 02 49468680, <james.b.t@hunterlink.net.au>.

Classifieds

National Trike Gathering '05

2-3 April 2005

Wangaratta, VIC. The Southern Microlight Club wish to announce the 2005 National Trike Gathering. 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 94395920, 0421 060706) or Dianne Pierpoint (03 97352781, 0429 938426).

OVERSEAS

Para Pro Rally NZ

18 February – 5 March 2005

Rotorua, NZ. New Zealand will host an exciting international paramotoring rally from Rotorua to Queenstown. The 16 day, 14 task rally is being promoted internationally as "The Paramotor Event of the Year". The course starts in Rotorua – the geyser and thermal area of NZ, and finishes at the action capital of the world – Queenstown. In between, 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 of NZ 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/activities that only NZ can offer, for example: jet boating, bungy, tramping, whale watch, fishing, dolphin swimming, geo thermal hot pools, golf, horse riding, sea kayaking, bungee jumping, etc. The rally will also include a number of cultural experiences. They include a traditional Maori hongi and welcome ceremony, an overnighter on a Maori Marae and a farm stay on a high country sheep station 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
130 Wirraway Road, Essendon Airport VIC 3041,
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

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

LS3a, VH-IZR. Excellent cond, fully instrumented, with enclosed trailer. Delivered with new Form 2. Great performance per dollar at only \$35,000. For more details see [www.sandercock.com] or contact <mickwebster@bigpond.com>, Ph: 0407 834531.

LS8-18 VH-NNA. 2.9 yrs 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. \$37,500 ono. Ph: 03 57832794 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 enclosed trailer. It 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 enclosed trailer. Ph: 02 62901338.

SPEED ASTIR C-104, VH-IZW. Flapped 15m 40:1. Approx. 1,300 hrs. B50, Palm PDA, Microair, Joey, GPS, Winglets. Gelcoat excellent. Factory trailer, rigging gear, wing & tail dolly. Just buy & fly, no work to do. \$29,500 ono. Ph: Mark 0427 127128 or <mfisher@scu.edu.au>.

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.

CENTRAIR C201 MARIANNE, VH-KYJ. Immaculate two-seat 18.5m, cross-country trailer. 40:1 fixed gear, no flaps. Approximately 1,300 hrs. LX160 front & rear, Winter, Dittel, wired for GPS. Refinished 2004 by Roger Bond. Brand new custom-made quality trailer. Absolutely perfect, \$90,000 ono. Ph: Mark 0427 127128 or <mfisher@scu.edu.au>.

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>.

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

Monerai-XOY



Home built lightweight.

Good performer flown 1370 hours since 1995.

Has flown on 53 occasions along the Morning Glory cloud in the gulf.

One-man rig & derig – lightweight enclosed trailer.

No ads on type.

Maximum load pilot plus fuel 85kg.

Weather proof covers \$20,000.

Ph: GEOFF PRATT 07 40341831 (h)

Email: <monerai@hotmail.com>

Classifieds

Self Launching/Motor Gliders

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

MONERAI, XOY. Home-built lightweight. Good performer. One-man rig & derig. \$20,000. See picture on page 45 Ph: Geoff Pratt 07 40341831 (h).

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, Kommet trailer, etc. Price negotiable. Ph: Shaun 0407 042468 or <shaun_driscoll@roadshow.com.au>.

ULTIMATE TOURING COMBO. Best powered S/L PIK 20E Avail plus luxury Mercedes motorhome with everything. Low k's, trailer, all accessories. \$150,000 delivered. 0415 275722 (Byron Bay), <GLABowie@hotmail.com>.

Wanted

GLIDER TRAILER in good cond, to suit LS4. Ph: Neil 0417 767746 or <neil_hess@ansett.com.au>.

GROB 109b Must be late model with no damage history. All TM's & AD's to be complete. Please send pictures to: <supply@616vgs.co.uk>.

General

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

GLIDER TRAILER FOR SALE, tandem axle, 8.5m enclosed, 1.5m draw bar. All aluminium box section & alloy clad rear door. Fold down ramp. Built 1998. Cost over \$11,000 will sell for \$8,500. Ph: 07 40937078, 0408 074632 or 0407 643817.

SEGELFLUG BILDKALENDER – the original German Soaring Calendar. Available again from Mike Cleaver, ph: 0412 980886 or <wombat@netspeed.com.au>. Price \$48. "Junior" desk calendar also available separately at \$15 plus postage.

Instruments & Equipment

CAMBRIDGE 302A LOGGER with big memory or 302 vario which you should test fly before you buy. Also Xcom 760 radio plus almost anything else gliding incl. batteries, wingstands & tyres. [www.mrsoaring.com], <iankmpcph@bigpond.com>, Box 657 Byron Bay NSW 2481. Mobile (incl. SMS) 0428 847642 or ph: 02 66847642.

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.

Gliding Publications

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

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

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

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

SAILPLANE & GLIDING: The only authoritative British magazine devoted entirely to gliding. 52 A4 pages of fascinating material & pictures with colour. Available

from the British Gliding Association, Kimberley House, Vaughan Way, Leicester, England. Annual subscription for six copies £17.50.

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

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

TECHNICAL SOARING/OSTIV: Quarterly publication of SSA containing OSTIV & other technical papers. Annual subscription: 70DM. OSTIV c/- DFVLR, 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 and experience. All members must adhere to the maintenance requirements as contained in section 9 of the Operations Manual and as provided by manufacturers. Second hand equipment should always be inspected by an independent person, an instructor wherever possible. Advice should be sort as to the condition, airworthiness and suitability of the aircraft. It should include examination of maintenance logs for the aircraft. It is unethical and a legally volatile situation for individuals to provide aircraft which are unsuitable for the skill level of the pilot, or aircraft that are unairworthy in any way.

Hang Gliders & Equipment

NEW SOUTH WALES

AIRBORNE BLITZ 155 adv, VGC, low hrs, spent most of its life in a shed & flies well. New side wires, c/w spare DTs. Need to make space for my Litespeed, so will sell for \$750 ono. Ph: Scott 0417 272498.

AIRBORNE CLIMAX C2 14 Lite adv, EC, very sweet handling, can test fly at Corryong in Jan or Newcastle before then. \$5,500. Ph: Jason 02 4920 6484; 0429 206484.

AIRBORNE STING 154 int, purple/yellow/white, fair cond, flown mostly inland, spare DT, batten profile, great to fly, easy to land, \$1,250 ono. Also, Moyes Contour harness, suit 6' pilot, \$450 ono. Reserve 'chute, \$300 ono. Ph: Ian 0427 600102.

AIRBORNE STING 154 int, one owner, less than 40 hrs, GC, excellent first glider. Must clear up my garage, \$650 ono. Ph: Peter 02 62418204 (h); <peter.liston@act.gov.au>.

MOYES SX4 adv, black/purple US, just tuned up at the factory, looks good & flies great, two spare DTs plus basebar, 100 hrs only, \$1,900 ono. Ph: Luc 0404 499514; 02 91301076 (h).

MOYES XT 165 int, VGC, great colours & really nice to fly, carefully maintained & recently fully serviced, low hrs, \$1,950 or offer. Ph: Nicki 02 97064500 or 0425 302422; or Owen 02 921032 70 or 0421 636221; <owen.wormald@apra.gov.au>.

MOYES XTRALITE 137 adv, green/grey US, white TS, good tidy glider, flies well, \$1,500. Will negotiate & can help with shipping anywhere in Australia. Ph: Owen 0410 347 254 or email for photos <owen.pearce@dotmar.com.au>.

VICTORIA

AIRBORNE CLIMAX C2-14 adv, blue/white US, two season's old, \$4,500. Also, Moyes Matrix harness, black with silver trim, RH chute container, suit measurements O.H 175cm, S.H 151cm, C 104cm, H 108cm. EC, \$1,900. Ph: 0407 042634.

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

MOYES XT 165 PRO int, speedbar, faired DTs & kingpost, mylar LE, purple/light blue US, white TS. EC, very well maintained, 160 hrs logged, batten profile, manual, spare DT, XC bag, \$1,500. Moyes Tracer harness, suit 6', EC, colours match glider (see front cover of Soaring Australia, March 2004), \$400. Ph: Paul 03 93833933 (h).

QUEENSLAND

MOYES LITESPORT 5 int/adv, orange/light blue US, as new cond, only 30 hrs with spare basebar, DT & wheels, \$5,700. Also, Moyes Xtreme harness, c/w chute, light blue, suit 180cm, \$600. Ph: Ed 0419 179232.

MOYES MARS 170 int, white sail with blue LE, mylars, GC, \$750. Pod harness with chute, suit 5'-9" pilot, GC, \$350. Or \$950 the lot. Ph: 0422 571253; 07 38022333.

SOUTH AUSTRALIA

AIRCOTEC 'PICCOLO' altimeter/variometer with fabric pouch, Velcro strap, mounting screw & manual. Adjustable thresholds for climb-sound & sink alarm (with optimal PG & HG pre-sets). Was \$150 last month, today \$100 for quick sale. Ph: Matt 0403 138525; <matthew.tomlinson@aventis.com>.

Paragliders & Equipment

NEW SOUTH WALES

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 vario 4005. Very good beginner's package. Sale due to not being current, \$2,000. Ph: 02 98103480; <Dlethem@bigpond.com>.

SUPAIR PROFEEL HARNESS, medium, 17cm protection. Front reserve Supair Medium PRS2, never used, re-packed. Skybox Birdie vario with legstrap, case & manual; light, easy, very large figures. Kenwood FM transceiver UBZ-LF48B, in original box with manual. Package \$1,200 ono the lot. Leaving OZ, will post anywhere. Ph: 02 43413456; 04218 16875; <Pierre@zip.com.au>.

VICTORIA

ADVENTURE F3 PARAMOTOR, electric start, only 40 hrs airtime, rechargeable 18V batteries, as new cond, reliable starting, made in France, \$4,500. Ph: Phil 03 59748171; 0411 797763.

NOVA PHERON DHV 1, small. Only 5 hrs airtime. Supair harness with front mount Charlie reserve and stuff sack. Must sell. \$3,800. Ph: Wayne 0417 056393; <goodesy_78@msn.com>.

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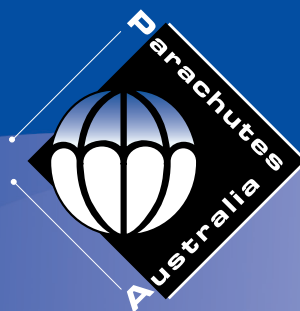
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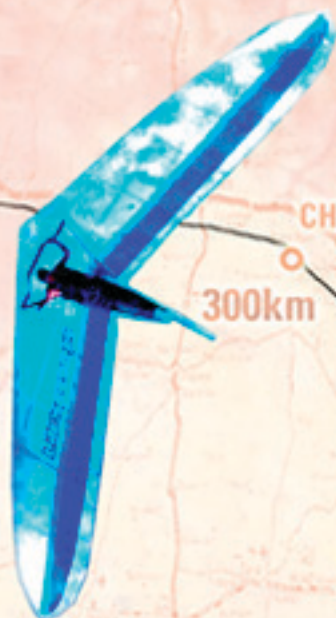
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