

Soaring AUSTRALIA

March 2005



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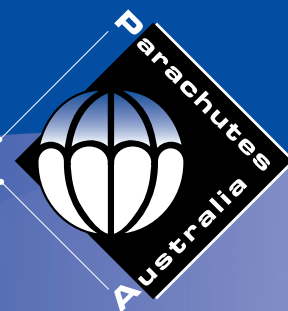
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March 2005

- 2 Following the Hawks
- 4 Fun with a LiteSport
- 6 New Zealand Glide – Why Don't You Fly It?
- 9 Marketing & Development
- 10 Engine Failure – Have You Had Yours Yet?
- 14 Fun at Bordertown
- 15 Contemporary-Classic-Veteran-Vintage
- 16 Encouraging Cross-country Around the Clubs
- 17 Final Glide: Dr AT (Tommy) Thompson
- 18 Meeting the Monk
- 20 2005 Australian National FAI Club Class
Gliding Championships – Waikerie
- 21 Letters to the Editors
- GFA Badges & Certificates
- 22 GFA Accidents/Incidents
- 23 The Consistency Issue
- 24 Manilla XC Open 2005
- 28 Some Days Are Stones
- 31 Three Hundred Kilometres
in a Short Wing Kookaburra
- 32 HGFA News
& HGFA Editor's Choice
- 44 Soaring Calendar

- 34 Tasmanian Record Breakers
- 36 The Day After
- 37 Thermal Search Patterns
- 38 The WAGA State Gliding Competitions
– Beverley 2005
- 40 Super 2004 Outback Shootout
in Tocumwal
- 41 Replica Wright Flyer
- 42 HGFA General Manager's Report
- 44 Contact Addresses
- 45 Classifieds

Photo: G Flack

Soaring AUSTRALIA



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



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

CREDITS

Cover: Angelo d'Arrigo high above the Sahara
Photo: Michel Ferrer/Metamorphosis
Archive Spin 360
Design: Suzy Gneist
Printing: Pirion Printing, Canberra ACT
Mailing: Pirion Logistics, Canberra ACT

NOTICE TO READERS AND CONTRIBUTORS

This magazine is a joint publication by the GFA and the HGFA and each association contributes 50% to the production cost and is allocated 50% of the content pages of each issue.

Contributions are always needed. Articles, photographs and illustrations are all welcome although the editors and the GFA and HGFA Board reserve the right to edit or delete contributions where necessary. Articles of unknown origin won't be published.

All contributions should be accompanied by the contributor's name, address and membership number for verification purposes.

Photographs should be printed on glossy paper either in black and white or colour. Captions and photographer's name are needed. Drawings, maps, cartoons, diagrams, etc. should be in black ink on white paper. Lettering may be pencilled lightly but clearly on the drawing, for typesetting.

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News, Letters to the Editor, New Products,

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DEADLINE FOR ALL CONTRIBUTIONS:

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



FOLLOWING THE HAWKS

Angelo d'Arrigo



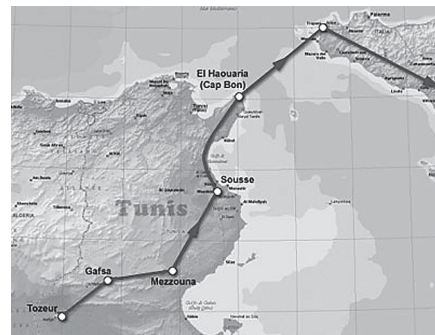
To see as they see, to fly as they fly...

You will recall the article *Flying Over Everest* in the December 2005 issue of this magazine, which detailed Angelo d'Arrigo's extraordinary hang glider flight over the highest mountain in the world. This was but one step in his grand plan – the Metamorphosis Project.

The Metamorphosis Project, begun in 2000, is an ambitious endeavour aimed at discovering the secrets of flight and the migratory routes of the greatest soaring birds across five continents. A mix of sport, ecology and naturalism, Angelo's work increases scientific knowledge and the envelope of human achievement.

So far Angelo has migrated across the Sahara with hawks (2001), migrated across Siberia with cranes (2002) and flown the Himalaya with eagles (2004). Let's journey now to where it all began – a scorching desert, a gaggle of instinctively migrating hawks, and a man who dreams to do as they do...

WITH *Following the Hawks* I WANTED TO LIVE FOR MYSELF THE SAME EXPERIENCE THAT VARIOUS HAWKS (INCLUDING *Pernis* *Apivorus*, THE HONEY BUZZARD) LIVE THROUGH AS THEY MIGRATE FROM VARIOUS CENTRAL AND NORTH AFRICAN REGIONS, ACROSS THE SAHARA TO CAP BON, AND FROM THERE OVER THE MEDITERRANEAN AND ONWARDS INTO EUROPE.



Angelo's path following the hawk migratory route from Africa, across the Mediterranean and into Europe

For approximately 1,000km I flew the same routes they follow. I flew as they flew, taking advantage of thermal updrafts and dynamic currents created by wind and sun. Just as they do, sometimes I suffered from bad weather conditions, which on occasion slowed me down, and which sometimes even blocked my journey completely.

I flew in 12 consecutive stages, each of about 150km. A microlight towed me aloft in the desert each morning (releasing me at about 500m) and a small ground crew followed below.

I covered most of the route that the hawks use, flying between four and six hours a day, covering varying distances determined by the day's meteorological conditions. I then camped out overnight in the same places where the birds stop, rest and sleep. And just as they do, I carried on early the next morning with the very first thermo-convective movements of the day.

And so, with great satisfaction and after not inconsiderable aerological difficulties, after leaving Tozeur in the Sahara on 6 April 2001, on 13 April I reached Cap Bon. A sheer cliff, 1,000m over the sea, this is the

Left: The support microlight

**Photos: Michel Ferrer/
Metamorphosis Archive Spin 360**

last tongue of African land licking out into the Mediterranean sea: each and every migratory bird flying to Europe through Sicily must fly through here. Here the birds rest and await weather conditions which will favour their crossing of the sea.

I landed in the village of El Haouaria (a name which derives from the Latin Aquil'Aria, the Eagle's Air). Here the Tunisian government has erected a building called "The Sparrows' Refuge" near to the cliffs. Every year, at migration time, ornithologists and bird watchers from all over the world gather. These experts in migration listened with extreme interest to my stories of what I had experienced as I "migrated".

During the next few days we experienced unusual and anomalous weather – a strong wind was blowing from Greenland in the north, crossing England, France and the Mediterranean. This situation held the birds up for several days, and my bird-watching friends counted around a thousand waiting birds... plus one! We were all there, hoping for a return to normal meteo conditions so that we could finally start the crossing.

Every six hours I got an update on weather conditions from the Italian Air Force. In all I was blocked there for three days; the cold north wind just didn't stop.

Then, during the night of 16 April, the latest forecast gave me a possible window of good weather that would probably allow the crossing on the following day. After quickly weighing up the situation, my decision: I was off! However, I wasn't able to leave quite as early as my feathered companions did: since I was leaving Tunisia, I had to pass customs and passport controls. The birds' lives are uncluttered with these administrative necessities. Finally at 9:30am I took off from El Haouaria.

After about an hour of being towed up to altitude by my support microlight (specially rigged for high altitude flight), I decided to unhook, 6,800m vertically over Cap Bon. I then entered a jet stream which had formed the previous night as a result of the meeting of two air masses, a low pressure front coming in from the Atlantic and an African high pressure front. Inside these jet streams wind speed can exceed 300km/h. My stream this time was more moderate: my ground speed was 240km/h and the temperature was -23°C. (As my journey continued I of course progressively lost



Above: An overnight camp

Below: Careful planing is required each step of the way



height, and so these values changed.) At 12:30pm I landed on the beach at Selinunte on the south-west coast of Sicily.

The use of the jet stream, which was perfectly aligned with my route, was indispensable to me as I achieved this first overflight of the Mediterranean in an unpowered aircraft.

In the end, my patience, and the patience of my feathered flying companions, paid off. Waiting for those several days at Cap Bon for ideal meteo conditions to form, I was subsequently able to land on the slopes of Mount Etna, the active volcano which is not only another waystage for migratory hawks, but which is also my home. Home again, after an intercontinental flight, following the hawks.



Angelo with an imprinted hawk



FUN WITH A LITESPORT

Mirek Generowicz

I STARTED FLYING GENERAL AVIATION AIRCRAFT BACK IN 1992. I FLEW CESSNAS, MOONIES, A CHIPMUNK AND A TIGER MOTH. IT WAS A CONSTANT SEARCH FOR “REAL” FLYING.

The Tiger and the Chippie came closest; they're both aircraft in which you get a much stronger sensation of flying. Flying a Cessna is like sitting in a car that tilts a bit and moves up and down. Learning aerobatics in a Cessna 152 was fun; you get a chance to bond with your aircraft. I guess I was really trying to discover my inner pilot. I even tried flying in a sailplane in the wave lift over Bluff Knoll once. It was a bit hot and cramped in that little Perspex bubble. I needed to be free as a bird, feel the wind on my face, see the ground underneath me. I always knew that I wanted to try hang gliding, but I was too scared of heights.

It took me 10 years of mental preparation before I was ready to try it, but eventually I got there, finding true freedom in flying a hang glider.

However, I remember feeling ever so slightly disappointed when I finished my hang gliding training course. Shaun Wallace, my instructor, recommended that I should stick with a Fun for a while. The Airborne Fun makes a great glider for training. Slow, sure, dependable, it's easy to fly and lives up to its name. He recommended some other new pilots to buy a Sting or an XT, but to me he said that I'd be better off sticking with a Fun. I should practice my landings and then one day, if I could fly the Fun consistently well, maybe I could move up to an advanced glider. After all, many advanced pilots also kept a Fun for hooning around at the beach. I wouldn't regret starting with

a Fun, I'd probably want to keep it. He was right about that.

It was hard trying to get flying time as a Restricted pilot. Over here in Perth you need at least 10 hours flying time to fly off the local hills. The only practical way to get experience as a raw novice is by ground towing with a car and a static line out in the wheatbelt. Towing in a Fun is great fun. It's such an easy aircraft to fly. Very forgiving, it does pretty well what it is told to do and at the same time it keeps you out of trouble (as far as it can).

As I gradually built my confidence in my Fun I used to wonder why the more experienced pilots seemed to get so anxious just before take off. That nagging little inner voice at the back of my mind told me it was because they probably knew something that I didn't, but it all seemed so easy. I remember watching an intermediate pilot drop a wing while launching and getting dragged on the tow rope. He broke a downtube but no serious injury. Could it get worse than this?

It wasn't long before I began finding out from personal experience why you need to be cautious and treat launching seriously. Experiencing an incipient lockout at 200ft, due to not looking straight ahead, was one of the best training lessons I had. It took weeks and weeks to regain confidence, feeling unsure about conditions and reluctant to fly. Often I would spend a whole weekend wondering whether I really wanted to fly at all. Then finally I'd get into the air, and the rush and the sense of achievement made it seem all worthwhile. Even a six minute circuit was enough to remind me why I was going through the mental struggle.

Gradually my confidence recovered, and after a while I was ready to try going cross-country. Maps ready, a new CDMA mobile in my harness, I was mentally set for it. On my first flight out of the paddock I managed to fly 15km. What a buzz! Climbing up to 4,600ft, whizzing round and round listening to the beep beep beep of the vario, then cruising out over the vast golden wheatbelt and pulling off a very respectable landing out in the middle of nowhere. Only a month and two flights later I was flying in the 2003 WA State Soaring Championships. It's easy

to fly the Fun but very hard to string two thermals together. You leave your first thermal and then fly like a brick hoping to find another one. Once I was lucky enough to stay in the air for 1.2 hours, managing to get as far as 22km. It was satisfying to get that far, but as I slowly packed the glider up I watched longingly as the Stings and XTs flew over me. I knew that if I kept on practising, one day I might be able to keep up there with them.

So I kept on practising, working on my landings until the day finally came when I knew that my landings felt right – they felt intuitive and natural. Shaun agreed that I was ready to move up and suggested I try a Moyes LiteSport, because although at speed it's a high performance glider, it handles as well as an intermediate glider on launching and landing.

It was hard though, learning to take off and land all over again, particularly in February. If you want to fly cross-country you have to learn how to take off when the thermals are working in the launch paddock. The air is always turbulent, the tows are always a challenge.

Some of my early flights in the LiteSport were in Wyalkatchem on the practice day before the 2004 State Soaring Championships. The first few launches were hard work, but I was surrounded by plenty of experienced pilots. Flying in competitions is a great way to improve your flying skills. The more experienced pilots are always helpful and supportive. They go out of their way to help you learn, to help you fly safely and build your confidence.

On my fifth flight in the LiteSport – the first day of competition – I was very lucky. The paddock was booming and on my first attempt I dropped a wing and got dragged. Scary stuff, I had never done that before, but no damage. Straight back into it, but then I took off in rotor and almost lost control. The other pilots later explained to me what I had done and why it was dangerous. The note in my log says “*don't ever do this again*”. With more luck than skill I got through the tow and into a strong thermal.

I settled into the climb and started to relax. For the first time in my life I climbed



Mirek's first hill flight at Serpentine
Photo: Bianca Marshall



Mirek's first basebar launch at The Range, Toodyay

Photo: Shaun Wallace

up in a thermal with two friends, Phil Knight and Karl Ruckriegel. It was so easy circling around and watching each other to see where the best lift was. Up in the air the LiteSport is a dream to fly. It's so smooth, it goes where you want it too, and keeps on going.

What a difference a tight double surface wing makes. We were soon over the Wyal-katchem airfield at about 5,000ft and I knew I was going to get away for a good flight. At the top of the thermal I headed off on course to the first turnpoint at Konnongorring. To my amazement the glider just kept on flying, it hardly sank at all. The air seemed to be buoyant all the way in long streets of lift, the GPS showing an effective glide ratio of over 25:1. It feels amazing when you're used to flying a Fun at 8:1.

A short while later I was in sink over Minnivale. This was already going to be a Personal Best for time and distance, so I just relaxed and decided to fly for the fun of it. Getting to goal really just wasn't important; I didn't even think about it. At about 2,000ft I started picking out landing fields based on my mental picture of the Fun's glide ratio. But the LiteSport just kept on going. By the time I was over the next landing spot I was still at 1,700ft, and then into another thermal to 6,000ft. Although tired and sore I wanted to see how far I could get. I started trying to spot where the thermals might be forming. Look for the big dark patches of trees, head downwind of them and like magic the glider just gets drawn into yet another booming thermal. Must be beginner's luck.

On the horizon I could see Konnongorring. I just had to get that far because one of my friends lives there in an old converted church. What an amazing experience, floating like a bird over my friend's church. Surreal. Never in my wildest dreams did I think I could fly that far. And of course, straight into another thermal. More aching arms, but by then nothing really mattered. I thought that if I had got this far I suppose

March 2005

I might as well head for goal at Piawaning. There was a set of lakes along the way. I started to get low over them and I wasn't sure on which side I should try to pass them. I turned to the Dark Side, as that seemed to work before and there it was, the biggest, strongest and roughest thermal of the day. Back up to 6,000ft (might as well not waste it) and then I was spat out of the top into rough and cold sinking air. I just pulled the bar in and headed for Piawaning. I couldn't believe what was happening. I cruised in over the goal at over 2,000ft. How unreal to see a line-up of gliders on the ground below me. It felt like a dream, nothing could have prepared me for it. That whole incredible flight is etched into my memory.

After three hours and 20 minutes in the air, to my amazement I pulled off a copy-book approach, round out, flare and landing. I sat there exhausted, arms and legs feeling like overcooked spaghetti, buzzing on endorphins – 100.7km, incredible.

But I knew I still had lots to learn, shown particularly on the last day of competition when I aborted a tow at 400ft due to feeling the turbulence (and pilot induced oscillations) was too much for me. With only seven hours in the LiteSport I needed more practice, I couldn't just rely on luck. So over the next few months I had several week-ends of tuition and practice with SkySports, polishing up on the finer points of launching and landing with a faster glider. After a while something just clicks in your brain and it becomes automatic.

With all this confidence I'd built up I thought I might try aerotowing. I knew it was risky; I'd seen plenty of pilots drop a wing or lockout on launch. I knew how important it was to maintain your airspeed.

Practising dolly launches with a static line behind a car was fun. What a great way to take off, hurtling through the stubble. I practised exiting the dolly with a bit of excess airspeed as a safety margin. I had a bit of trouble with pilot induced oscillations



Wings level, nose down, go go go!

Photo: Courtesy Mirek Generowicz

a couple of times, but at least I got very confident in aborting tows at low level – around 100 to 150ft.

My friend Sun Nickerson started his aerotow endorsement at about the same time. Sun flies a Moyes XT and is a damn fine pilot. He makes it look so easy. Clean launches and straight up like an arrow behind the tug with the bar right down at his waist. Not a trace of wobble.

They told me I needed to practise flying fast, keep the elbows in, use quick short jabs. I think I knew I needed to practise more, but overconfident, I decided to try towing behind the trike before I was ready. Damn it, if Sun could do it so easily, I'd give it a go! The launch was good, plenty of airspeed, wings level, clean exit from the dolly. By 100ft I had more airspeed than I could handle. The oscillations built up, so I released the tow rope, levelled out and traded speed to recover height. Then I made the mistake of deciding to turn into wind to land. I should have landed crosswind because I was still flying too fast and too low to turn safely. It all happened so fast. The left wingtip brushed the ground and I came to a very rapid stop. The only damage to the glider was a broken downtube. I walked away with a broken and bleeding nose, a sore neck and some bruises. It was all caught on video from two different angles – horrifying, but educational to watch. I can see what I did wrong, flying beyond my limits. With bar in the LiteSport is a serious speed machine; it takes time to learn how to fly it fast.

A couple of months later with my neck recovered I got back into the air in the Fun, boating around over the hill at Serpentine. It's great having the zero-stress Fun machine just to play around and relax with. Then a few weeks later I got back into towing in the LiteSport. I love my LiteSport, and yes, I feel confident flying it, but I know that I have so much more to learn and that there is no hurry.

I think I understand now why experienced pilots take their launches seriously and wait until they are ready. Launches are all voluntary, it's only the landings that are compulsory. Have fun; fly when you're ready.



New Zealand Glide

Owen Truelove

“WHY DON’T YOU FLY IT?”



Janus over Southern Alps

IN SEPTEMBER 2003 I HAD CONTACTED GEE DALE AT HIGH WYCOMBE TO SEE IF HE HAD ANY ROOM IN HIS CONTAINERS TO SHIP MY STEMME OUT TO OMARAMA. AS THERE WAS NO ROOM, I DISCUSSED WITH HIM THE MEANS OF GETTING THE SLMG TO NEW ZEALAND AT THE OMARAMA MORNING BRIEFING IN FEBRUARY 2004. THE PREVIOUS DAY I HAD ENJOYED AN EXCELLENT FLIGHT IN A RENTED JANUS C FOLLOWING HUGH TURNER IN ALPINE

SOARING’S DG1000 AT 17,000FT ON THE ROUTE UP TO MOUNT COOK. IT WAS THEN THAT I FINALLY DECIDED THAT MY STEMME SHOULD GO TO NEW ZEALAND. THERE WERE ONLY TWO WAYS: SHIP IT IN A CONTAINER IN A TRAILER, OR FLY IT. SINCE I DID NOT OWN A TRAILER FOR THE STEMME, IT SEEMED TO ME THAT IT WAS PROBABLY CHEAPER TO FLY IT.

As soon as I got home at the end of March last year planning and organising work started in earnest. I determined a weather window that should give me soaring conditions along most of the route, avoid the monsoon, and allow me to get back in time to join my wife when we returned to New Zealand in February. This meant leaving the United Kingdom in September, and hence the time available to conduct all the preliminary work was short.

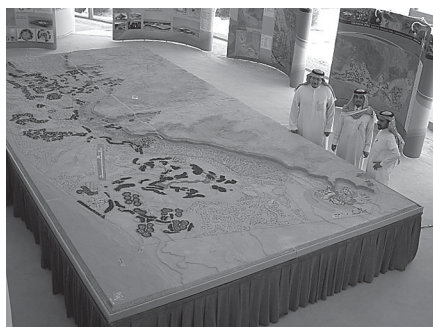
The first task was to obtain clearances to overfly the 17 countries on my route. I attacked this on parallel tracks. I wrote to the CAA of each country involved, and the British Embassy or High Commission in each. I also wrote to the Embassies and High Commissions in London. This worked well. If I needed diplomatic clearance both the Embassy/High Commission contacted me by Email, and the country involved told me to use that route, or the CAA started working with me. The Internet and Email were invaluable in these processes. I had agree-

ment in principle from all the countries involved or outright clearance, but that for Iran was tenuous. I did not need specific clearance from Malaysia, Australia, New Zealand, or any western European country, where a flight plan would suffice. Except for Myanmar, I had Avgas available at all my planned stops, according to the information available to me.

Equipment and aircraft preparation came next. Here I made some good decisions and some ineffective ones. Stemme agreed to sponsor me and carried out a thorough check of the aircraft before I took it to the static display at the Royal International Air Tattoo, Fairford. The Duke of Kent graciously agreed to patronise my adventure because I had decided to raise money for charity by carrying out the ferry flight. I upgraded my LX 5000, but the old one would have sufficed. Because I hoped to do a lot of soaring, but might be forced to use a transponder, I replaced my instrument with brand new Filser Mode S equip-

ment. I was told that this would use much less power than my existing Mode C transponder. Experience showed little difference and my auxiliary battery, which I replaced in Cyprus, could not cope.

Stemme completely overhauled the propeller unit, which turned out to be a good decision, I replaced the existing 25 AH main battery with a racing unit of 40AH, and the aircraft skin was carefully refurbished. It looked very good at Fairford, except that I had a borrowed canopy that was tinted. (I could have done with keeping this). After Fairford I replaced the Artificial Horizon with a new E2 Electrical Gyro from AFE/RD Aviation, and augmented my instrument suite with a Garmin 196, probably the very best decision I made. The RAF Combat and Survival School gave me a briefing on survival and helped me with my kit. I took a dinghy, but no parachute; I had a life jacket, and had made a special bag to hold my clothes and emergency rations. I had a three litre and two litre Camelbak (actually they



The Saudi project

were Platypus), and Stemme and I together decided on my toolkit and spares pack.

It quickly became clear to me that my original intention to soar as often as possible was hopelessly optimistic. Too often the soaring conditions (dewpoint too high) were totally unsuitable for long distance cross-country work, but the major obstacle was air traffic control inflexibility and bureaucracy. General Aviation hardly exists from the former Western Europe until you reach Australia. From the moment I left Hungary, which is the exception to my generalisation, I was required to fly air traffic routes and not to deviate from them. To enter Lebanon I was originally required to climb to 13,500ft, a feat that I am not sure my Stemme 10V could achieve. (The VT can do this easily). Although I had filed a VFR flight plan at Akrotiri, essentially for a direct flight to Guriat in Saudi Arabia, Lebanon and Syria, changed my routing to follow the high level air traffic routes and the latter became really excited about my transit. After this I had to get my hands on high level as well as low level Jeppesen navigation charts. More often than not I was required to follow a medium or high level route, and accurately maintain height. Also, I had continuously to give and review times to reporting points, mostly beacons, even though I had no DME and only my hand held ICOM. I had to program all the reporting points into my LX5000. The Garmin fortunately had nearly every point in its database.

I changed from the Atlantic to the Pacific database in Cyprus. I decided to follow our sailing colleague's example, and went motor soaring instead. By this I mean generally keeping the engine on for most of the route, to keep the transponder going, but using thermals to climb, and porpoising along the route as often as air traffic would allow. Turkey turned out to be a brilliant country for soaring. I climbed three times to 12,000ft under lovely little cumulus clouds, and formed the opinion that Eskesehir, their Air University, would be a brilliant place for holding a gliding championship.



Kennedy Peak

I changed my original routing through France and Switzerland because I wanted Stemme to give the aircraft a final check. They were able to sort out some niggling problems I had with the undercarriage, the fuel system, and the transponder. I was able to glide into Strausberg for the last 60 miles after taking off from Stadtloen on the Dutch border, and sharing a street with a DG500. As I arrived at lunchtime, Prince Bandar was also there picking up his Stemme 10VT to take it back down to Megeve. He insisted that I change my route and come through Saudi Arabia. I had thought in my initial planning that this was impossible, and had therefore plumped to go through Iran. The latter offered a very difficult route, and had not given me clearance by the time I left UK. Hence the invitation was too good to miss, and Prince Bandar set about getting me clearance and a tourist visa. This meant diverting to Cyprus out of Turkey and crossing another six countries.

Prince Bandar owns a Stemme 10VT with his cousin Prince Sultan, the Minister for Tourism, and a former astronaut. They planned to fly their VT to Saudi in November, so in a way I was to conduct a route proving for them. The thermal conditions in Saudi were much better than I had thought. From Guriat down to Hail there were big fat thermals over the high dunes of the desert, and the area around Hail was quite fantastic with its high rock formations protruding from the desert. Again leaving Riyadh for Dubai, there was thermal activity up to 9,000ft. Prince Sultan has initiated a scheme north of Riyadh. This area has a large escarpment to the east, and measures 350 square miles. There is already a good airfield, which is to be further developed. From there they will operate their Stemme as the Saudi Aviation Centre. The whole area will be developed as a recreation and leisure park for the young people of Saudi.

The short flight from Dubai to Seeb offered some excellent motor soaring over the Omani Mountains, although I was scolded by the Omani air traffic control. The ATC in India was the most difficult and



Lord Howe Island



An island in the Andaman Sea

bureaucratic, but I managed two soaring legs. The first was from Ahmedabad to Jaipur. I had been required to climb around the cumulus to 7,500ft. Initially the bases were at 3,500ft, but by the time I got to Udaipur, they had risen to 6,500ft and I saw that there was no reply signal on the transponder. Hence I was able to switch off the engine and soar the last 100 miles to Jaipur. The thermals were strong and at the leading and trailing edges of the clouds. I had a very poor start at Ahmedabad because of ATC, but the soaring quickly expunged the ill feeling. ATC at Jaipur were also difficult. They had tried to stop me coming because they had no Avgas. Actually the flying club had some, but my soaring trip had also released me sufficient fuel to get to Lucknow. Next day ATC kept me hanging around for ages before letting me take off. This was due to needing an air defence clearance. The direct route to Lucknow was 325nm, but the ATC route would take me a further 115 miles with an acute left-hand turn to return NNW to Lucknow. As luck would have it I was not being painted by radar, and I was able to get in another 100 miles of soaring though not with the same conditions as the previous day. My only pure soaring leg was from Berlin to Dresden.

In Australia, I managed half the leg from Darwin to Magregor River Mine, and also from the latter to Cloncurry. I was dripping in sweat throughout the route from Darwin, but the cloud base did rise from 5,000ft to 9,000 to increase my comfort towards the end of the day. I used all my three litres of water on this leg. However my most dramatic legs were on the engine. The first from Guriat in north-east India over the mountain ranges to Myanmar (Burma). This was after the first engine problem when a helicoid repair to number two cylinder head was nec-

essary. The scenery was magnificent especially the area around Kennedy Peak. In a few places the cloud base was touching the mountaintops at up to 8,700ft and I was glad the Limbach could still get me up to 11,500ft.

From Kupang to Darwin was memorable because the LX5000 told me the wind conditions were more favourable at low level, as had been forecast, so this was a hot leg. Although all my planning said it was unnecessary, I fitted an auxiliary fuel tank in Kempsey, Australia. It only gave me 20 litres more, and was not necessary, but I felt much more relaxed! I crossed from Kempsey to Norfolk Island, transiting Lord Howe Island in one day, and this enabled me to just get into New Zealand before strong winds made it impossible for 10 days. Lord Howe Island is magnificent. It is very small, the runway is in the centre on the shores of the lagoon. The domestic area is on rocks to the west that climb to 600ft, but to the east two giant rocks extend to 3,000ft. In any wind, and especially in the eastern and western sectors, all the AIPs warn that the approaches and runway are subjected to severe turbulence, and it is often necessary to return to the mainland, just 350 miles away! The tank was invaluable for my peace of mind.

The last leg down from Norfolk Island to Whangarei, a distance of 535 nautical miles took five hours 50 minutes, and the arrival was recorded by NZ3. My son and grandson were there to meet me. It was an absolute joy to land safely there because the conditions were very gusty (15g25), but they then got very much worse. Eventually we put the Stemme in the Northlands Aero Club hangar, I took off the propeller unit and we shipped it back to Stemme for an overhaul. I had achieved my objective and to take risks now would have been stupid.

I much enjoyed my time flying through Australia. I was very well looked after, with people at all places where I stopped being extremely generous. I could have done more gliding but I felt the need, rightly, to get on. The gliding into Macgregor River Mines (Do remember to ask them if you can use their airfield) and Cloncurry were excellent, but I could not maintain progress between Longreach and Emerald.

Was it worth it? Now I say yes, but there were times on the route when I questioned, as did many others, my sanity. Is a predominantly gliding series of flights possible? Possibly with a Stemme or a derivative, but it would take a long while, and short legs would be necessary to keep peace with ATC.

Nepal would not even let me in and my greatest regret is that I only got a glimpse of the Himalayas. Avgas is becoming very scarce; my AIPs and Garmin occasionally gave me incorrect information on its availability. I believe mogas or diesel driven engines must be the engines of choice for General Aviation.

I would not discourage anyone from trying to do what I have done, or better, and will be available to help if needed. The costs of mounting an expedition like this are considerable. The total costs came to just short of £15,000. However, sponsorship helped. Serco were my major sponsors, contributing towards the equipment costs. Stemme did not charge me for labour, and the contributions from V Finance and KEC helped to defray costs. I used the ferry flight to raise money for my charities, and have raised nearly £5,000. Since I first drafted this, the Tsunami disaster has occurred affecting places that I visited. We are keeping the web site open until at least April, whilst I establish "Lily May" in South Island. Donations are still welcome, (see the web site www.nzglide.com) or send your contribution to the Disasters Emergency Committee through the many sites that have been established.



South Australian Gliding Association

Form 2 Upgrade Course And Minor Component Replacement Course

April 9th to 16th 2005 – Balaklava Airfield

People and Contacts

Course co-ordinator and for all course bookings and details

Andrew Wright

Email: <andrew.wright@adelaide.edu.au> Phone: 08 8303 4648, Mobile: 0427 976 779

Accommodation booking

Contact the Balaklava Gliding Club on 08 8864 5062. This phone is diverted at all times other than weekends – Email: <admin@bgc.asn.au>

Authorised by

RTO-A S.A. – Mark Morgan <morgans@riverland.net.au>

Cost:

Depends on numbers but we estimate about \$600 per person (\$85 per day)

Sponsorships and subsidies – 1/2 price to club sponsored people. Special rates for juniors.

(Contact Andrew Wright for details of these subsidies)

Pre-requisites

A daily inspector's qualification is required. Candidates are requested to bring their own glider or a club glider to work on and inspect.

Places on this course are limited. Please book early.

Marketing and Development

Terry Cubley – GFA Development Officer

Post Solo Syllabus

In line with our focus on retaining current members, we need to focus more on the progression and development of pilots once they have flown solo. To this end, we have now developed an Advanced Flying Syllabus that sets out the many opportunities for pilots in our sport. Going solo is a very small step compared to what is possible in the sport, and it important that we explain this to people very early and give them some experience in soaring.

The syllabus is based on that produced by Adelaide University Gliding Club and is available on the GFA web page www.gfa.org.au for download and printing. All members should be given one of these booklets, pre-solo and experienced members alike. If your club has problems in printing this booklet then contact the GFA office who may be able to arrange some copies to be sent to you (at cost).

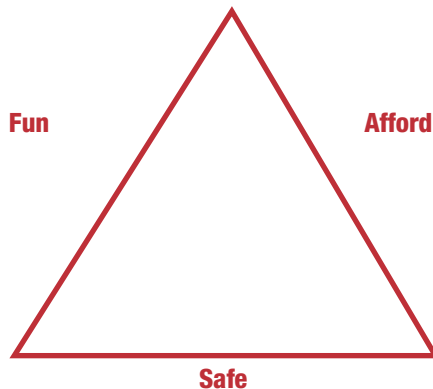
We are asking clubs to use this syllabus over the next 12 months and then provide feedback so that the document can be improved based on experience in the field.

What Image Gliding?

In discussing the image of gliding that we could promote to the general public, we came up with words like

Fun
Exciting
Challenging
Rewarding
Sophisticated
Safe
Opportunities
Affordable
Friendly
Social
Healthy
Environmentally friendly
Age of access (15-year old)

When in Norway, the safety officer (Sakka) presented a paper on safety which included a triangle of our focus. He emphasised that we must ensure a balance between the elements of safety, affordability and having fun. Pretty well most of the images mentioned above can fit under one of these three headings mostly under the 'Fun' heading.



As this says, you cannot just concentrate on having fun, if it is unsafe or just not affordable then you won't be able to sustain involvement of people. Similarly, no point in being super safe if no one can afford to do it, or don't enjoy doing it.

On my visits to clubs around the country, I have asked people what their image of gliding is. Many gave words similar to the above, but added some not so complimentary words, such as:

Officious
Old-fashioned
Rules
Waiting around
No progress

I see some clubs that focus on making the gliding as cheap as possible, seeing this as a means to attract members. But in the end, there is less fun because the equipment is outdated, people have to do a lot more work, and the image is certainly not Exciting, Challenging, Rewarding, or Sophisticated.

A number of clubs have a strong Safety focus. When taken to the level of many rules and checks and penalties and criticism, people are not encouraged to try new things, and it just becomes hard work. The Fun vanishes.

There needs to be a focus on safe flying, but this needs to be balanced by challenge and fun, at an affordable (not necessarily cheap) price.

What is this balance like at your club. Can you improve this balance?

Logo and Slogan

The marketing and development committee is looking at a GFA marketing logo and a simple slogan that sells the image of our sport.

Before the phone calls start, there is not intention to replace the current GFA logo that has been around since the early days of the sport. This current logo is well known in aviation circles world wide and is a great indicator to pilots that we are from Australia.

The current logo does not mean anything to non-aviation people, and is also hard to reproduce cheaply on promotional materials. To this end, the Marketing and Development Committee is looking to find a simple logo that we can use to promote the sport to the general public, something a little more modern in appearance and simple for people to remember and to understand what it means. Watch for further development of this in the near future.

Similarly, a simple slogan is also being sought. Something that makes people think about and recognise our sport. We are expecting to use the word 'Gliding' whilst promoting the concept of 'Soaring'.

Again, watch for further developments here.



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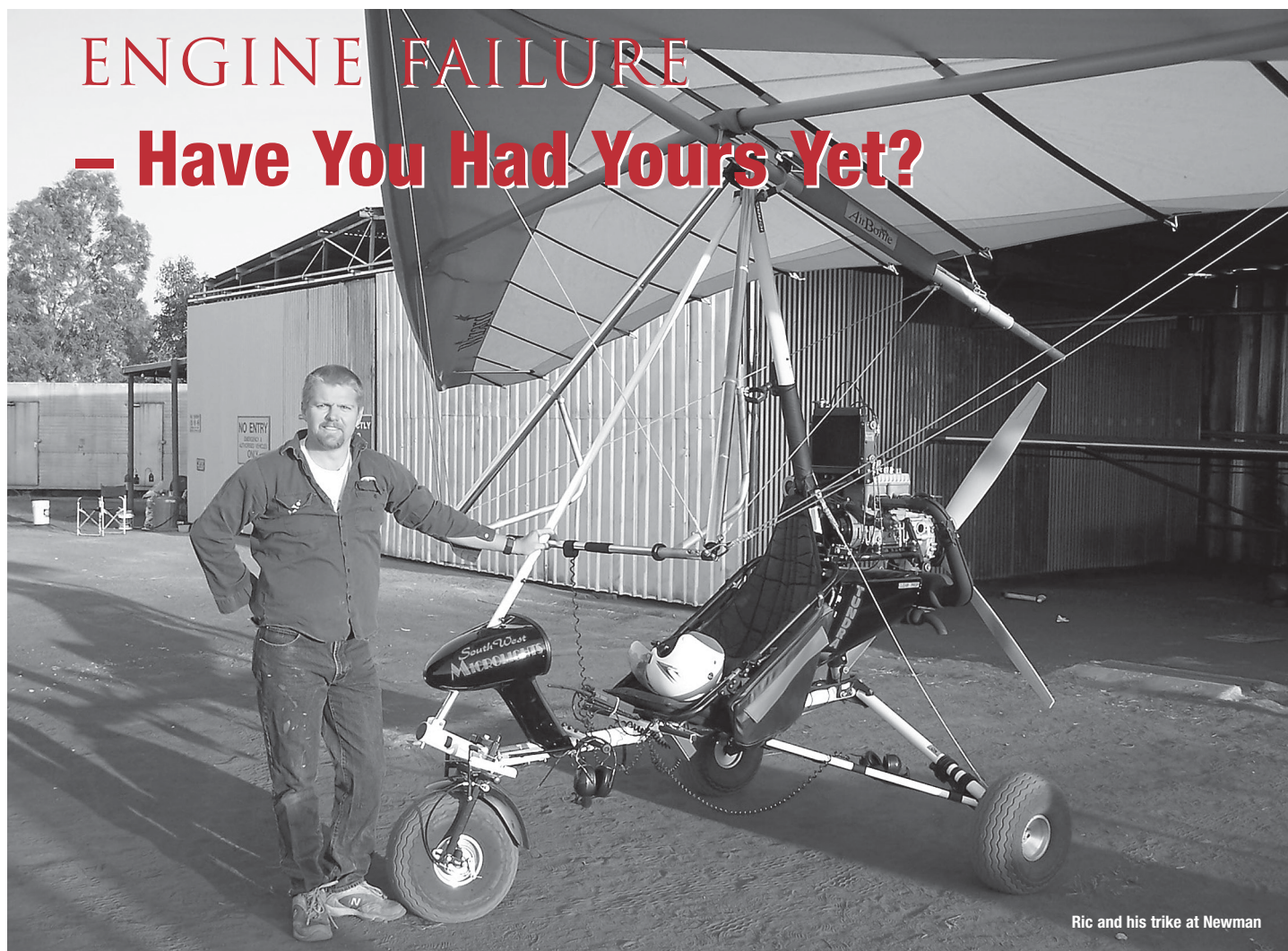
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Ric and his trike at Newman

Brendan Watts (CFI/IE Southwest Microlights WA) (Article courtesy Triker News)

WHEN WE TALK ABOUT ENGINE FAILURES USUALLY IT'S ABOUT SOMEONE ELSE'S, NOT OUR OWN. WELL, IN 10 YEARS OF FULL TIME INSTRUCTING ON MICROLIGHT AIRCRAFT, WITH AROUND 6,500 HOURS UNDER THE BELT, I CAN NOW ADD ANOTHER NOTCH... ENGINE FAILURE NUMBER FOUR, AND, LET ME ASSURE YOU, THEY DON'T GET ANY EASIER.

If you are lucky enough, your engine failure will happen when you have altitude, giving you that little bit of leeway (known as time). Believe me, you can't have enough of that when the big fan stops turning. Here's my story of a typical training session that went pear-shaped.

It was September and I was due in a little town called Newman where I would start training my student, Ric Mephram, who had purchased an Outback 582 from me. Usually you would not find me that far north that late in the year, as the temperatures start to soar up into the forties, making trike flying somewhat bumpy. After talking with Ric, who assured me there was no wind

whatsoever in the mornings or in the afternoons and the other aviation enthusiasts were stealing all the good air, I decided to go.

Newman is situated 1,176km to the north-east of Perth in WA. It takes an average of 15 to 17 hours to drive from Bunbury, which is a further 200km south of Perth. This is one trip I really don't like, as I've done it three times before, but it would be different this time, as I would fly myself there in my RV6 with a cruise speed of 160kt, which would reduce the travelling time to about four to five hours, depending on the winds aloft.

The first part of the flight was uneventful, with virtually no wind at 9,500ft. Around

lunchtime I was touching down at Meekatharra to refuel. Once airborne again I set course for Newman with an estimated arrival time of 90 minutes. Cruising above some of Australia's most spectacular landscapes and breakaway country is awesome to say the least. You can't help thinking the terrain out there would not be forgiving should a pilot have the misfortune of having to put down.

With the flight coming to an end and an ETA to Newman of about eight minutes, I set my descent to 1,000ft/min to arrive overhead with 1,500ft. This was fine until I noticed my groundspeed had reduced from 160kt to 125kt. I looked down at the windsock, which looked like someone had



jabbed a straight stick through it. I realised then that there to greet me was not only a smiling student, but a 35kt crosswind, 90 degrees across the strip (Newman doesn't have a cross strip).

Damn, this was going to hurt. It was hot, blustery and gusty... I knew I should have stayed home. The first attempt to get down left me with no doubt whatsoever that this could go bad. My little RV6 was rocking and rolling and there was just no way I was able to keep it on the deck. So, full power and a go-around was the best thing to do – too many people make the mistake of pursuing a landing that is not going to happen. If you have fuel in the tank, what's the problem? I managed to settle my plane on the runway on the second attempt and taxi over to Ric, who greeted me with, *"Wow! That looked a little bumpy, Brendan. I don't know where this wind came from!"* Yeah, right Ric.

After a short trip to Ric's house and a much-appreciated cup of coffee we were talking about the adventures that were about to unfold. The flying in Newman was going to be second to none. I had trained there six years before and I must admit I was looking forward to some awesome flying on the station properties that surround Newman where we have permission to fly low-level. There are camels, donkeys, dingos... in fact, more wildlife than you can poke a stick at. We were soon on our way out to have a look at the airfield where we would be operating, and to assemble Ric's Outback. A few local enthusiasts have formed a club and erected a few hangers on the station property just outside Newman. This was going to be quite handy, as it was right behind the roadhouse on the main road into town. Fuel, food, refreshments and flying – it doesn't get any better than that.

After being introduced to the locals, it was time for a look at their aircraft and then the strips. There are three ultralights, one gyrocopter and one microlight. It was good to see them all operating from the same field, all with the same attitude – it doesn't matter what you fly as long as you're safe and having fun.

The airfield consists of a 900m main strip and a 500m cross strip, freshly graded and ready for use. The windsock was placed near the intersection and was clearly visible as you overfly; they even had white-painted tyres down both sides of the strip – these guys really meant business! The roadhouse was called the Capricorn, so the strip was aptly called "Cappi International".

Next day we were up at 4:30am to get the best air. Out to the "Cappi", open the hangar, pre-flight Ric's microlight, and we were on our way. The flying was as expected... good air, light winds and blue sky. It's always hard to do too much training on day one, as the student isn't listening to you – they are dumbfounded by the sheer awe of what is happening. They grin until they have jaw ache and continuously say things like: *"Wow"... "Unreal"... "I can't believe I'm doing this"...* You get the idea?

After a couple of hours we returned to the strip where we had a debrief and a look over the aircraft. It had been a great start to the trip, and I was looking forward to the next lesson, which would be late afternoon as the thermals were kicking in already – and it was only 8am. Time for breakfast at the roadhouse (they do a feed "bigger than Ben Hur and wider than Dog Rock").

The afternoon flight went well, with another good session of medium-bank turns, climbing and descending turns, and generally trying to keep the aircraft straight and level. Ric still had the usual triker's grin,

Photos: Courtesy Brendan Watts



Brendan and his RV6A

Left: Mighty outback dust devil

and a vocabulary of: *"Wow!"... "Didja see that?"... "Can we go over there?"... "Unbelievable!"* All in all, it was another good session, and plans were made for a flight slightly further a field in the morning.

We were at the strip bright and early, ready for action. The trike was full of fuel and we were off. The plan was to do some low-level out on the flatlands and be back before the thermals started and the wind picked up, as it did each morning by around 9am. We covered much the same ground as we had the day before, and were enjoying some great low-level flying. We were about 17km to the east of the strip at about 300ft agl, when the power died for a split second then cut back in. Now, that got my attention!

"Was that you?" I said to Ric. *"No, not me,"* he said. But you know what students are like; they like to poke things and they tell porkies and they take their foot off the throttle because they're not comfortable. But they don't say, *"Hey, I'm just going to change my foot position. Don't be alarmed about the sudden loss of engine power when I do it"*. So I'm thinking, *"Ahh, he moved his foot – that's what it was!"* But, just at that moment, the engine did it again – a sudden drop in rpm – but this time it was not going to pick up.

"Ric, I have control!" were the words I used – that way there is no confusion. This is made clear to all students before we start training. *"You have control,"* said Ric, followed by, *"What's wrong with it?" "I'm guessing fuel filter,"* I said. *"I've had this happen three times in my 10 years of instructing, and I think this will be the fourth. When I say full throttle do it immediately, as while it is idling the fuel bowl will fill up and full throttle will give us power briefly"*.

When full throttle was applied, the response was there – we had power and we started to climb. I told Ric to get his bear-

ings as we would need to know which way to walk out. We managed to climb to about 150ft and get a good look at the shortest route out when the motor died again, confirming it was fuel.

"Here we go again! Nothing more than idle and no real nice place to put down." In the outback your choice is mainly spinifex, low scrub and more spinifex – it's just the size of it that varies.

I was confident we would survive it okay, but there is always the possibility of a rollover and the terrain always looks smaller until you are two feet above it. Thank God for the tundra tyres – that would surely make a difference when we landed in the stuff.

We managed to get power once again, but this time not as much as we would have liked. As the motor coughed and tried to burst into life we made contact with the spiky stuff... it would have to be nearly two foot tall in places and hard. Just when I thought we were down, we bounced off a nice clump and the motor decided to kick back in – Ric still had his foot hard on the throttle.

The bounce, combined with full power and full angle of attack, had us airborne again and climbing, but only for a short while. The motor died again. *"Take your foot off the throttle, Ric. I've had enough of this, we'll land this time."* I guess when you get enough spinifex spikes in your ass and legs it's time-out. This time we set up the landing and followed it through. We bounced over the scrub, generally bashing through it and flattening it until we came to a stop. And, we were still the right way up... bonus!

We checked out the trike base and wing – not a scratch anywhere – and we were fine. We moved the rear seat padding forward to reveal the fuel filter. Seeing the build up of crud in it answered any question about the cause. We took the filter apart and cleaned the screen filter and replaced it, dropped the carby bowls and confirmed no fuel in there either. We drained off fuel from the lowest part of the tank until we were happy with that and then started the engine... not a problem. After warming it up and going through the usual checks we were happy that it was okay and could assume we no longer had a problem.

Getting out was going to be fun. There seemed to be just no way, and the thought of walking back through this terrain was not a pleasant one. Ric and I decided to go for a wander to see if there was a clearing not too far away where we might be able to get enough of a run-up to get airborne.

After a scout around, we decided a near-by clearing was our only option. We then

spent a good hour getting the trike to the spot where we would attempt to get airborne again. That on its own was a challenge, but we did it by pulling and lifting and generally negotiating our way through the spinifex and scrub – there was no way we could taxi it. We secured the trike and started clearing an area big enough to at least give us half a chance of getting out. How did we clear it when we didn't have any tools? The only way was to pull it out with our hands or kick it out – talk about time-consuming and tiring! Where's a grader when you need one?

It was nearly midday by now and the thermals were going off everywhere. It was hot with very blustery conditions. The dust devils were towering way up into the sky – the red dirt being carried aloft sure stands out against the blue sky. We had just about had enough of the heat, the flies and the prickles. We were hot, sweaty and covered in scratches and red dirt. This is not what triking is all about... I knew I should have stayed home!

Then it was time – the moment of truth – do or die. Was the "runway" long enough? Was it clear enough? We decided to taxi up and down a couple of times to give us something to aim for, as it looked nothing like a runway. In fact, it was hard to see what we had actually done. We did one slow run up and back and decided that it was not a good idea... too many spikes, and the last thing we needed at that time was a puncture.

I told Ric that if we were not airborne by the time we reached a small, scrubby tree that sat off to the left of our make-shift runway, we would abort, because after that the scrub and spinifex was just too thick.

"Do you think we will get airborne?" Ric asked. I answered that I'd never had to try to get out of such a situation before. Our main problem would be ground roll – if we couldn't get enough speed we couldn't fly. But, looking on the bright side, we had a 582 Outback with a Wizard wing – the best possible combination for such a situation. And, with the big tundra tyres giving us extra ground clearance, I believed we had a good chance.

So, it was time to give it a go... We warmed the motor to operating temperature, secured our harnesses and helmets and lined up. I asked Ric to keep his feet firmly on the dual steering with me, as the last thing we needed was for a chunk of scrub or spinifex to reef the front wheel off to one side.

We gave it full throttle and away we went with full angle of attack to get the front wheel out of the scrub. We bounced a couple of times off some decent clumps of Spinifex,

one of the bounces getting the front tyre off the deck, which made a substantial difference to our ground roll. As speed increased, Ric's trusty little Outback immediately leapt into the air. And the tree we used as a guide? Well, we had enough height to bank left and actually fly over the top of it with about 25ft to spare. There were some big sighs of relief and some words not suitable for publication – but as you can imagine we were glad to get out.

The bouncing we got from the thermals seemed insignificant; we were still laughing at the ease at which the trike got into the air – we could have got away with half the distance! But it's always better to be safe than sorry – we were just glad to be in the air.

What would have taken us hours to walk seemed like a brisk flight. With the engine purring and no sign of a miss whatsoever, we climbed to 1,500ft and headed for home.

An uneventful landing and a short taxi saw us back in the hangar. The reason for the engine failure was clear. We saw the offending crud in the fuel filter – no doubt about that. But, how did it get there?

In 10 years of instructing I've had four instances of engine problems due to dirty fuel filters, with this being the only one where I had to put down, and I still say the same thing... it wasn't me! Who put the fuel in the aircraft? Where did it come from? Did it get poured through a Mister Funnel? Was it in a clean container to start with? Maybe we'll never know how it happened.

The lesson is that your engine requires "x" amount of fuel to produce "x" amount of power. If the fuel filter is clogged, supply will not meet demand. Therefore power will be reduced dramatically. Take the time to inspect and clean the fuel filter on a regular basis. After all, it's only a five minute job. The other thing worth noting is it's only when you get caught out in a situation like this that you realise there are things that you should have on board, such as drinking water, a first-aid kit, an EPIRB, a tie-down kit for the aircraft, a lightweight tarp to lie on while waiting to be rescued (these come in a bright orange colour and make it easy for you to be seen from the air), a mobile phone, a UHF radio, a GPS, anything that may save your ass or your passenger's.

And, remember, forced landings don't always go according to plan. How would you go in this instance with a broken leg or broken arm thrown in for good measure? It's scary just to think about it, but it could have been a lot worse... it could have been YOU! Fly safe and be prepared.



Salsa

Shall we dance?

Dancing SALSA is about moving.
Moving gracefully, moving
passionately. Silently cutting the air.

The time for SALSA has arrived and APCO is launching the long awaited new DHV 1-2 class glider. It has been designed to be the backbone of our 2005 range of gliders. Carefully crafted to insure success and justify the hopes and promise its name carries.

Performance boundaries are pushed further, handling is even sweeter and safety more reassuring. Groundhandling and launch are easier than ever. The glider weight has been sharply reduced. A new planform and profile help for top performance in its class.

Safety, feel and handling will remind you of APCO classics, but turn co-ordination is more precise and brake response is immediate and direct.

SALSA is equipped with HIT valves – standard on all latest APCO gliders. They guarantee the widest speed range on accelerator, and safe excellent glide across the speed range.

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Colour design – following the new APCO spirit – unique, outstanding and bright.

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APCO's purpose build, specialised wing for paramotor flying

It is just launched for 2004/2005 season and already enjoying huge popularity thanks to unique combination of parameters making it probably the best wing around (for paramotoring as well for free flying)

Fully certified by AFNOR/CEN to Standard Class and approved for paramotoring and free flying.

THRUST's design is focused on:

Launch – spotless
– no matter wind or
no wind, cross or tail.

Groundhandling
– THRUST positions itself overhead with no effort and just hovers there even in the slightest wind with no sign of collapse, waiting for the pilot to be ready to accelerate into the air. In the air the wing acceleration is smooth, and THRUST willingly responds to the engine's thrust.

Handling – direct, precise and effortless

Flying – awesome

Safety – impeccable

Landing – piece of cake!

Riser – with accelerator and trim (for paramotor version), featuring two different levels of hook-in points enabling the THRUST to be fitted to any frame and capable of huge safe, speed range thanks to APCO's exclusive HIT valves (well over 50km/h)

Speed valves (APCO's exclusive HIT valves) are standard, as well as APCO original double coated siliconised cloth and heavy SuperAramid lines, backed up by our three year/250 hour warranty.

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FUN AT BORDERTOWN

Courtesy Vintage Times Newsletter

GREAT WEATHER, GREAT FACILITIES AND GROUND SUPPORT, AND A GOOD ROLLUP OF VGA MEMBERS SEALED THE SUCCESS OF BORDERTOWN 2005!

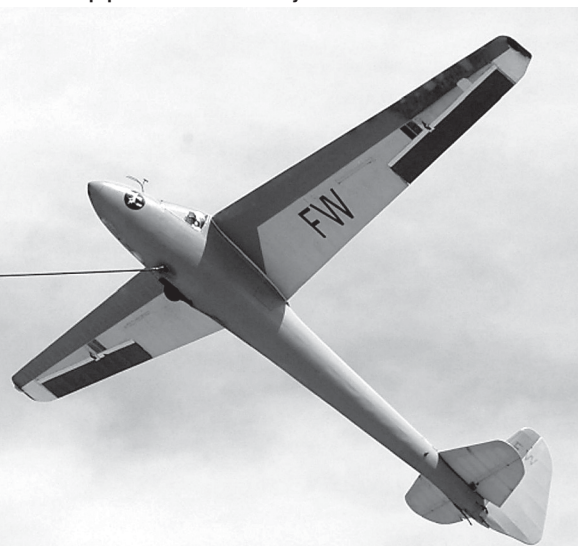
Fourteen sailplanes from three States made the journey to Bordertown, and over 50 pilots, crew and visitors enjoyed all the pleasures and ambience that vintage gliding has to offer. Flights were made to 11,600ft, 330km and over five hours. Blue sky thermals, unlimited visibility and light winds persisted on most days. All launching was by the two-



Caleb White, VGA Flying Director, takes up George Buzelac in the Kookaburra



Leigh Bunting pre-flight tests the Hi-Tech equipment in his Grunau Baby 11



drum winch, handled skillfully by the Bordertown-Keith Gliding Club members.

Sailplanes attending were:

- *Golden Eagle GFC with Alan Patching*
- *Ka4 IKK owned by VGA and flown by many VGA members and friends*
- *Olympia GFW with Keith and Edna Nolan and Ged Terry, who came all the way from the UK*
- *Woodstock HNW with Mal Bennett*
- *Grunau Baby II GDN with Leigh Bunting*
- *Boomerang GTK with Lyle Whitfield*
- *Boomerang GTR owned by Theo Van Alkemade and flown by Ian Patching*
- *Shortwing Kookaburra GNZ with Gary Crowley and Caleb White*
- *GB4 GHK with David Howse and Rosie*
- *Duster HDT with Peter Raphael*
- *ESKa6 GNB with Dave and Jenne Goldsmith*
- *Super Arrow TJ with Emilis Prelgauskas*
- *ES57 Kingfisher GKN with Ian Patching*
- *Boomerang GDU with Philip and Loes Beale*

Other members and visitors included Terry Whitford, Geoff Lucas, Alan and Margaret Delaine, Ralph "Feathers" Crompton, Grant Mockunas, Kiernan Patching, Geoff Hearn, Frank Smith, Kevin Sedgeman and Ann, Doug Cole, Fred and Pat Foord, Gerry and Cill Rim, Kevin Barnes and Brian Stopp.

John Viney arrived in a Dimona, and Graeme Betts in a Cherokee. Other visiting aircraft included a Chipmunk and a Luton Minor. Keen modellers within the group kept everyone entertained during calm periods.

On Sunday 9 January, at briefing, the Geoff Gifford Trophy was presented by Ian Patching to Peter Champness for a Foka 5 flight of 315km, the longest flight of four entries. Flights at the rally are not eligible for this trophy.

Flying at the rally commenced in earnest, with a two hour task being set. Keith Nolan in his famous Olympia "Yellow Witch" won the day with 153km on handicap. There were 32 launches for the day.

Photos: Peter Brookman and Dave Goldsmith

Olympia "Yellow Witch" on winch launch

Monday saw good weather with a moderate westerly drift and again a two hour task was set. Ian Patching burnt around 200km in two hours in the Boomer TR, and Dave Goldsmith flew 330km in five hours 30 minutes in the Ka6 NB, sharing equal first prize on handicap. There were seven cross-countries and Peter Raphael reached 11,600ft during a 104km jaunt in the Duster, HDT.

Briefing Tuesday was interrupted by a call for stronger tie-downs as a hot north-westerly wind became more boisterous! A non-flying day was declared and four carloads went to visit Emilis' museum at Monarto. Temperatures soared to over 40°C, and the small number left behind toiled to protect the gliders as the wind became even stronger and more gusty. Fortunately no damage was done.

Wednesday was calm early but the south-westerly stream built up. Emilis and Keith set off for a struggle, but in the end no contest reports were entered.

Thursday was better and a number of pilots set off on the task. Mal Bennett won the day in the Duster with a flight of 162km on handicap, and local soaring was enjoyed by many.

Friday morning's temperature trace foretold a disappointing day, and rain was forecast for the afternoon. Some launches were done in the morning before the gliders were secured for wet weather. In the late afternoon and overnight some light rain fell.

Saturday was better and local flights of up to four hours and to about 5,000ft were enjoyed, before the gliders were de-rigged ready for Sunday's trip home.

On Saturday evening at the wind-up dinner the menu included lamb-on-a-spit, a culinary masterpiece to cap off the wonderful meals provided throughout the week. The Vintage Times raffle for Martin Simons' book "Sailplanes 1945-1965" was drawn by Edna Nolan, the winning ticket belonging to David Craddock, a VGA member from Epping NSW, who has published a series of books on Australian gliding history.

The following prizes were awarded:

Feathers Encouragement Award

Gary Crowley

Best Single-seater

Duster, HDT, Peter Raphael

Best-Maintained Schneider Aircraft

ESKa6, GNB, Dave and Jenne Goldsmith

VINTAGE TASKS

1st	Ian Patching	Boomer
close 2nd	Keith Nolan	Olympia
3rd	Dave Goldsmith	Ka6
4th	Leigh Bunting	GBII





Vintage Gliders Australia President Alan Patching prepares to fly the Golden Eagle



Kevin Sedgeman presents the Best Single-seater Award to Peter Raphael for the Dустre VH-HDT



Peter Champness wins the Geoff Gifford Trophy, presented by Ian Patching



Feathers award presented by Ralph Crompton to Gary Crowley



A happy group at Bordertown



Kevin Sedgeman presents the Best-maintained Schneider Aircraft Award to Dave and Jenne Goldsmith

Contemporary-Classic-Veteran-Vintage

Emilis Prelgauskas

Compiled from discussions during the 2005 vintage gliders' rally held at Bordertown in January 2005

There are a multitude of ways in which diverse sailplane types are aligned with one another: where each fit together into a total club fleet shape and thereby cover all pilots from the ab-initio to those with advanced flying, and where types are grouped together comparable in performance, such as for contest use. Sailplanes can also be brought together with other commonalities forming an umbrella.

Gliding's emphasis in its day to day activities is usually focused on the day's matters – flying, weather, ground operations, including current gliders and support needs.

In moving forward over time to replace modern equipment, it is helpful to think about existing older equipment in the same archeological time terms as do other sports and activities. As material moves from categories of innovation to routine and onward to elderly, motoring, boating, rail, horsedrawn and similar activities have such equipment categories, as might gliding.

Within gliding it is interesting to view that both ends of the spectrum have already been given a formal place in the gliding hierarchy. Contemporary sailplanes sit in club fleets and contest classes. Vintage sailplanes have their admirers and preservers.

In the meantime, there are now reasonable numbers of other gliders that might suit other

intermediate categories to be established in gliding in parallel with the existing. This is part of strategic thinking which focuses on the continuing cycle of re-equipment of the sport with new at one end, and the preservation of equipment post-club at the other.

Current generation gliders have multi-class and club definitions to cover their range. There are a range of older FRP gliders which are no longer used in that sporting environment. There are metal airframes which don't operate in a sporting environment. Suitable recreational places for these can be expected to be a natural evolution within the sport.

Wooden airframes have, for almost 30 years, assembled under the 'vintage' banner for social and proficiency flying. That environment can be a guide, but is unlikely to be a suitable environment in itself, for classic or veteran sailplanes to congregate.

This is not to say that several such categories would not assemble together at one place for get-togethers and comparative or mutual support, in the way that vintage and homebuilder categories already collaborate.

But the emphasis of veteran and vintage sailplanes and their drivers might be different enough, the topics of interest specific to alloy

or FRP construction diverse enough, to encourage independent category for these.

The vintage category has already shown that fellowship, mutual areas of interest, commonality in issues in the equipment, gives the gatherings a cohesiveness, and the underpinning organisation a trueness of purpose, that enables good things to be achieved.

Initiatives in that category are already proceeding towards the Australian Gliding Museum and the collection of old airframes, the return to service of some, the restoration for preservation of the rest. These are visible outcomes, as are training courses to keep alive the skills particular to wood, rag, and steel tube airframes, and the solving of issues from amongst the membership with the accumulating knowledge as these sailplanes age.

Similar collective outcomes might be achievable from within their numbers for metal and glass airframes and their operators in coming together in groups of their own. The form of classic or veteran associations might follow the pattern from the existing wood-oriented vintage gliders or they may evolve on their own format.



Encouraging Cross-Country Around the Clubs

James Cooper

IN WESTERN AUSTRALIA THE THREE MAJOR CLUBS, GCWA CUNDERDIN, BEVERLEY AND NARROGIN, ARE LOCATED WITHIN 150KM OF EACH OTHER, IN A NORTH-SOUTH DIRECTION.

Many moons ago we made attempts to hold some interclub competitions by having events at each club, however most pilots were not prepared to pack their gliders in boxes and travel to the other site. The interclub competitions therefore fell on their face.

However in 2001 it was decided to run an interclub competition each month where pilots flew around all the clubs, leaving at their own site. This made a round trip of 306km. Those leaving Cunderdin fly Cunderdin/Narrogin/Beverley/Cunderdin,

those from Beverley do the same task starting from Beverley, and so with Narrogin. We do have a little diversion as the inbound and outbound course into Narrogin is possibly only 10°, so in this case we add Narrogin town which is nine kilometres from Narrogin, thus stopping conflicting traffic.

The aim of the competition is to encourage cross-country for all pilots. Each pilot scores for his club, with some formula I cannot understand, and in turn scores for their club. The club with the most points for the weekend scores five points, second get

three, and the last gets one. The total of the scores for the season, October to March, reveals the winner. Although scores for the best four flights are cumulated for individuals there is no trophy for this as the aim is to encourage all pilots to fly, and by flying for their club even the novices score.

After the first year we did find that some pilots were not confident to fly the full course, or alternatively weather conditions, particularly at the beginning and end of the season, were not good enough for all to complete the task. We therefore allowed the pilot to cut short and score 90% of his total distance. Any pilot flying over 100km handicapped scores 500 points thus not demoralising the slower novice.

The date for the competition is always the third Saturday of the month so everyone knows when to fly.

Over the years the number of pilots flying the task has increased, with some days as many as 17 going around – sometimes just one. As the event is to encourage flying there is not such thing as a no-contest day, unless nobody flies. Flight times are sent to me and posted on my web page, usually within a few days of the task, as another pilot checks my figures before they go to the website.

If you have a few clubs that operate locally why not consider doing what we do. It certainly encourages cross-country flying as everyone is doing it for the sake of their club. The better pilots have a chance to compete against other pilots of the same calibre, the novice pilots the same.

If you would like some more information then go to my web page [www.jamescooper.com.au] and follow the links to gliding. There are also a number of articles that I have written which may be of interest. If you have any questions please contact me on <james1@vianet.net.au>.



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Final Glide

DR AT (TOMMY) THOMPSON

12/7/1925 to 7/1/2005

Greg Banfield

Arthur Trevor ('Tommy') Thompson was born in the United Kingdom on 12 July 1925 and joined the Royal Navy Fleet Air Arm in 1943, being sent to Canada for pilot training. He returned to the UK for a naval conversion course in Barracudas and carried out his first deck landings in that type. He subsequently flew Swordfish and Sea Otter aircraft before the end of World War II.

Post-war, Dr Thompson graduated as a Bachelor of Medicine and Bachelor of Surgery from Manchester University. He continued flying with the RNVR in Harvards, Fireflies, Avengers, Balliols and

Vampires, including Firefly deck landings on HMS Illustrious during her last commission.

In 1957 Dr Thompson joined the RAN as a Medical Officer but was able to continue flying, doing a full jet conversion on Vampires and Venoms including deck landings on HMAS Melbourne. Whilst at HMAS Albatross (Nowra), Dr Thompson was Chief Flying Instructor of the Navy Gliding Club.


He joined Qantas as Medical Director in 1969 and held that position until he retired in 1984. After leaving Qantas he retired to England but subsequently returned to Australia and worked for the Qantas Medical

Department as a Doctor under contract, from August 1986 until July 1989.

Dr Thompson specialised in Aviation Medicine and became President of the Aviation Medical Society of Australia & New Zealand.

Since 1969, he continued his interest in gliding, and managed the Australian gliding team at World Championships in Poland and the USA. He was Honorary Medical Adviser to the Australian Branch of the Guild of Air Pilots and Air Navigators.

Dr Thompson died in Queensland on 7 January 2005 at 7:07pm after a battle with cancer.

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MEETING THE MONK

Taff

MY FLYING HAD BEEN IN A RUT FOR AT LEAST HALF A YEAR.

I'd been getting good - too good, too quick, may have been my problem. I'd worked my way up the competition ladders, local, state, national, then international. But I'd just come to a full stop in the very bottom ranks of the international ladder, and it didn't look like I was going to get any further.

Okay, you can say I'm in an enviable position. My parents left me a lot of cash, enough to live on comfortably and then some, so I didn't ever have to consider working. I'd bummed around the world, travelling cheap, seeing the sights, experiencing other cultures, doing the whole "hippy trail" thing. But I was bored and unsatisfied by the lifestyle. I had nothing that made me get up in the mornings, so most mornings I just didn't. That was until I saw some paragliders flying at Annecy. I was hooked from the first moment I saw them.

I took lessons in France, then returned home to Oz. I'd heard so much about the flying in Oz, all the international pilots held it in high esteem. I enjoyed the irony of finding what I had travelled all over the world looking for - a sense of purpose - available back on my own doorstep. I hooked up with the local club, I took some advanced training from the local school, and got all the SIV and other courses under my belt. Due to my freedom and financial independence I rose through the ranks quickly, and just loved the thrill of flying with the best.

But not being the best was getting me down.

I'd been watching everyone I flew against, trying to find out what made the best better than the rest, what they had that sorted the wheat from the chaff. I couldn't for the life of me figure it out. It wasn't the gliders or the equipment I used, I flew the best. It wasn't their physical fitness, I was as fit as, if not more fit than, most of them. It wasn't their "balls", I had thrown myself into situations that they had backed out of. I was at a loss.

Then I remembered something I had heard about on my travels. At a monastery in Nepal was a teacher of Buddhism, who had the reputation of being able to teach anyone how to improve their life, happiness, skills, and, well, to improve just about any bloody-thing about them, really.

So the end of the flying season saw me heading back down the hippy trails, looking for Shechen Tennyi Dargye Ling Monastery

in the Nepali hinterlands. I'd been in contact with the monastery via some old mates who had volunteered there, and who still had contacts amongst the monks and nuns. I'd been granted an afternoon interview with Ang Nam-Ka Sherap, the monk I'd heard about, and he'd graciously offered to talk to me about my problem.

The monastery finally appeared after two days of trekking, and a day of violent dysentery, were behind us. I'd hired a couple of Nepali Sherpa's to carry my belongings, and of course my paraglider. I wasn't going to wait to put my new knowledge into practice, and intended flying from the ridge overlooking the monastery the day following my meeting. The monastery itself was a grand, opulent place, highly decorated in golds and deep reds, with prayer flags flying over all the buildings. The sound of the monks chanting filled the squares constantly, giving a movie soundtrack to the whole place. Everywhere monks with shaved heads sat in contemplation, or discussed and debated in twos and threes, while others did nothing. They were very good at doing nothing.

I was shown into a small room and told what ritual cleansings I had to observe before meeting "Nam-Ka", as I'd been told I should call him. I was told how I should present the small gift I knew was a good thing to bring, and what I should do, and not do, in his presence. It was fortunate for me, I learned, that Nam-Ka had spent time as a Sherpa on mountaineering expeditions, and had a good command of English, as I had never learned any Nepali.

Eventually I was shown into his cell, a small room that contained a bed, a writing table, and not much else. I'd been expecting someone resembling the Dalai Lama, so I was a bit shocked to meet a rounded, youngish man of maybe mid-thirties, with a big grin on his face, who slapped me on the back, told me to take a seat on the bed, and seemed to know less about (and obviously cared less about) the rituals we were supposed to be observing than I did.

"Okay, so you're a good, what is it? Paraglider flyer! But you aren't the best, and you want me to help you to fly your paraglider better, that's right?" I was gobsmacked to say the least!

He smiled at me. "Your friends who fixed up this meeting told me," he clarified. "So, tell

me about this paragliding then." I gave him a run down on the paraglider, how it works, how you fly it, what you do and don't do, all about the conditions you need, etc. He nodded and asked me to clarify when my explanations were unclear, and seemed to find the whole idea interesting. "So, let's think about you now," he said, when I had exhausted my 'beginner's guide to paragliding' spiel. "What is this drive you have to be the best? What is it that you want to achieve really?" I explained my lack of direction in life until I found flying, and how it had given me a reason, a direction, a focus. "So why is that not enough for you?" he replied. "If you have a direction in life, and a reason for your living, why do you need to be better than others?" I explained how we had leagues, and how we competed, and how we were ranked, but he interrupted me, politely, and asked again; "If you have a direction in life, and a reason for your living, why do you need to be better than others?" I explained that I had to have a goal, had to have a focus, had to have an end result. "Once you are the best in the world, what then?" I hadn't really thought that far ahead, but suddenly it hit me. Once you're the best at something, you may as well quit, may as well give it up, as it's only downhill from there. Sure, you can struggle on, trying to maintain the quality, trying to keep the edge. But younger, more driven, more hungry people will always be chasing your tail, and is the fight worth the candle? The realisation hit me like a blow. Once I'd achieved my goal, I'd kill what I'd been seeking.

I realised I'd said nothing for a long time while I'd been lost in thought, so I asked, "Is every attainment the death of ambition?" He smiled at me, "Every life is a journey, every attainment brings new challenges, every challenge is not an end in itself but a way of finding what lies behind the end. Once you have reached the end of this journey, you may find your challenge flying without competing, or a new challenge may present itself." He laughed at this, "I sound like those people who wrote 'Buddhism for beginners!'" I winced at this, as I'd read the book on the flight over. Nam-Ka looked at me, smiling, as if he'd read my thoughts, "It's not that bad a book."

He paused for a short while, composing himself. Then he took both my hands in his, "But think on this - our beloved Dalai Lama in his present incarnation said, 'We can never obtain peace in the outer world until we make peace with ourselves. Self-hatred and self-loathing often comes from having too high expectations of yourself. You may need to reduce your expectations of yourself, to accept yourself as you are.'" I thought about it, all the fight-



ing with others, competing for take-off places, pushing out for thermals, squeaking lift, flying at the edge, bully and hammering my gliders, to get what? A tin cup and 10 points on the ladder? I'd been fighting myself mainly, always down on myself for missed chances, poor decisions, bad flights. I'd never enjoyed a flight unless there was a winner's trophy at the end of it. I realised now that the reason I'd never achieved what I wanted was I'd been fighting with myself half the time, pouring pain, scorn and hurt onto my own back. *"So what I need to do to improve my flying is to stop fighting myself, and enjoy what I'm doing?"* I balked at that, *"It can't be that simple, surely!"* *"Why do you need to make it harder?"* was the cheerful reply. I had no answer to that.

He looked at me, still with that happy smile on his face. *"Let's do a little exercise,"* he suggested. He made me sit comfortably upright on the bed, and then in a low calm voice, started talking to me about flying. He talked a good flight. He'd picked up, and remembered, all I had told him, and made a believable scenario for me to follow. Then in a voice as low as a whisper he talked me down, down through relaxation, down into myself, into a state of consciousness I'd not

felt before, not even on good grass. Suddenly I felt my "flying" become more fine tuned to the air, I felt myself let go of tension, the need to compete, the desire to be best, and I flew like an eagle. I flew as part of the air, of the sky, of nothing and everything.

I had to shake myself after we had finished. *"Can I do that for myself?"* *"With a little practice you should learn it, maybe a couple, three, four, years of daily practice. But remember, you force it and you'll lose it."* I resolved to practice daily, no matter what.

We shook hands at the end and I gave him my gift. He seemed pleased. I slept overnight in a monk's cell.

The next day loomed clear and crisp; I had a Sherpa carry my glider the mile or two to the top of the ridge overlooking the monastery. I was hoping to land in the big square at the front of the monastery, as a tribute to Nam-Ka.

I took off – there was some nice lift from the ridge – and soared around, finally letting go of the need to impress the monks below, and just flying for the sheer enjoyment.

I could have slapped myself for missing the simplicity of learning to fly well; the doing is in the not doing. I had gained a great deal, or at least I was using fully what

I'd already had, I could feel it. My flying was fluid, relaxed, effortless. The most important difference wasn't in my no longer competing with others, or in my stopping fighting the air for the best lift, or not trying to force the flight the way I wanted it to go, it was in letting go of everything. I'm not saying I just hung there like a puppet, that's not it. I just stopped consciously forcing things. I relaxed, I flew naturally, I felt at one with my flying. There was no conscious effort, I was at one with the glider, the air, and most importantly myself. I flew just the way I'd seen the top boys fly. *"Have they met Nam-Ka?"* I wondered.

I was setting up for a final pass before landing, when Nam-Ka spoke in my left ear, *"This is fun, I may take it up sometime."*

No, I wasn't hallucinating in the thin air, I hadn't done any drugs or become schizophrenic. He was up there with me, sat just to my left, smiling and enjoying the ride. He was there and not there. You'll just have to take my word on this; words cannot describe the indescribable.

But I knew then that I could truly give up my ambition to be the best pilot in the world.

The best pilot in the world isn't even a pilot.



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Waikerie – 9 to 21 January

FINAL SCORES

Position	Pilot	Comp ID	Total	Day 1	Day 2	Day 3	Day 4	Day 5	Day 6
1	Taylor B	Z2	5,351.3	946.9	795.5	922.5	1,000.0	969.0	717.4
2	Temple P	UZ	5,262.7	840.4	807.7	960.1	954.7	977.7	722.1
3	Cubley T	VX	5,235.3	1,000.0	652.3	964.1	914.7	1,000.0	704.2
4	Buskens P	JG	5,053.1	875.5	659.1	1,000.0	894.1	948.8	675.6
5	Woodward D	WK	4,968.5	708.2	723.9	913.2	957.3	957.9	708.0
6	Ritchie P	IZE	4,928.1	875.1	762.9	955.1	774.1	878.4	682.5
7	Trotter P	IC	4,863.3	780.7	733.5	897.7	976.5	837.1	637.8
8	Trotter L	NL	4,810.1	860.2	769.1	945.3	940.3	634.4	660.8
9	Gilbert T	CK	4,694.3	840.1	635.5	880.6	821.6	921.8	594.7
10	Buelter R	WQF	4,656.1	824.4	631.1	928.4	894.0	819.9	558.3
11	Feeg M	UH	4,524.9	614.0	602.0L	898.9	911.9	867.0	631.1



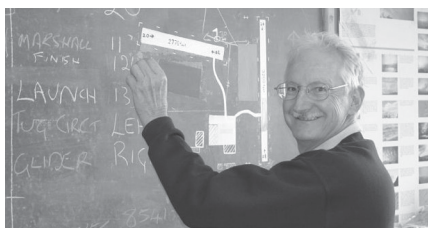
The operations' director, comp weather man, and competition director: David Conway, David Wilson, Terry Moore



Competitors, organisers, helpers, crew

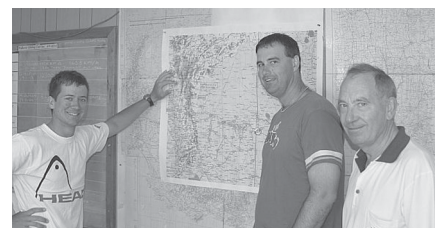


A neat stack of gliders, waiting for launching to commence



John Blyth was the tugmaster for the competition. As well as choosing runway and circuit directions, he was involved with marshalling: neatly stacking 50 gliders into a small area so that launching would be efficient

Photo: David Conway



Each morning the tasksetters considered the weather and decided on a flying task for the day. Here are Adam Woolley, Peter Robinson and Terry Moore

Photo: David Conway



Tom Gilbert



Jeff and Don Woodward waiting for launch

Photo: David Conway



Adam Woolley was the only 'junior' pilot in the competition. (Juniors have to be under 25 years of age.) Sarah Allen is helping Adam to prepare his glider

Photo: Ann Woolf



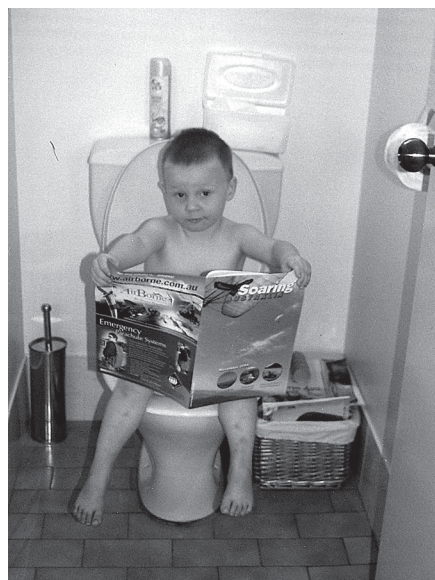
Jade Palmer and Indea Tabart playing chess in the clubhouse. This was the only competition at the club on Friday 14 January as the day's racing was cancelled due to weather: a low inversion is keeping thermal heights down



Five pilots from Western Australia entered the competition. From left: Jeff Woodward, Chris Runeckles, Tim Wilson, Iain Russell, Don and Dave Woodward

Photo: Ann Woolf

Letters to the Editors • • • • •



Youngest Fan

Here is a photo of possibly your youngest fan, our three year old son Kaden Munsie. He was very engrossed in your magazine while snapped on the toilet recently. When questioned as to what he was doing he replied, "Reading on the toilet like Dad does." Perhaps he is going to take after Daddy and Uncle Rhett (Rockman) and become a paraglider pilot after all!

Danny and Kylie Munsie

The Standard of Pilots

I have been the West Australian state coach for some time and discussions with other coaches across not only this state but other states shows that there appears to be two points of concern with regard to the standard of pilots who arrive at the early cross-country stage.

Firstly, the ability to fly constant speed and normally expected 45° angle of bank turns. Until they can do this they will have great difficulty flying cross-country, because they will not be able to climb.

Secondly, the very poor standard of lookout. It is my strong belief that the problem of lookout can largely be resolved by the way we train early pilots: that being, to cover up the instruments from day one. Why does an early pilot need instruments to look at? We are telling them that to maintain speed they should fly by attitude and feel, so why give them an instrument to look at? The instructor can tell them

if they are flying too fast or slow. Once a pilot has achieved a suitable standard then give him/her instruments as a reference to their feel not a feel as reference to their instruments. This is not only my thought but that of virtually all pilots to whom I have spoken. How long is it going to be till we start producing pilots who fly like eagles, rather than like power pilots? This is not an insult to power pilots, just that we fly differently.

James Cooper, RTO Sports, WA

Shoulder to Lean on

Thank you to everyone who helped when I dislocated my shoulder at Conargo on 3 January. I was in a considerable amount of pain at the time and you all helped to make me more comfortable.

Hugh Glenn

Worlds

Congratulations to all those that contributed. A mammoth task done well. A *Current Affair* aired a show that complemented Australia's part in this

great sport. Paul, Rohan, Sandra, Wesley and crew made

it happen with the help of the Hay Shire, Tourism and Development who provided the infrastructure, the Gibsons for access to their lands and of course the magnificent aerotow service provided by the tug pilots.

Tragically we lost a pilot during the event. Our internal investigation has largely established the chain of events leading to the accident. Focus is now on how (if possible) we can prevent any similar occurrence. Through his death we are reminded of the value of our safety systems and the need to consciously apply them every time we launch. We are reminded of the price should we choose to ignore these systems. In memory of Robin Strid, Norway.

Bringing such an event to Australia has taken an enormous amount of input from a great many people. To those that prepared the bid and those that hosted and helped provide the activities – I congratulate you all for providing such a great stage for competition.

With respect and pride at what you gave to the Worlds.

Chris Fogg, General Manager, HGFA



GFA Badges & Certificates • • • • •

31 January 2005

A BADGE

LUCAS, Noel Alfred	11052	Bathurst SC
GEARING, Benjamin M	11064	Darling Downs SC
LOXTON, Benjamin J	11065	VMFG

B BADGE

MCCARTHY, Barry W	11032	Caboolture GC
LINCOLN, Catherine J	10848	Geelong GC

A & B BADGE

PARRY, Stuart M	11050	Qld Air TC
KANE, Francis Brian	11063	Gympie GC

C BADGE

HAMILTON, Damar T	10970	Lake Keepit SC
GODA, Akinori	10784	Narromine GC
WHITFIELD, Edward J	11056	Geelong GC
HARFORD, Alan V F	10990	Caboolture GC
KALKBENNER, Gabriel	10977	Lake Keepit SC

A, B & C BADGE

BATES, Timothy M	11049	Adelaide Uni
REITER, Gerard Henry	11051	Caboolture GC
BEZUIDENHOUT, Benjamin	11053	Darling Downs SC
MURPHY, Andrew	11054	Geelong GC
HISCOE, Peter	11055	Gympie GC

A, B & C BADGE

McLEAY, Ronald P	11057	Boonah GC
ROSE, Paul	11058	Narrogin GC
ITOTAGAWA, Shozo	11059	Narromine GC
YAU, Vincent Kim Hung	11060	Sportavia SC
KORBEL, Stephen A	11061	Southern Cross GC
JEFFRIES, Mark Owen	11062	Caboolture GC

SILVER C

KETTLE, Brett Thomas	4564	Darling Downs SC
GODA, Akinori	4565	Narromine GC
FURZE, Leonie Kim	4566	Hunter Valley GC
CAUSER, Timothy John	4567	Temora GC
ROSE, Paul	4568	Narrogin GC
PADDON, Warrick S	4569	Canberra GC
ANDERSON, Scott S	4570	Canberra GC
THORNTON, Ryan J	4571	Qld Air TC

GOLD C

EDWARDS, Darren A	1597	Alice Springs GC
GASZ, Andrew Peter	1598	V.M.F.G.
ERIKSSON, Bengt J	1599	Sportavia SC
ARTHUR, Alan John	1600	Narrogin GC

DIAMOND GOAL

STRAUME, Andrew	Darling Downs SC
PADDON, Warrick Scott	Canberra GC

DIAMOND DISTANCE

LONG, David Andrew	Geelong GC
DAVIS, Jo	Darling Downs SC

DIAMOND C

LONG, David Andrew	217	Geelong GC
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700KM DISTANCE

TERAMOTO, Tsuyoshi (Goe)	25	Narromine GC
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750KM DISTANCE

LANE, Bevan	123	Kingaroy GC
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Claims for all badges and certificates to:
FAI Certificates Officer Beryl Hartley
PO Box 275, Narromine NSW 2821
Ph: 02 6889 2733 (w), 02 6889 1250 (h)
Fax: 02 6889 2933,
Email <hartley@avionics.com.au>.

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



GFA Accidents/Incidents

1 April to 31 December 2004

Kevin Olerhead, GFA Chief Technical Officer – Operations

Listed below are accidents/incidents reported to have occurred during the period 1 April to 31 December 2004.

It will be noted that a high percentage of the accidents reported relate to problems encountered during the landing phase, either in circuit, or actually landing the glider. These are accidents trends that have been apparent for some time and, as a result, GFA Operations is undertaking a study of training methods and operational requirements relating to these aspects. It is expected that improved training methods and advice for pilots will follow as a result of the study being undertaken.

Accidents

11 April 2004 – Victoria

Ka7: Eagle strike to the outboard leading edge of the right wing while the glider was thermalling.

Damage: Minor to glider. Eagle uncertain, but is thought to have suffered more damage than the glider.

Injuries: Nil to glider occupants. Eagle unknown, but is believed to be no longer partaking in the great joy of soaring flight

24 April 2004 – South Australia

Grob-Twin Astir: The wing struck a person, assisting while the glider was being prepared for a winch launch, when the glider moved

forward due to the winch commencing the launch unexpectedly.

Damage: Nil to the glider.

Injuries: Minor, but not insignificant (cuts, abrasions and concussion).

25 April 2004 – South Australia

SF25 C Motor Falke: Landing damage – tail wheel damaged during a crosswind landing.

Damage: Minor

Injuries: Nil

22 May 2004 – Queensland

L13 Blanik: Glider struck the ground in circuit while turning from base leg onto final approach.

Damage: Severe (probable write-off)

Injuries: Serious

29 April 2004 – Queensland

SZD-50 Puchacz: After landing the glider veered off line and struck parked cars on the side of the runway.

Damage: Minor

Injuries: Nil

15 August 2004 – Queensland

Grob – Twin Astir: Unlocked canopy opened when the glider was approximately 10 to 20ft off the ground during an aerotow launch.

Damage: Minor

Injuries: Nil

24 August 2004 – Western Australia

SZD-50 Puchacz: Heavy landing following a local flight.

Damage: Substantial

Injuries: Minor

31 October 2004 – New South Wales

LS6: Outlanding – the glider landed heavily and then struck a fence.

Damage: Substantial

Injuries: Serious

21 November 2004 – Tasmania

Dimona H36: Heavy landing following a local flight.

Damage: Substantial (Possible write-off)

Injuries: Nil

4 December 2004 – New South Wales

Astir CS: Heavy landing when landing after a local flight.

Damage: Substantial

Injuries: minor

4 December 2004 – South Australia

IS29-D2: Low-level loss of control during a winch launch, resulting in the glider impacting the ground while apparently stalled or spinning.

Damage: Severe (probable write-off)

Injuries: Serious

5 December 2004 – Victoria

Std Jantar 3: Loss of control during a winch launch at approx 250ft agl resulting in the glider impacting the ground while apparently spinning.

Damage: Severe (probable write-off)

Injuries: Serious

6 December 2004 – New South Wales

LS1-F: Heavy landing while outlanding

Damage: Minor

Injuries: Nil

6 December 2004 – New South Wales

LS4: Heavy landing while outlanding.

Damage: Substantial

Injuries: Nil

Incidents

22 May 2004 – Queensland

SF25 C Motor Falke: Temporary loss of control when the student under instruction froze on the controls while on approach to land

Damage: Nil

Injuries: Nil

19 August 2004 – Queensland

Learjet and Glider (type uncertain): Near-miss, Learjet pilot reported having to take avoiding action to miss a glider while on descent at approx 5,000ft. Two gliders were in the area at the time (both two-seaters), but none onboard saw the Learjet.

Damage: Nil

Injuries: Nil

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The Consistency Issue

Bruce Taylor – GFA National Coach

Those of us who fly cross-country regularly will know about the problem of maintaining consistency. Coming up with a good, solid result, flight after flight is important, and if we choose to carry our efforts on into the competition arena, then this aspect of our performance is vital to our overall success. As is often heard around the traps, you can't win a competition in one day, but you sure can lose it! Winning a run of days is worthless if that is followed by one disaster, and all scoring formulae are based around this premise. In George Moffat's book, "Winning on the Wind", he wrote a wonderful chapter called "Winning by not losing". I have read many articles on various facets of other sports that follow this same philosophy, such as "Putting for the garbage bin lid instead of the hole" in golf.

I call this idea "The 95% Rule". This came from a conversation with Andy Davis at the New Zealand World Comps. Andy is a long-time member of the British team and a twice world champion, so it may be fair to say that he has some idea of what he is talking about. In a nutshell it means flying slightly back off the edge, not pushing at 100% all the time. The effects of this approach to our flying are manifold. It means that we fly in such a fashion that we do not need any luck – we don't have to have things fall our way to put in a good flight. It will mean that if we have luck run against us, that the results will not be disastrous.

In practical terms, what am I proposing? What decisions in flight will help our consistency? It is all about never placing yourself in a position where you have only one option left.

- Always look a very long way ahead for changes in the weather. Watching closely what is going on more than 40 or 50km ahead will mean that you are not caught out by a sudden change in conditions. Don't fly out under heavy high overcast and find yourself saying, "Oops, that was not very smart". Be ready to slow down and take the last good climb right up to cloudbase, before you have to set out into the gloom.
- Don't push so hard down to low level that you eventually have to take a really weak climb, just to survive. Quite often the most

important climbs you decide to take, even on a very fast flight, are the slightly weaker ones that will keep you right up in the good air in the best working height band. Using a climb that is only two-thirds as strong as you have been using for a couple of thousand feet costs very little in time. You don't need to take it all the way to the top of convection, just take it as high as you need to in order that you again have more than one option. If you push on past that slightly weaker climb, you may indeed run into another strong one, but more likely as you descend into the super adiabatic layer you will be forced to use rubbish to stay afloat, and that will start to cost you dearly.

- Don't rely on the last cloud in a line to give you a climb. Some days have areas that are working higher under cumulus, and you can bet that if you push on low to the final cloud it will be finished by the time you arrive. If you are getting close to the end of good, reliable-looking lift, stop and use anything solid that will get you up to a safe working height, without trusting the last sign of good lift. Then if the last cloud does have a good thermal you can top up in it, and if it doesn't, you may pat yourself on the back and keep motoring on with options up your sleeve.
- A situation that does not come about too often in Australia, but needs to be kept in mind, is the issue of "parking". It may happen that you are faced with a total lack of convection ahead, at least for the present, and to fly on will result in a certain out-landing. Looking far ahead will help you to decide when the only option is to wait for something to happen. Usually, once this decision has been made, the actual waiting process is simple, but if your mind is still in racing mode, you will be doomed. You may need to travel sideways to track to proceed, or simply to sit and wait. This is one of the most difficult decisions that I have personally faced when flying overseas, as we almost never see such techniques here. Remember this, if you are sitting in a paddock, you have certainly run out of options! While still afloat, there is a chance.
- Have your crew remind you as you close the canopy to simply shoot for a good, solid day. Aim for 900 points, not 1,000. There is no need to do anything special; you can only



2005 Club Class champion Bruce Taylor with competition director Terry Moore

do your best. The surprising thing is, if you operate this way, you keep yourself out of trouble and give yourself the best chance of winning the day too!

What does this flying at 95% feel like?

This is an important thing to consider, as it is here we start to delve into the sports psychology aspects of competitive flying. Ninety-five percent feels relaxed, it feels easy, and it feels as if we have plenty of time to make all our decisions. There is no need to rush, and it is as if the flight unfolds in front of us. If we fly so that we never have just one option left, then there is time to consider the next decision in a far more relaxed manner.

If you frequently find yourself saying, "If only I had taken that three-knotter back there", or "I really need a climb right now", then it is a fair bet you are operating above your ability. You should not need to have luck on your side to put together a good flight. Believe me, I have been there! You may think that winning a day would be fun – you get to take home the wine and have the full attention of the briefing as you tell the world how you did it. But if this fun is interspersed with de-rigging practice, then you should consider relaxing and backing off the pressure on your skills and luck. Ninety-five percent is a good place to be.

Work on some of your new skills for the rest of the season. Most of the competitions are over by now, but there is some lovely flying to be had through the autumn period from most sites in Australia.

Keep safe.



Sub-editor's note: Bruce plans to attend the Queensland Easter competition with a two-seater. As well as giving some coaching presentations, there will be a spare seat available in this glider. If anyone is interested in flying a day with Bruce then please let him know as soon as possible via <brucetaylor10@bigpond.com.au>.



MANILLA XC OPEN 2005

– Open Distance Every Day!

Competition report by Godfrey Wenness



SOME VERY TIRED NEW YEAR'S EVE PARTY GOERS ATTENDED THE FIRST HQ BRIEFING AT 8PM ON 1 JANUARY AFTER TWO DAYS OF GREAT XC PRACTICE FLYING. BY SUNDAY MORNING FINAL REGISTRATION 124 PILOTS HAD ENTERED THE WORLD'S FIRST EVER FAI CAT 2 OPEN DISTANCE COMPETITION.

The forecast for the early part of the week was for generally NW to NE winds with a light trough and low pressure system with possible late thunderstorms – not the best for really big distances. The second half of the week (Thursday to Sunday) showed more XC potential as a high was due to move in over eastern Australia.

The competition format used the RACE/GAP scoring system with Open Distance tasks, thus the maximum points available per day was 900. The nominal distance was set at 80km, thereby giving greater reward to “big” days and de-valuing shorter days. Unless there were bad weather conditions present or forecast, the launch window was open from 10am daily with a last task time of 7pm. This, in conjunction with the fact that pilots could also re-fly after bomb outs, made for a more relaxed atmosphere on launch.

In a first for high level paragliding competitions, pilots and teams could also drop scores from bad days: one day scratched with five to seven days flown, and two dropped if eight days were flown. The teams scoring, as usual, was handicapped: intermediate (DHV 2 glider and less than 150 hours XC), female

and veteran pilots (over 50 years) got a 0.20 bonus factor each.

SUNDAY 2 JANUARY 2005

Day one, task one, WNW winds below 1,500m and SW to SE above. The task advice was to head east towards Bendemeer–Uralla and then Armidale and beyond. The low cloudbase early (2,000-2,300m) made things difficult as pilots approached the tablelands (800-1,000m asl). Those that managed to stay in the air between 40 to 60km were rewarded with a fast rising base to 3,300m and easy conditions for the rest of the day. Best was Craig Collings on his Avax RSE, with 167km.

MONDAY 3 JANUARY

Day two was cancelled at 1:15pm due to strong pre-frontal northerly winds – pilots did not travel up Mt Borah.

TUESDAY 4 JANUARY

Day three was cancelled at 9am due to strong NW winds and light rainfall as a front passes to the south.

WEDNESDAY 5 JANUARY

On day four pilots went up Mt Borah for a 12pm briefing. The SW change was slower than expected and the winds remained strong. The day was cancelled at 2:30pm.

THURSDAY 6 JANUARY

Day five, task two. The front passed and wind eased to a light southerly. A minor trough to the NE in the wake of the front left some mid level cloud layers to burn off as the day progressed. Launch window was open from 10am, but the high level cloud stayed until mid afternoon. Many pilots went ridge soaring just for fun and top landed until the thermic part of the day started. Pilots started on course from 2pm, following the sun line as it progressed east. Those that waited too long couldn't launch as the wind picked up. The flight path was similar to T1, up into the New England Tablelands – not a classic direction for Manilla XCs. Best flight was Craig Collings again at 127km, with a few over 100km and many around 50 to 70km. The sky was filled with spectacular (but not dangerous like in the alps) wind shear lenticular clouds.

FRIDAY 7 JANUARY

Day six, task three. A blue day with moderate S to SW winds forecast and a stable layer between 1,800 and 2,100m made for tricky conditions. With wind torn broken early thermals, many pilots landed less than 30km and went back to Borah for a re-fly. The large lead gaggle flew on, dropping pilots on the way, and at 6:20pm local pilot, and part of the organising team, JJ Bastion, landed his Omega 6 at 185km to the north to win the day. An amazing flight given the difficult conditions.

SATURDAY 8 JANUARY

Day seven, task four. The stabilising high moved east and brought more moisture and thus clouds, making for easier XC conditions. Wind was forecast NE down low and W up high, with freshening SE due later, making for interesting XC decisions. Early pilots launched from Borah North and flew south. Later pilots flew from Borah West and flew east and some then north, and mid afternoon pilots flew north! Great clouds all day to 2,900m with some strong 7 to 9m/s climbs. The best distance was 118km by Craig Donnell on a Nova Radon, but pilots in all directions (S, SE, NE, N) flew over 100km!

SUNDAY 9 JANUARY

Day eight, task five. The last day started out with moderate SE winds and early clouds on the horizon promising classic XC conditions. At the weather briefing Comp Organiser Godfrey Wenness stated that the day had 200 to 250km potential. That fired up the pilots for a big one... and they weren't disappointed. Launching started at around midday. With clouds starting at 2,300m and a minor 15km/h tailwind, by 7pm Ross Johnstone had flown 224km on his Omega 6, with many more breaking the 200km line. Many pilots flew personal bests!

Congratulations go to Belgium pilot Michelle Baptiste who flew her Omega 6 to a new Australian Female Open Distance Record of 179km on the last day.

The presentation was held late Sunday night (1am) in the beer garden of the Royal Hotel due to the late arrival of pilots from what was the biggest XC day of the week.

There was over A\$12,000 in cash and prizes on offer. The \$5,000 cash for a World Record or \$2,000 cash for the Australian record were not awarded, which left more than \$5,000 for the other categories.

Total distance flown during the week was 27,067km!



Photos: Godfrey Wenness, Geoff Guest, Andreas Rieck, Tony Sandeberg

More than three-quarters of the 120 pilots, including some highly experienced pilots in the top 10, flew personal bests during the week, ranging up to 224km.

Full RACE results are on the website [www.mss.org.au].

Pilots generally agreed that the new format made a pleasant change to the usual hectic stress of short race tasks and mass start gate gaggles. The intention was to promote a low entry fee (\$100) scored version of open distance free-flying, and to that end it was very successful with pilots getting maximum potential daily flying for their time off and holidays.

Given the positive feedback and high number of intermediate level XC pilots, the new competition format is likely to be continued in the future to promote cross-country distance flying for all levels, perhaps even with a handicapped/bonused main scoring system as well.



RESULTS

OPEN

- | | | |
|---|-----------------------|----------|
| 1 | Ross Johnstone (NZ) | Omega 6 |
| | (prize: Flytec 5020) | |
| 2 | Craig Collings (AUS) | Avax RSE |
| | (prize: Hanwag Boots) | |
| 3 | Steve Ham (UK) | Avax RSE |
| | (prize: Garmin Geko) | |



Left to right: Mark Graham, Paul Russell, Nicky Moss, Steve Ham



Left to right:
First: Ross Johnstone
Second: Craig Collings
Third: Steve Ham

FEMALE

- | | | |
|---|---|----------|
| 1 | Alison Cawte (AUS, Qld) | Bagheera |
| | 16th overall (prize: Adidas Elevation sunglasses) | |
| 2 | Junghun Park (KOR) | Omega 6 |
| | 20th overall | |
| 3 | Michelle Baptiste (BEL) | Omega 6 |
| | 34th overall | |

BEST SERIAL CLASS

1st overall Ross Johnstone (NZ) Advance Omega 6
Top 6 were all flying the new Omega 6!

BEST INTERMEDIATE

- | | | |
|---|-------------------------------|-------------------|
| 1 | Trelawney Burgoyne (AUS, Vic) | Ozone Vulcan |
| 2 | Peter Rundle (AUS, NSW) | Advance Sigma 5 |
| 3 | Matt Morton (AUS, NSW) | Advance Epsilon 3 |

BEST DHV 2

Mark Graham (UK), UP Summit 2, (7th overall)

50 YEARS

Bob Smith (AUS – Manilla), Omega 6, (8th overall)

TEAMS

- | | |
|---|--------------------------------------|
| 1 | England Expects – \$2,000 cash prize |
| 2 | Manilla Paragliding |
| 3 | Manilla Madness |

Event Organiser: Godfrey Wenness

Event Officials: JJ Bastion, Bob Smith, Brian Shepherd, Suzi Smith Thanks to the Sponsors: Tamworth Regional Council, Royal Hotel (Vic and Tom), Manilla Paragliding, Adidas Eye-wear, Cross Country Magazine and WindWorks PG /Skyline. Special thanks to: Manilla SES, Luke and Craig Goddard (Borah Basher) and all the local retrieve drivers!



Bali is on again - even bigger and better this year

Bali Tour 2005

Fly your ass off in August, the wind swings predominantly to the south - making the entire 15km of the Timbis ridgeline flyable for pilots with even minimal soaring skills. There are easy top and beach landing areas with cafes close by and easy access back to the take off. The past four years we have had many pilots join our tours, learning skills such as ridge soaring, top landing, most gaining around 20 hours airtime in a week. Last year even the pilots that had just gained their licences were flying like legends by the end of their holiday.

All of our pilots flew the entire length of Timbis and had a great days flying at Candi Dasa.

See: <http://www.paraglidingbali.com/gallery.shtml> for pics.

This year there will be Peter Christian, Brett Robinson and myself running the tour, giving instruction and advice as needed. This is the 5th Bali tour we have run and the service level is getting better every year.

We offer complete packages including airfares, airport transfers, 5 star hotel accommodation at the Bali Cliff Resort with full breakfast included, transport to flying sites, expert instruction and pickups when you bomb out - we are there to see that you have a safe/enjoyable flying holiday.

Last year's costs were \$1990 for pilots, \$1550 for non-flying partners

This year Sascha is working with the airlines already for a group fare, airfares & taxes have increased, **BOOK NOW** and we can keep the costs the same as last year.

Note: Tour prices are based on 8 nights accommodation at the Bali Cliff Resort
There is budget accommodation if you want it at "The Warung Indra"

Contact Sascha at Travel Scene Bright email: sascha@tsbright.com.au or 03 5755 1475

To book a spot you need to deposit \$100 per person, *this is non refundable by the airlines.*

Tour dates:

- From 6th thru 14th August, if you wish to stay longer you may

For further info contact Ted 0407 573 879 or info@paraglidingbali.com

www.paraglidingbali.com



Terry Cubley converts Greg to the Standard Jantar at Bacchus Marsh. A step up from last year's Junior

SOME DAYS ARE STONES A Neophyte's Diamond Chase Continues

Greg O'Sullivan – Geelong Gliding Club

I KNEW THINGS WEREN'T GOING WELL RIGHT FROM THE START...

My preparations for the cross-country season had been interrupted by joining a syndicate to purchase an LS3 glider, the trip to Waikerie to collect it and the ensuing rush to get its Form 2 completed.

With only one flight in the LS3 under my belt I thought it would be prudent to fly the club glider I has most hours in, a Jantar Standard 2, VH-IUD, at the Geelong Gliding Club's Nyah Christmas camp rather than take the LS3.

I had a bad cold over Christmas. Fortified with some medication we set off for Nyah on Sunday, Boxing Day, picking up the club LS4 glider trailer from Essendon Airport on the way through. We couldn't

tow the Jantar trailer because the rear ground clearance wasn't enough when hitched to our slightly higher-than-average tow bar. Kevin McGowan towed the Jantar trailer.

We had to pull up on the Bridgewater Serpentine road to help Kevin with a flat tyre on the Jantar trailer. Neither of us, apparently, had the correct wheel brace for the trailer wheels. We dismissed my Peugeot wheel brace out of hand without checking it because it was metric. The club trailers are all tandems so at least it still had three good tyres on the road. Kevin continued on to Serpentine with the flat.

That evening I changed the tyre on the Jantar trailer. The 19mm Peugeot wheel brace was only 0.05mm larger than the 3/4

inch nuts on the trailer wheel and was in fact a pretty good fit!

Monday was a non-flying day. We put the time to good use by rigging gliders and erecting a huge mast for the base station radio aerial. It was the first time I had seen this amazing device, apparently it used to be a regular feature at club camps in years gone by.

Tuesday was a bit windy. I felt just about well enough to fly, I could clear my ears, so I went for a short hop to Ultima and back. I was keen to give my final glide computer, (GPS_LOG running on an iPAQ h2210 with a Transplant CF GPS card) more of a workout. There was so much lift and sink about: I was dropping way below final glide then popping back up again continually.

My nerve gave out and I slowed down to MacCready 0 speed for a while and consequently arrived back high.

It seemed the device could be trusted to some extent after all. A flat tail wheel on the tug limited the number of launches for the day. This was going to prove to be an ongoing problem.

Wednesday was a better looking day, but the morning had to be spent getting the Jantar trailer in some sort of fit state for a possible retrieve. The spare tyre had turned out to be a high profile tyre whereas all the other three tyres were low profile. Another tyre had gone flat. A spare was borrowed from another trailer and the wheels were shuffled about to get both high profile tyres on the same axle. "JB" performed some modifications to the trailer tilt bar with a drill and angle grinder to get the trailer riding level on my car's tow bar. Helen was reassured it was okay to take the trailer on a retrieve without a spare because you could just take a wheel off and run it on three wheels if you got a flat. Guess what I should have been organising before Christmas rather than messing about with my new toy, the LS3?

I took a launch in the afternoon intending to fly down to Boort and back. This was the first leg of the 500km task I was intending to fly when I got my act together and the weather cooperated. I only flew a little further than the previous day and turned back. As the lift seemed to be getting weaker the further I flew from Nyah I didn't want to risk landing out with nothing to gain from the flight. I tried out the final glide software again, resolving to stick to the speed it said I could fly. As I closed in on Nyah I ended up flying down a strong lift street which made a mockery of its calculations.

Thursday I took a rest and assisted with ground operations. Even the short flights had been taxing on my cold-ravaged body. The conditions weren't great either: too stable with a temperature inversion. "JB" and Bill Johnston attempted Raywood and

return in the Janus but only made it to Quambatook before turning back.

Friday, New Year's Eve. It was now or never for the 500km attempt. I prepared the glider straight after breakfast, and got the logger, GPS/iPAQ, maps, food and water ready. I declared a task: Nyah, Boort Silo, Dimboola, Ouyen A/D, Nyah electronically in the logger.

The tug tail wheel was punctured again. We were running out of patches! I noticed that a certain syndicate glider's tail dolly tyre was the same size as the tug's and would have a suitable tube. "JB" seemed a little less than pleased at my discovery, but I wasn't going to let anything delay my launch today!

With all my preparations complete, I hung about in the relative cool of the Nyah camp clubhouse for as long as possible. The weather looked good, with an 8,000ft convection height predicted. Yet another blue sky day of course! I'm sure those stories of days of endless streets of puffy white clouds above 10,000ft are a myth perpetuated by the old hands. I had a strong sense of déjà vu, echoes of my stoic first attempt to fly 300km and consequent New Year's Eve out-landing at Birchip last year.

Motivated by the better-than-expected weather outlook, other club members had started getting their gliders ready. I just about made my planned launch time of 12 o'clock noon.

he aero tow wasn't inspiring, however I hung on for quite a while before Kevin found me some weak lift over on the New South Wales side of the Murray. I was happy to work this for a while till something better came along.

A little bit of re-centring turned this into a three knot average climb to 5,000ft. I pushed back towards the airfield and found four knots to 6,700ft, good enough, time to get started. I consulted my handy little table of thermal strength versus cruise speed, sticky taped to the panel and I set off at the three knot value of 69kt specified for a dry Jantar.



The Swan Hill Gliding Club, hosts of the GGC Christmas camp

My next climb was five knots to 7,000ft, so I bumped up my cruise speed to the four knot value of 73kt. I had a little tail wind on this leg so I took climbs whenever the thermal strength was above the average over the last couple of thermals according to GPS_LOG, even when I was above the 3,500ft lower height limit I had decided on.

The closer I got to Boort the more cautious I became. I took a few turns in two weak thermals on the way into the turnpoint and slowed down. It looked pretty green around the turnpoint and the lift was definitely weaker, I wanted to stay high till I was around the turnpoint and away over better looking terrain. A quick look at the time and I was feeling right chuffed, about an hour since I started, so I was over 100km/h, just like a real glider pilot!

Boort to Dimboola was more of a struggle, my friendly tail wind had swung more westerly and was now a head wind. I fell into the trap of exploring weaker thermals for too long. A large band of cirrus wasn't helping either. A pair of eagles joined me in a thermal over Lake Buloke. They had the ill-grace to be circling in the opposite direction so I reversed my turn and re-joined them. I soon forgave them because my climb rate improved!

At one point, after a long period of flying through dead air, I diverted to fly over

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How did that get up there? The base station radio mast

a burnt out paddock, which was indeed a source of a weak thermal. I stuck with it because I was close my self-imposed deck of 3,500ft. I'm sure a more experienced pilot would have pressed on till they found something better.

After rounding Dimboola my confidence returned. Homeward bound! Every kilometre I flew from here on in would make the retrieve shorter. I'd been cheerfully announcing each turnpoint I'd rounded on the radio to Nyah base, with no response. So much for the effort of putting the radio mast up!

I was getting some six knot climbs now, to over 8,000ft. The direct flight path Dimboola to Ouyen was going to take me over lots of sand hills and scrub. Not only didn't I have the stomach for that, there seemed to be less lift there, so I deviated to the east over more sensible looking terrain.

One more big climb, five knots to 10,000ft, and I had Ouyen A/D in the bag. I turned Ouyen at 7,000ft and kept gliding, a 50km glide at 47:1. The old Jantar Std. 2 VH-IUD (sometimes known as "The Loop", can you guess why?) was doing me proud in the buoyant air. Perhaps it sensed the club committee's plans to dispose of it soon and wanted to go out on a high note. Or maybe those retrofitted "go faster" winglets actually do something.

Now that actually completing the 500km was becoming somewhat important to me, I was acting timid again, sniffing out weak thermals and dropping below the correct speed to fly in an attempt to get above final glide as soon as possible. However, it seems likely that fumbling around with my gloved hand on the iPAQ touch screen trying to get the MacCready final glide page to come up had switched it into the default 20:1 polar mode. As a consequence I wasted time in a two-and-a-half knot thermal climb ing to 8,900ft when I already had a decent final glide at the previous thermal.

At this height, about 45km out, I could see the approximate location of the airfield. I could eyeball the glide slope and said a rude word, casting aspersions on the parentage of my iPAQ and its software. I didn't think I was going to fall for that one again after my experience at the Bendigo Melbourne Cup weekend.

In a re-run of the finish to my 300km flight in the Junior from last year, I ran the Jantar up to 100kt and then 120kt to blow off the excess height. I crossed the strip and finish line just above 1,000ft agl.

Landing, I turned off the instruments and master switches, switched off the iPAQ and unplugged it. I undid the harness straps and started getting out. What was this whistling noise in my ears? Am I about to be landed on by another glider? Nope, all clear. Was it that loud whistling noise from the final glide still ringing in my ears? Blows nose to clear ears. Noise is still there. I turned my attention to the bag carrying my Colibri logger strapped to the parcel shelf. I unzipped the bag. The logger is emitting a high pitched WHHHHEEEEEEEEEEP noise, the display is showing random gibberish. My heart sank like a lead balloon.

Back at the clubhouse we hooked the logger up to the AC adaptor and downloaded it. It quit logging just after Ouyen. Checking the battery I found it was only outputting eight volts and was clearly discharged. The battery had quit after a bit more than five hours. Apparently it wasn't fully charged! I'd taken it off charge too soon after the charger switched to trickle charge mode and it wasn't quite cooked yet. It should have been able to power the logger for 13 hours. I tested the battery when I got back to Melbourne, it could only power the logger for about seven hours when fully charged, not enough for long flights.

The amp/hour ratings of sealed lead batteries used in gliding are often quoted at a 20-hour rate. This bears little resemblance to the discharge rates in real life, so the specifications are usually very optimistic. My little 1.3AH battery had been purchased with carrying it in my flight suit leg pocket in mind. I used to fly with the Colibri strapped to my leg so it could double as a navigation GPS. The battery had proved adequate on my slow 300km flight last year when fully charged and in new condition, but alas no longer. I've since bought a larger capacity battery to power my logger on future flights.

The moral of the story? Always double check the condition and charge of the battery that will power your logger for a badge flight. Some days are stones.

I still have a non-approved IGC log from GPS_LOG on my iPAQ for my personal satisfaction.

Nyah, Boort Silo, Dimboola, Ouyen A/D, Nyah

514km at 87km/h

Nyah Boort 110.4km/h

Boort Dimboola 71.7km/h

Dimboola Ouyen 84.7km/h

Ouyen Nyah 105.1km/h

Not too shabby for a chump in a dry Jantar Std 2.

I don't want to turn this story into a treatise on gliding software and PDA hardware, but a few things are worth mentioning. The current crop of colour Pocket PC devices used for running Winpilot, Pocket SeeYou and the like all suffer from screens that aren't clearly viewable in bright sun light. Anti-glare screen protectors can help with this problem a little, but colour moving map displays with lots of fine detail are of limited use on these devices.

The GPS_LOG software I used has much of the functionality of commercial gliding software with the advantage that it is free. GPS_LOG can display a lot of useful information in large fonts, black on white, without requiring constant attention in flight. It can provide the information you need to help make basic decisions like:

- *which direction to fly*
- *how fast to fly*
- *whether the thermal is good enough or if you should move on*
- *if you can make it to the finish at your desired cruising speed*

The downside of GPS_LOG is that it takes a bit of effort to construct suitable maps, waypoint files, airspace files and terrain elevation data files. Utility programs to make suitable files come with GPS_LOG but you need to download data from various sources off the internet to convert. None of this data comes nicely pre-packaged for GPS_LOG like it does for commercial gliding software. For the computer literate this can be an advantage as you can produce custom maps etc. with only the key information required and less clutter. Now if only I could stop accidentally switching polar curve modes!

You can download GPS_LOG and view the documentation here: [www.soaringpilotsoftware.com/].

To conclude, thanks again to all the Geelong Gliding Club members who made the Nyah camp possible, especially "JB" without whom the wheels really would have fallen off this time!



Three Hundred Kilometres in a Short Wing Kookaburra

Neil Bennett

I WAS FORTUNATE ENOUGH TO GAIN A SHARE IN A NICELY RESTORED SHORT WING KOOKABURRA (VH-GLM) RECENTLY. MY MOTIVATION FOR ACQUIRING A SHARE WAS TO FLY WITH MY CHILDREN BUT CIRCUMSTANCES AND HANGAR/BAR TALK GOT ME THINKING ABOUT A 300KM CROSS-COUNTRY. RAY ASH SAID I COULD DO IT BUT WASN'T SURE IF ANYBODY HAD PREVIOUSLY. WHEN JONNY JNR, AUSTRALIAN HANG GLIDER CHAMPION, TOLD ME ABOUT HIS 440KM IN A HANG GLIDER, I KNEW I HAD TO GET SERIOUS ABOUT IT.

Photos Henk Meertens

Christmas came around with me having a few days at Gulgong. Day one was 20kt from the South so Henk Meertens convinced me it was not Kookaburra weather and suggested I take his ASW20B instead. I cruised around the planned Kookaburra task of Mendooran–Wellington–Coolah–Home.

Day two was only 10kt from the south and Henk wanted his plane back so I had to go. First launch was at 11am with a 100ft cable break. Second winch launch and I was back on the ground before the wire was back to the launch point. Third launch and I was away around midday. My task was planned around 50% thermalling and 50% at 50kt cruise. This gave me around 50km/h average and task time of around six hours.

The task was not particularly special, neither was the day: four to eight knots to 6,000 to 7,000ft agl. Yes, four to eight knots, a little different from high performance gliding where you must be super critical on why stop. On this task I reckoned that I needed a minimum three knots lift to make any headway with a 10kt headwind.

The interesting part of the flight was the high mental load as I was never more than one glide away from an outlanding. The average descent rate was 600 to 700ft/min down in the glide so the ground comes up pretty fast. I found I had to make every climb work as I may not make the next one, but on the other hand I couldn't waste too much time searching for something that wasn't there. I found this most challenging and equally satisfying as I watched the kilometres sliding by.

Finally, after five hours and 45 minutes, I did manage to achieve 302km but outlanded a few kilometres short of the field – not



Neil relaxing in the outlanding paddock with a well deserved drink

without an audience or fanfare I might add. Robert Hare and Henk Meertens in Robert's Ximango were filming and photographing the whole affair whilst giving a running commentary back to the field.

What did I get from the flight? Immense satisfaction! What I learned was that you don't need high performance fibreglass to have fun and fly cross-country. Yes, it's cool cruising at 90 to 100kt with a belly full of water but there is a whole other set of challenges that can be equally satisfying with low performance cross-country flying, especially two-seater cross-country flying. My next challenge is to do it all again but this time with my seven-year-old son Braeden.

Performance is only a perception. Ask "Billo" a well-known hang glider pilot who thinks the Kooka is a rocket ship. At 20 odd to one it's still better than a hang glider and you should see how much fun they have. Maybe it's time we glider pilots take a good look at our ego and need for performance and think about pulling some of those old forgotten low performance gliders out of the hangar and the circuit area. Take up the challenge and be pleasantly surprised to discover how much fun there is left in some of these classic old ships.



De-rigging the Kooka becomes a family affair with Braeden, the next generation glider pilot



Neil well satisfied after his flight



Neil and son Braeden enjoy flying together in the Kookaburra

HGFA Editor's Choice

In this month's issue we find out what Angelo d'Arrigo's extraordinary Metamorphosis Project is all about, and travel with him through the Sahara as he migrates with hawks...

We are also blessed with another tale from Taff, who introduces us to a very interesting character he recently met in a Buddhist monastery in Tibet...

Back home it sounds as if Godfrey has turned it on in Manilla once again - we hear about the 27,067 cross-country kilometres flown during the recent Manilla XC Open.

Mirek Generowicz clocks up a few cross-country kilometres of his own, as his flying evolves from a Fun to a LiteSport.

Meanwhile Brendan Watts manages to avoid some unwanted kilometres on foot, after an engine out in the great Australian Outback.

This month's \$100 article prize goes to our Tasmanian Record Breakers, Simon Allen and Rob Steane. Keep up the great flying!

Next deadline: 25 March for the May issue. Fun, sad or gory — submit us a story!

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

Spion Launch Closed!

Parks Victoria, acting on the advice of the Office of Electrical Safety and Powercor have temporarily closed the Spion launch (Moggs Creek). Parks Victoria has been advised that Victorian Electrical Safety Regulations prohibit operation of hang gliders, etc within 45m of an overhead asset.

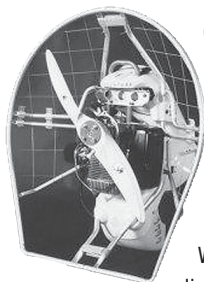
All pilots are therefore instructed to cease any activities on the launch site including launching and setting up until further notice. The VHPA and Dynasoarers HG Club are negotiating with the relevant parties to resolve the issue. This now involves applying for an exemption under the Regulations, and developing a long-term plan to remove any chance of conflict with powerlines. This process will take some time.

Please contact Mark Pike VHPA site development officer or Dale Appleton President, Dynasoarers HG Club for more information. Pilots are reminded that operating from Spion will result in both HGFA disciplinary action, and prosecution under the relevant regulations.

NEW PRODUCTS

Adventure

Adventure has lead in PPG manufacturing since 1990. Their machines are reliable, innovative, and the complete line will satisfy all



customers. Stringent quality control insures well-made products.

Since the beginning of this year, Adventure motors have been available from WindWorks. They are the lightest ones on the market and are not too noisy. One of

the main reasons to buy an Adventure motor is the customer service, which is important when you fly PPG. Adventure has been on the market for the last 15 years and is here to stay.

For more information please contact:
WindWorks Paragliding, ph: 02 9999 1270,
email: <info@windworks.com.au>.

APCO Blade and Speed helmets and Paramotor Wing

The new Speed and Blade are at the top of Apco's Air Xtreme range. Stylish low drag design with fashionable ultra-modern profile, destined to be popular among comp pilots, as well as pilots wishing to enhance their performance and look cool.

Both helmets feature very good field of vision. High-density EPS foam provides excellent shock absorption and insulation. The

helmets are covered with a lacquer finish over the paint for extra scratch protection.



Speed



visor

and reflective versions).

Blade — Same shape, but without chin protector and no option for visor.

APCO is also announcing the newest addition to our paragliding range — Thrust — specially designed paramotor wing.

The wing recently completed certification tests and is fully approved for AFNOR/CEN Standard Class. For more info contact: Jean-Luc Lejaille <rainbow_flyer@hotmail.com>

Poly Pegs

You have just bought a brand new trike, flown it for a few hours and have noticed that the self-adhesive grip tape that is fitted to your foot pegs is nearly worn through, bugger! Peel it off and re-apply the same stuff? No way! New Poly Pegs are a hard wearing durable solution that are easy to fit and will last. The individual peg covers are cast in a mould at 80°C and cured for 16 hours at 100°C to

produce a product that is quite flexible (like rubber) but is immune to UV, petrol, oil and a dirty size 11 boot. It is after all, one of the toughest compounds known to man. Poly Pegs suit both the square and round pegs of your Airborne trike and come in a colour coded set of six for just \$72 (includes GST, P&H). Gordon Marshall, Sky Sports Flying School, 0419 942645, 03 9451 9969.



New Gradient Nevada DHV 2-3

After the success of Avax Aspen and Golden, Gradient put the Performance Class in their sights. The DHV 2-3 category became unpopular in the past couple of years due to a demanding behaviour of gliders in this category. The constant development of technology made it possible to introduce a performance glider a mere mortal can fly.

The new Nevada is by performance (V_{max} 60km/h, 9.3 best glide) close to the comp thoroughbred Avax RSE while having better recovery characteristics and more stability in all areas. The DHV 2-3 rating suggests Nevada is a highly dynamic glider aimed for the higher spectrum of the market — demanding XC pilots with high ambitions in competitions.

Nevada will be available in five sizes for weight ranges from 65 to 135kg. Size 28 is in Australia already and ready to be tested by seriously interested pilots. For more details visit:

[www.paraglidingheadquarters.com]
or call Jiri Stipek on 0414 332737

FAI NEWS

Winners

Sport: Hang Gliding
Title: 15th FAI World HG Championships
Type: World
Date: 7-19 January 2005
Location: Hay, NSW (Australia)

OVERALL RESULTS

1	Oleg Bondarchuk (UKR)	Aeros Combat L
2	Robert Reisinger (AUT)	Icaro Zero 7
3	Gerolf Heinrichs (AUT)	Moyes Litespeed S4

NATIONS RESULTS

1 Australia	2 Austria	3 France
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Soaring Calendar

AUSTRALIA

WA State Soaring Championships

26 February – 6 March 2005

Wyalkatchem, WA. The Western Soarers invite all HG and PG pilots to compete in this event. Scoring will be using GPS and GAP 2000. Entry fee after 1 Feb: \$115 for WS members and \$125 for non-members and includes the presentation dinner. HGFA membership, parachute, helmet and appropriate tow endorsements are mandatory. For more information visit our website [www.westernsoarers.com] or contact: Mirek 0427 778280 or <mgenetow@bigpond.net.au>.

Gulgong Regatta

27 February – 5 March 2005

Cudgong Soaring Club will once again host the Gulgong Regatta, all classes welcome with gliders and pilots handicapped. Multiple pilots welcome. Camping space available on the airfield and plenty of accommodation in Gulgong. Enquiries to Ric Macready, ph: 02 9571 7404, fax: 02 95717408, mobile 0418 286033 or <rmacread@bigpond.net.au>.

Flatter Than The Flatlands

25-28 March 2005 (Easter)

Birchip, Vic. HG pilots are invited to the 12th annual Flatter Than The Flatlands cross-country towing competition. The event will be conducted over the four day Easter long weekend. Entry fee 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.

2005 Queensland Easter Competition

25 March – 2 April 2005

Dalby aerodrome. This year the annual Easter comp is being organised by the Queensland juniors and will include the Queensland Junior State Comps. All juniors 26 and under are invited to compete. Camping is available on site, and

is encouraged, and meals will be catered for.

The Easter Comp has always been a fun comp and this year will be better than ever with the juniors running it. Come along and bring the family for a great week. For more information contact Anne-maree Dearden at <Anne-Maree_J_Dearden@aep.salvationarmy.org> or 0411 231124.

2005 Queensland Junior State Competition

25 March – 2 April 2005

Dalby Aerodrome. Held in conjunction with the QLD Easter comp. All pilots aged under 26 welcome. Interstate and low hour junior pilots are encouraged to come. This will be a dry, handicapped comp. For more information contact Anne-maree Dearden at <Anne-Maree_J_Dearden@aep.salvationarmy.org> or 0411 231124.

State of Origin Paragliding Competition 2005

25-27 March 2005 (Easter)

Mt Borah, Manilla NSW. The 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, one adv and at least two nov pilots ready. Reserves & UHF radio are required and a minimum of three hours XC. Low airtime pilots, it is recommended that you have completed a thermalling course. HQ: The Royal Hotel. Registrations: 7pm Thursday, 25 March. Sanction Grade C (pending). Contact: James Thompson for info or Pilot Pack, 02 49468680 or <james.b.t@hunterlink.net.au>.

National Trike Gathering

2-3 April 2005

Wangaratta, Vic. Organised by the Southern Microlight Club. All trikes are welcome. Onsite catering and camping available at airfield and dinner in town on Saturday night. Planned activities include competitions and lots of local flying. For more information contact Kel Glare 03 94395920, 0421 060706 or Dianne Pierpoint 03 97352781, 0429 938426.

Dalby Big Air

24-29 April 2005

Dalby Aerodrome, Qld. A sanction. Practice day 23 April. Come and fly the famous "Big Air" in a friendly and fun aerotow competition hosted by the Dalby HG Club. Entry fee \$350, includes entry, T-shirt, presentation dinner and all tows on comp days. Practice day tows \$25. Limited to 30 aerotow endorsed pilots. GPS mandatory. Enquiries ph: XT John on 0417 507906 or 07 328 98275 or <rip_ripley@hotmail.com>. Register online before 25 March to secure your place [www.

GLIDING FEDERATION OF AUSTRALIA

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FORM 2 AND C OF A NOTICE

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- ☐ Initial registration package is required and a cheque for \$363* is enclosed

* Fees include GST

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- ☐ Please send me an application to register an aircraft form

Aircraft Type

Registration marks VH –

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Address

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Essendon Airport VIC 3041

hgfa.asn.au/~registration/index.php]. Our tug pilots are second to none and Dalby turns on some of the best flying in the country!

Eungella Fly-in

End of September

Eungella, Qld. Previously advertised as 25-28 March 2005 (Easter), this comp has now been moved to the end of September, dates to be advised. Please contact Lee Scott for more info on <fly@highadventure.com.au> or ph: 0429 844961.

OVERSEAS

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).

Full results can be found at [www.dynamicflight.com.au].

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

World Pilot Ranking Scheme

PARAGLIDING TOP 10

- 1 Tomas Brauner (CZE)
- 2 Nikolay Shorokov (RUS)
- 3 Christian Biasi (ITA)
- 4 Helmut Eichholzer (AUT)
- 5 Jimmy Pacher (ITA)
- 6 Bruce Goldsmith (GBR)
- =7 Jean-Marc Caron (FRA), Achim Joos (GER) and Christian Maurer (SUI)
- 10 Radek Vecera (CZE)

In the nations rankings Austria maintain their lead, but Czech Republic in 2nd followed by Great Britain, Switzerland and Italy in 5th.

HANG GLIDING (CLASS 1) TOP 10

- 1 Oleg Bondarchuk (UKR)
- =2 Brett Hazlett (CAN) and Mario Alonzi (FRA)
- 4 Jon Durand Jnr (AUS)
- 5 Manfred Ruhmer (AUT)
- 6 Antoine Boisselier (FRA)
- =7 Oliver Barthelmes (GER) and Kraig Coomber (AUS)
- 9 Attila Bertok (HUN)
- 10 Gerholf Heinrichs (AUT)

(Sub-ed note: Congrats Jon Jnr! Awesome!)



TASMANIAN RECORD BREAKERS

IT'S BEEN A GOOD FLYING SEASON DOWN TASSIE WAY - TWO RECORDS BROKEN IN AS MANY WEEKS! FIRST SIMON ALLEN, THEN ROB STEANE, EXTENDING THE TASMANIAN PARAGLIDING CROSS-COUNTRY RECORD. THIS IS HOW IT HAPPENED...

Breaking The Duck

Simon Allen

IT WAS HOBART SHOW DAY.

After a busy morning traipsing around looking at prize hens (and ducks) and admiring the speed at which trees could be chopped down, Karen, myself and three children headed up to the top of Jews Hill near Brighton to see if it was flyable. Karen kept the children entertained flying kites and looking for bugs. I had a 10-minute roller-

coaster ride in front of launch, oscillating between -20m and +40m above take-off. The wind was too easterly to be promising and even maintaining height was hard work. It was time to land.

On landing I phoned Pete Steane as agreed to appraise him of the situation.

"Well, Pete. If I was in Hobart I wouldn't make the effort to come out. It's not promising, but as I am here I will probably give it another go."

That sealed my fate – rather than packing up I should really try again, if only to keep my flying hours up.

The first five minutes after launch were much the same, a lot of effort just to stay up. The wind was too far off to the right of the hill to make the dynamic lift useable, and poorly formed thermals with no real centre made height gain difficult. It was a game of chance, with me kidding myself that it was my efforts keeping me up.

A raggedy thermal with no sink after it allowed me to gain 50m above launch and I used this to push out in front of the hill. Result! Something smooth with a centre. Three turns and I was above the hill going up at a steady +2m/s. I stayed with this lift for a further five minutes, topping out at 900m. Decision time. I could go back to the hill, go south staying on the east side of the Derwent River, or go west and try to cross the kilometre wide river.

I chose south, the safer option, but noticed the seabreeze front 10km to the south which would surely limit my flight. I picked up another thermal with a steady south-westerly drift, and this made me change my plan – perhaps I could climb and cross the Derwent after all? Two top up thermals later, I was right over the north-east edge of the river at 1,000m, but seemed to have lost all wind assistance as my last climb had no drift in it at all. I headed across, hoping that I didn't encounter a headwind and wondering if it was only the upper air

that was stationary, and what I would do if I thought I wasn't going to make it.

All the worry over nothing – I reached the opposite bank at 750m agl and immediately connected with a nice steady +1m/s climb. This took me up to 1,100m in two stages; there was an obvious shear layer around 1,000m with the winds changing from north-east below to south-east above. Decision time again – track inland up the flanks of Mt Faulkner, or stay closer to the road? Well, it would be an easier retrieve for Karen and the children if I stuck along the road, and I should be able to pick up thermals from the lower range of hills at the road.

A two kilometre glide along the flanks of the mountain with only one poorly formed bit of lift and I began thinking maybe I'd made the wrong decision. Then a nice climb to 1,250m changed my mind again. I continued parallelling the road above the summits of the little 350m hills that surround Mount Faulkner, however the next six kilometres showed the first thermal on this leg to be a red herring, and that I should have gone back into the bigger mountains. One weak climb pulled me back up to 1,000m, but it was confused and poorly formed, not nice clean thermalling.

Ahead of me was the pastured bowl of New Norfolk, or I could go south into the mountains and away from the main roads. I settled for an easy pick up and sealed my fate. I glided in to the New Norfolk cricket pitch and spot landed on the crease.

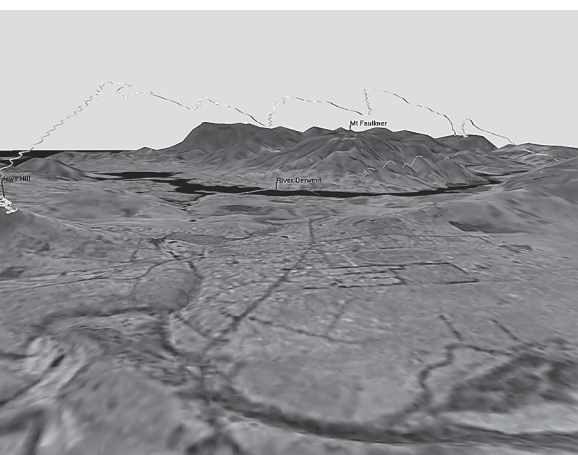
Karen arrived within 10 minutes with the children, but despite this we were still late for the barbecue we should have been at an hour ago.

The result? 22.9km and an hour and 40 minutes flying. A new Tasmanian paragliding record. However the cross-country potential in Tasmania is far greater than this, as we are just now starting to explore the sites that will allow us to get away from the seabreeze. The weather may be fickle, and we can truly have four seasons in one day, but that just makes the fruits of success, no matter how small, taste all the more sweet.

Thanks to my support team, Karen Wild-Allen, Rachel Allen, Joshua Allen and Laura Waller.



Simon Allen, after launch, on his way to a Tasmanian paragliding cross-country record (22.9km), from Jews Hill to New Norfolk, across the Derwent River
Photo: Karen Wild-Allen



Simon Allen's flight rendered through CompeGPS using freely available (for whole of Australia) Shuttle Radar Topography Mission (SRTM) land elevation data at 90 metres per pixel and freely available (for whole of Australia) Landsat 30 metres per pixel land use data

Image courtesy Simon Allen

Tasmania Has Thermals Too!

Rob Steane

THE SOUTHERN TASMANIAN WEATHER FORECAST FOR MONDAY 3 JANUARY 2005 SOUNDED GOOD FOR SOME THERMIC FLYING AT WINTON, AND IT ALL CAME TRUE!

Although I was not GPS equipped to illustrate my story, I took a few photos and Andrew Maynard was kind enough to follow by vehicle to keep tabs on me and collect me when I landed – but I didn't! Well, not until exactly 60km and 3.3 hours later (sorry about that Andrew!).

The flight was from our famous, novice-friendly Winton launch at Brighton, not far from Hobart, to Catagunya Rd (13km north-west of Ouse, along the Lyell Highway).

At 2:40pm, with still only a light synoptic south-east breeze (which provided very little ridge lift), I launched into a thermic cycle and after the usual buffeting/wing tip flutters down low we had all copped earlier, I settled into a solid thermal that took me up to about 450m (1,500ft) above launch height (170m asl) – a total of 620m asl.

At this point, I made the move to head three kilometres west, to the furthest high part of Goats Hill, hoping to find it was a thermal trigger point, but also knowing it was an easy glide from there down to Elderslie Road for a lift back. Luck was on my side and I quickly regained the height I had lost on the glide to get there.

Right then, Simon Allen asked by radio if I was planning to take advantage of my good situation – at about 700m asl, a slight tailwind and looking up the Jordan River valley to Broadmarsh and beyond to Elderslie, I answered in the affirmative! (A couple of weeks earlier, it was Simon who had broken the longstanding five kilometre Tasmanian record, by flying about 23km from Jews Hill, also near Brighton, to New Norfolk.)

From above Goats Hill, I headed for a very nice looking conical hill two kilometres downwind. Strathelie Hill is its name. Although it is only about the same 500ft height above the surrounding land as both Winton and Goats hills, I could tell from its shape, size, location at the edge of a flat area, as well as my casual reading of XC theory and paying attention at a recent Fred Gungl XC skills clinic, that it was obviously going to be a powerful thermal trigger point – and it was! I got to about 1,200m asl (4,000ft).

I reckon that if you want to head up the Jordan River valley, the Strathelie Hill area at

the start of the valley, six kilometres from launch, is the spot to aim for when you leave Winton Ridge, flying via Goats Hill so you can top up on the way.

Moving up the valley above Broadmarsh with some good height now, I could see that it should be possible to stick with the handy south-east tailwind and continue in a north-westerly direction and cross over Taylors Tier into the Derwent Valley. Skirting south-west of Elderslie, it was the Brocks Bluff/Stony Knob 500m asl area releasing thermals that gave me my first ever taste of cloud suck and cloudbase – well that's 95% accurate, because just as I got there, the cloud dissipated! But looking around, other clouds close by were at my same 2,000m asl (6,500ft) height. This is also the highest I have been in Tasmania.

Now, 15km from launch and with no clouds up ahead, I continued along the length of Taylors Tier; out over some farmland and then passing over 522m Mt Spode, topping up where possible as I travelled. Halfway now and heading for Hamilton.

Below me, Andrew stopped off at the Hamilton bakery, 34km, but having had a bite to eat before I left the ground, I decided not to join him, but try for Ouse instead. Several good thermals and some speedbar in between them had me there (47km now) at a fair rate, but not particularly high. Slipping off to the left of Ouse, to a bit of a knoll (Thistle Hill), let me get up again.

About seven kilometres along the road from Ouse, with the sun getting lower, it was nearly all over. So, almost out of height, I asked Andrew to detour into the homestead of the Cleveland property, where I was coming down into a grassy paddock. You will know when you are here, as the property name is in huge letters on the roof of a shearing shed.

With the windssock out and less than 150m to the floor, up I went again! A smooth gentle one took me up and out of the bowl, over the buildings and high enough above the surrounding valley ridges for me to head north-west a little further. With a bit of speedbar on, I just managed to make it another six kilometres to the far edge of the flat-topped Black Snake Hill plateau and then over the edge, nearly kicking the crows out of the gumtrees, and a relaxing glide



Above launch at Winton ridge, looking to Goats Hill

Photo: Rob Steane



Rob Steane flying over Hamilton, in the Derwent River valley, on his way to the current Tasmanian paragliding cross-country record (60km)

Photo: Rob Steane

down to a 6pm landing beside Catagunya Road, about one kilometre off the Lyell Highway, 60km straight-line from Winton.



Weather notes: Full sun with few clouds. Hobart's maximum temperature was only 18°C, and Ouse managed 23°C. The Mt Wellington maximum was 12°C. Although there was a strong seabreeze in Hobart that afternoon, it did not blast into Winton, as can happen. There was a gentle south-east breeze of around six knots during the flight.

Paraglider: Advance Sigma 5 (well behaved DHV 2) flown at the very top of its weight range (good for fresh breezes and thermic conditions).



THE DAY AFTER

Alan Daniels

AS SOME OF YOU WILL KNOW BY NOW, THE DAY FOLLOWING THE GULGONG COMP WAS HUGE. "HIGH TEMPS, TROUGH APPROACHING, LIGHT WINDS AND AN EVEN HIGHER CLOUD-BASE... IT'LL BE EPIC!" PROPHESED HENK MEERTENS, ESKY MASTER, AS HE CHECKED THE FORECAST.

10 grand and going strong

Experience has proved that when Henk gets excited about the weather it's time to drop everything and fly, so plans were hatched. Optimistic goals like Newcastle, Manilla and Victoria were set. I set a turnpoint at Pete Marhiene's airstrip and goal at Carmels, our usual LZ at the Wattagan sites. Drivers were conscripted and batteries changed. We hit the sack and hoped the brain could convince the body that we needed another day's flying.

The sun came up and got to work quickly, things warming up. There's development to the south and flies everywhere. The strip is awash with grasshoppers and everything is good.

Shane Duncan has graciously offered to do the towing and by 11:30am a few of us are laying in dollies, sweating. Monica and JOD (also sweating) kindly do the clip-ons and dolly retrieves and Rohan is first off. Scott follows, and I'm off next. There's good lift around already, so at 2,000ft I let Shane go and start hunting.

A smooth 200ft/min comes along and I take the time to watch some tows and take in the view. We've been here a week but the mind-set today is so different. Very relaxed and mellow, no need to race off, just circle lazily around and take a few pics. Scott glides toward me with an eagle escort and together we look for a better climb. We settle in tip to tip and wind upward to 10,000ft where the lift slows – at 12:15pm it's time to go. In the car, Ross Duncan is on channel and on the move.

The sink is light and the next few climbs take us south of the Ulan mine and into the hill country towards Bylong. The light SW drift helps us along and we find thermals about 10km apart. The first three top out at 10,000ft, but the fourth, just past Wollar and 40km out, feels like it could go further. We are under the clouds, which are small, well developed cu's with thermal wave caps. Ahead the cu's are wider and the wave more prevalent. We both start to put the pedal down.

The next lift at Mt Misery is bigger in every way – wider, stronger and more turbulent – booming up. The cloud above is dark and I finally pull out. We're still a few thousand from base but I'm cold and don't want to go any higher. The strength and abundance of lift, combined with the lofty looking sky in front, makes me somewhat cautious also. Level out, suck the bar and zoom away. Hmmm, still climbing. Crank up to 95km/h ground speed and eventually the vario levels. This is where I last see Scott, who I assume is braver and going higher.

Visually at this point the flight is at its most stunning. We are between the Goulburn River and Wollemi National Parks – broken sandstone mountains, snaking rivers and narrow lush valleys get impressively rugged to the south, whilst off to the north we can see the Liverpool Ranges, and the grasslands around Coolah and Merriwa. To the east, ahead of us, Denman and the Hunter Valley

beckon. It's a lot to take in, and combined with the amazing air it feels close to sensory overload – one of those moments when it all seems too big and too amazing to comprehend. Despite the cold I slip out the camera and snap off a few quick shots.

The sky looks so good in front that I decide not to circle for a while. From the ceiling I fly fast and straight for 40km, getting down to 7,000ft. Not our usual air, I'm thinking! I'm close to Pete's place at Yarrawa now, and having warmed up, take a climb, topping out at 10,000ft directly over the strip. Woohoo! Turnpoint made! The territory from here on is familiar ground and boosts my confidence no end. Despite the shade along the Hunter Valley I start to entertain the idea that we might just make this flight. It's a good feeling.

Scott's on the radio. He's hit slower air and is a little behind, but I'm sure he'll catch up. It's very shaded ahead but a thermal from the hills east of Denman sees me topping out again at 2:30pm. The place is familiar, but wow, the perspective sure is different from up here! Our usual view is from half this height. JOD is on the radio and Ross is right below pedalling fast. I figure it's an even toss to go for the hills or the valley, but there's dusties on the mines so opt for the valley.

A 27km glide sees me down to 2,800ft and uncomfortably warm at Warkworth Gliding Strip. After all the high stuff this feels like tree height. I settle for a slow climb which drifts



over the open-cuts and fizzles out... bugger! A local sailplane sniffs nearby but slides away to land... bugger again. Options are running out fast and I take a course to safe paddocks, but deviate over a western-facing low rise with erosion scaring. Nothing... tripple bugger! That's it, I'm done. Unzip and set up for the paddocks and the vario chirps at about 200ft over the deck. Looking down I can't see a source or a trigger, but tell the brain to butt out and circle very slowly skyward again over the army firing range. It takes 35 minutes to get back up to 9,000ft, but I don't mind at all. After such a low save every kilometre from here is a bonus.


The air has definitely mellowed from the shade and I'm sure that's the last climb. I'm relaxing more now, with known landings all around and smooth air. I glide along in front of Broken Back and get another slow one to 9,400ft. I tell Ross I'll make Cessnock playing fields and start to watch the numbers

on the GPS. It's 4:30pm, I'm 30km out at 2,800m... I'd have to get better than 10:1 to make Carmels, but it looks so far away, in fact I can't even see it. What the heck, hands together, treading lightly, watching the numbers decide the outcome.

The glide seems to last forever and I try not to push the tail out of the harness. Slowly the numbers improve and it looks like I'm in. Slipping low over the Mulbring hills I can't resist a few turns in light lift while I try in vain to get that grin off my face. The whole valley east of NE Heaton is bathed in sunlight and I've never seen it look so beautiful.

A few 360's and I land up the slope in the perfectly still air and park under the shade. It's 5pm, I'm on the deck and Ross hands me a beer.

I can't imagine it gets any better.

For those who care, the straight line distance was 193.3km, dog-leg distance was 201km, time taken 5.5 hours, and the beer a VB. (I know... but what can you do?) 



Al circles up with Scott Barrett near Gulgong (town visible below)

Photos: Alan Daniels

Thermal Search Patterns

James Freeman

Picture this: A gaggle of hang glider pilots working a 400 up thermal. Then Tomas Suchanek – hang glider pilot extraordinaire – joins the thermal, and suddenly it becomes 800 up. Witchcraft? Possibly not. James Freeman explains how thermal search patterns can improve your flying...

There are a number of circumstances where a search pattern is particularly useful.

1. When you are low, desperate and in marginal lift
2. Whenever you lose the core
3. Even when you feel you are in a "core" to efficiently look for even better lift

The first place I started to use a search pattern was making low saves. You know the scenario. Gliding, gliding, gliding. Lower, lower and lower. Finally you hit a few bumps and latch onto a workable bubble. You are low, so you can't afford to make too many mistakes or you will be on the ground. The lighter the lift the better you need to perform. Once you have found some lift you don't want to lose it, right? But say you have only found zero sink, or worse, 50 down? You need something better, but you still don't want to lose what you've got. After a few circles to establish yourself it's time to go hunting. Sure, some pilots just seem to be able to feel which way to go, but for mere mortals using a search pattern is the way to go.

The essence of the search pattern technique is to never lose track of your known "good" lift. You maintain contact with this known lift by centring your search pattern around it. Imagine this lift is situated at the junction of an imaginary crossroads. The four imaginary "roads" which lead away from this crossroads represent your search directions. What you do is effectively explore a little way down each of the four "roads" which lead away from this crossroads. If, after you explore a little way down a "road", better lift is not found, you return to the crossroads, maybe do a few reassuring circles, then try another road. If better lift is found you circle in

that, then repeat your search using this new area of better lift to search out from.

Typically a low save might go something like this. First you usually hit a few bumps of alternating sink and lift (pilots usually refer to this air as feeling live). Crank a turn as soon as any solid surge is felt. Consolidate for a turn or two moving towards the area where the best surge of lift is felt as acceleration up (this is not the same as best vario response, due to its lag). Check variometer averager to see how you are going. Allow heartbeat to return to normal if your averager shows a positive number, but don't dawdle if you've only achieved 50 down. Flatten your turn and head in one direction (say north) for say three seconds, then do a 180 degree turn, fly south for three seconds then resume original circle. You have then explored about 100ft to the north of your known good lift before returning to circle in your known lift. The same procedure can be used to search the other three main directions (E/W/S). You can explore greater or lesser distances by varying the time you fly straight for. Provided you fly the same number of seconds out and back and do an accurate 180 degree turn you should never lose track of your area of known lift. Your search distance should be tailored to the expected size of thermals on the day, in the local area, and at your altitude. Initially I usually make fairly nervous little explorations before running back to circle in the centre. If experience shows that the sink monster is not lurking nearby I get a little more adventurous.

When you're really low the direction of the first explorations can be critical as you simply don't have enough altitude to explore far. Typically this direction will be either:

1. A continuation of the direction I was going when I hit lift on the basis that I was desperate and probably started turning before I got to the thermal proper

2. Towards any wing lift or area where better climb is felt
3. Towards any circling birds, leaves, etc
4. Towards any likely trigger areas, like tree lines, etc
5. Upwind, as we tend to fall out the back side of thermals
6. According to the formula: Turn Direction (in degrees magnetic) = [Dry adiabatic lapse rate + altitude (in ft) – barometric pressure (in hectopascals) / 3 * log (# fairies dancing on head of pin in local area)] + RND(n=360)

The benefits of adopting this search technique in low save conditions are:

1. To maximise the chances of finding a good climb
2. To minimise the time taken to find the best climb going
3. To minimise altitude loss and thus minimise the risk of decking it

A search pattern is the most effective way of ensuring that low save. It is also a logical way to search for lost cores or look for better lift during general thermalling. You will find the core more often if you look for it. You are less likely to miss it if you do a logical search pattern rather than blundering around hoping for the best.

If you look at racing a hang glider, or long distance cross-country, it is in large part a climbing contest. Inter thermal glides are definitely important (indeed vital) but the fastest pilots over the course are invariably amongst the fastest climbers. If you have ever been fortunate enough to watch the really top pilots like Tomas Suchanek and Manfred Ruhmer in action you will see them continuously exploring for the best lift, but usually not for long because they find it, out climb you, and are gone. I once heard a pilot say, "As soon as Tomas flew into this 400 up thermal it changed into an 800 up". Witchcraft? I think not. The truth is that he led the other pilots into the core. Looking for and finding the core, at whatever altitude, is just one of the many secrets of the black art of thermalling.



THE WAGA STATE GLIDING COMPETITIONS – BEVERLEY 2005

(or A Review of AAT Operating at State Level)

Owen R Jones – WAGA State Competition Director 2005

BY ALL PERFORMANCE MEASURES THE 2005 WAGA STATE COMPETITIONS, FLOWN AT THE BEVERLEY SOARING SOCIETY'S AIRFIELD, WERE AN OUTSTANDING SUCCESS. NO SIGNIFICANT INCIDENTS WERE REPORTED AND NO GLIDER DAMAGE OCCURRED! THE NUMBER OF GLIDERS FLYING (23) WAS THE HIGHEST FOR MANY YEARS AS WAS THE NUMBER OF PILOTS (36).

The gliders flew on every one of the eight competition days as well as the practice day, held the day before the competition started. No Waikerie weather cycle at our comps! Those who also flew in the Beverley Regatta, which preceded the state comps, enjoyed 12 consecutive days of gliding. During the comps two days were "super" days in which

the "top five gliders" in both classes averaged in excess of 100km/h and flew tasks over 300km during the three hours minimum task time. Five days were "good" days where maximum heights were between 5,000 and 6,000ft Only one day was a "dud" and seven of the 18 gliders launched landed out.

The number of outlandings was low over the whole event, being 0, 4, 2, 1, 1, 7, 0 respectively on the eight competition days. Interestingly, of the 15 outlandings only one was a trailer retrieve and that was because, although the towplane found the glider, the pilot could not land safely into the setting sun as he could not see the ground clearly.

Certainly the introduction of AAT (Assigned Area Tasks) for both classes for the first time ever has reduced the probability of gliders outlanding. Gliders of lower performance and pilots with less experience can fly shorter tasks. Similarly, if the gliding conditions are not as good as predicted then even the more experienced pilots can fly a shorter task and get back to the airfield. In earlier years the less experienced pilots had no option but to attempt to fly the set task and land out if they ran out of daylight. Similarly, if the gliding conditions did not live up to expectation then whole fleets landed out, often on the final leg home. Trailer retrieves stories certainly add to gliding folklore but from a competition director's viewpoint if the likelihood of an outlanding can be reduced then this is a better and safer option.

AAT (Assigned Area Tasks) still involves a task around two or three turnpoints being set, but a circle of 15, 20 or 25km radius is declared around each turnpoint. This means that the less experienced pilots can fly to a point just inside the circle and then depart



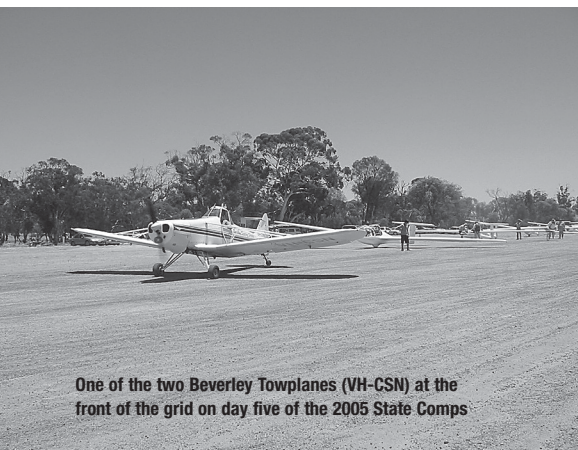
The new Multi-class trophy donated by Bob Porter formerly of the Narragin Gliding Club

to the next turnpoint circle, whereas the more competitive pilots need to fly past the turnpoint to accumulate a greater distance and hence a higher average speed in the time allowed. During the state comps this year three hour tasks were set on all bar the final day. On the last day, when the competition director wanted most pilots to be able to be at the presentation dinner, a slightly shorter time of two-and-a-half hours was set. As it turned out, the last day was quite reasonable with climbs up to 7,000ft and all pilots returned to the safety of the Beverley airfield on time and without any difficulty.

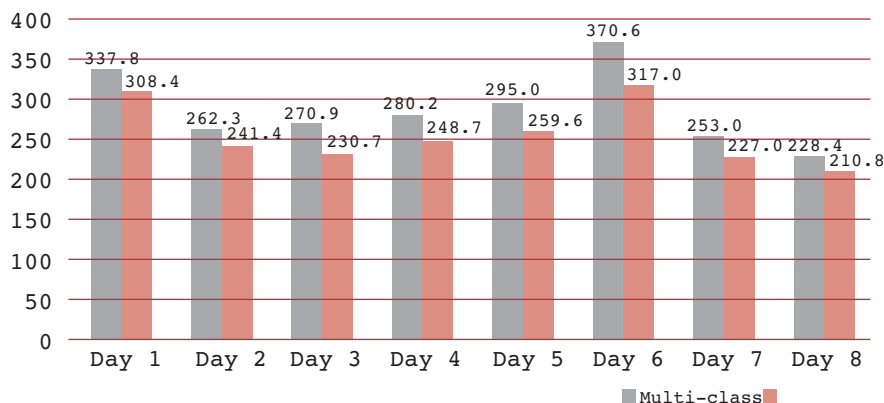
AAT does involve some in-flight decisionmaking on when and where to turn in each circle and it is interesting to see how pilots in the two classes varied their task distance according to the prevailing conditions. This can be seen in the following graph which shows the average distance flown by the top five gliders in the two classes.



Competition Director Owen Jones shields the Team Hotel Foxtrot lead pilot Glenn Hawser from the sun on day five of the competition. Glenn went on to score 993.4 points that day having won his previous flight on day three and scored the maximum of 1,000 points



One of the two Beverley Towplanes (VH-CSN) at the front of the grid on day five of the 2005 State Comps

Average Distance (top five gliders)

Here it can be seen that the Multi-class gliders flew an average of 370km on the best day (Day 6) but 117km less, 253km, on the following day which turned out to be the worst day. Remember that day eight was only a two-and-a-half hour task.

Bearing in mind that all tasks were of three hours minimum time (except the last day) this translates directly to the average speed as shown in the next graph:

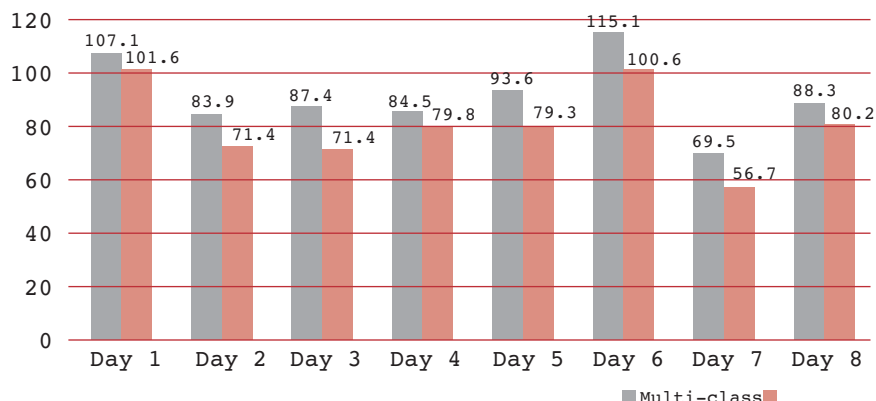
towing of gliders back to their hangars until all or most of the fleet had returned and there were no inbound gliders within 10km.

This year only two classes were flown, a smaller ballasted fleet of seven gliders (eight pilots) made up the Multi-class (known as "The Guns" at morning briefings) and a larger fleet of 15 gliders (24 pilots) in the unballasted Club Class – "The Funs". As it turned out some of



Team Mike Yankee – The State Comps Weather Man John Welsh in his beloved Hornet GMY with his wife Mary and the Comps Verifier/Scorer, his son Robbie

three pilots won the last five days of the club class competition. The teams trophy has passed back and forth between GCWA and BSS over the past five years so it was good to see Narrogin win it back after a break of at least five years.

**Average Speed (top five gliders)**

Here it can be seen that the top five Multi-class pilots averaged over 155km/h on the best day but only a miserable 69.5km/h on the following day.

AATs are also a lot safer than the earlier POST tasks in that pilots are all flying in the same direction, although the potential for a conflict within the circle is still feasible. The only drawback of AAT encountered was that all the gliders generally arrive back within a short space of time, sometimes with a number of tired pilots in the circuit at the same time. This phenomenon was noticed earlier during the preceding Beverley Regatta, so that during the state comps the pilots and crew were prepared for this invasion from above. They became skilled at keeping the runway clear and delaying the

"The Funs" were as quick and competitive as "The Guns" and on at least one day had the highest average speed!

TOP FOUR PLACES – MULTI-CLASS

1	John Orton	GCWA	948.5 pts
2	Peter Busher	Beverley SS	932.8 pts
3	Greg Beecroft	Beverley SS	880.7 pts
4	Stephan Friedrich	Beverley SS	865.4 pts

TOP FOUR PLACES – CLUB CLASS

1	Bill Verboom	Narrogin GC	986.1 pts
2	Glenn Hawser	Beverley SS	954.2 pts
3	Peter Perrott	Beverley SS	914.5 pts
4	Daryl Mackay	Beverley SS	870.6 pts

Although the Beverley Soaring Society team of three nominated pilots went away to an early lead they were soon overhauled by the Gliding Club of Western Australia pilots who in turn were passed by the Narrogin Gliding Club team when two of Narrogin's

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SUPER 2004 OUTBACK SHOOTOUT IN TOCUMWAL

Ritz – Public Relations Officer, Sportavia Soaring

IF YOU WANT TO FLY IN A FRIENDLY, INTERNATIONAL, AND MOST HIGHLY-VALUED COMPETITION ON ONE OF THE FRIENDLIEST AIRPORTS IN AUSTRALIA, YOU HAVE TO COME TO TOCUMWAL NEXT SEASON, AS WE WILL OPEN OUR SHOOTOUT 2005 FOR MORE PILOTS, IN THREE CLASSES.

We worked out during the last three years how to set great assigned area tasks over two or more areas to promote cross-country flying to the limit. You are not punished for outlandings, speed points are important, and there is always the possibility of flying 1,000km within the task too. You can find the Shootout rules on our website [www.sportavia.com.au].

This year we had 11 days flying out of 12. Even on that rest day it was possible to fly as Jari from Finland showed us with a late start, but still a 250km task.

The weather was superb, with temperatures up to 38°C, no rain, and only one day with a wind change to the south forcing all our pilots, but one, Terry Bellair in his DG 400, to land in paddocks within two to 30km from our airfield.

On day one, Tracy Tabart (TT, Ventus 2CM) flew 345km with a speed of 93.7km/h. He deserved 1,000 points. Best distance that day was 397.7km flown by our American guest Richard Van Grunsven in BW (Ventus 2CM). The weather was blue and it was difficult to stay high but our pilots did their job and flew a minimum of three hours and a distance between 309.7 and 579.6km.

Day two had a longer task: 321.4/703km and Jari Julin from Finland (JJ, LS-6) won with 477.3km and a speed of 101km/h. The best distance was flown by the Duo Discus team of Tjil Schmelzer and Ingo Renner – 544km.

In this competition we sponsor a young pilot from the world (this time it was Tjil Schmelzer) to come and fly, and to also learn from the master of gliding himself: Ingo Renner. At age 64, Ingo flew every day with our young Belgium friend Tjil, a promising pilot from the Belgian junior world team. Tjil had a ball and learned so much! We offered him an LS6 to fly and practice what he had learned, but he opted to fly with Ingo for the 11 days, and they were long, but such good days!



The Team

Overcast conditions greeted us on day three, but there was still enough activity to go high up. Tracy Tabart even reached 15,000 ft, with a 12-knotter. The best distance was flown by Richard Van Grunsven who also had the highest speed – 472km with 115km/h.

Day four was a rest day with Jari flying 250km. The change came through later than hoped for a competition day.

On day five the weather was building up again and a task between 160 and 423km was set. Tony Tabart was the winner with 110km/h over 404km and the longest distance was flown by Tjil and Ingo again, 422km.

Day six was very promising and the pilots had to go for a 230/934km task with two areas. The West Wyalong cylinder was 150km. Distances between 535km (minimum) and 748km (maximum) were flown. Our Australian friend, Peter Reid, won the day with a speed of 107km/h in his ASH26 over 739.5km. All pilots were in the air for between six hours and 15 minutes to nearly eight hours for the duo team. They made the longest flight – 766.9km.

Day seven started at 10:30, so another long day for the pilots with up to nearly six hours of flying. Tony Tabart flew the fastest, with a distance of 458.7km for a speed of 84.7km/h.

On day eight we had the seventh flying day and another, more or less, long task of 248/637km. Tjil, with Ingo in the back, won with 82.1 km/h over 562.4km.



The Legends

All pilots needed a rest day on day nine and we “only” set a speed task over a maximum of 342km. This turned out to be a nice race between the toppers, with high speeds. Tony won the day, flying his 341km at a speed of 112.1km/h.

Three days to go with high weather expectations.

Day 10 saw a distance set of 208/808km. Tjil and Ingo were up for nearly eight hours, flying a total of 709km. The winner was Jari Julin from Finland with 620km and a speed of 109km/h.

On day 11 a distance of 273/857km was set, and what a day this was! Cloud base at 12,000ft, 34°C, and a light wind. This was one of the better days in Tocumwal, according to Ingo. He and Tjil had a fantastic day flying 732km with a speed of 109km/h. The longest flight was made by Grant. He completed 793km with a great speed of 126.8km/h.

The last day – another long but very good one – with a task between 362km and 855km, and, only 20 points difference between the number one (Tjil and Ingo – 10,024) and two (Tony Tabart – 10,004). Daan Pare from Holland flew HC and made

953km. The best speed for the day was flown by Eddie Madden in the Nimbus 3/4 team with 138km/h over 551km. The best pilot was Jari Julin with 712km and a speed of 114km/h.

Judy Renner, the only female pilot in the comps, flew three flights over 600km, one of 535km, five between 300 and 400km and only one of 286km. This was her first competition and she did remarkably well. Also, David Carrick flew for the first time in a competition and it was a nice "injection" to stimulate his cross-country skills.

We achieved our goals of flying long distances, of motivating and stimulating the pilots to go for it in the safest way possible and of using the weather to the limit! Even more importantly, all involved in the competition had a ball!

Out of 12 days we flew 11, and the nine pilots/teams flew a total time of 419.6 hours and a total distance of 37,817.3km. Not bad, eh! One of the rules of the competition is that we drop the two worst days for everybody. This means that you can rest a day if

necessary! The final results changed due to this, making the winner Tony Tabart, with a good second place for Jari and a great effort from our young Tijl, who called his flying with Ingo 'High School' for gliding.

Join us at the Shootout next year which will commence one week later than previous years. Practice day will be held on Monday 28 November and the competition will commence on Tuesday the 29th and go through to Saturday 10 December 2005.



REPLICA WRIGHT FLYER

Courtesy of Narromine Shire Council

THE LAUNCH OF THE REPLICA WRIGHT FLYER PROMISES TO BE THE BIGGEST EVENT EVER HELD IN NARROMINE. AND WHILE THE WORLD WILL HAVE TO WAIT JUST A LITTLE LONGER THAN EXPECTED TO SEE THE CRAFT SOAR INTO THE SKY, NARROMINE SHIRE COUNCIL GENERAL MANAGER PAUL BENNETT SAID IT WILL BE WORTH THE WAIT.

The launch, which was intended for March 12, has been postponed in order to prepare for the full-scale event. Mr Bennett said the aircraft, currently under construction in Narromine, is of such major significance, the Wright Flyer Committee wanted to ensure the launch event does the craft justice.

"We have already had such an enormous response, and we are anticipating there will be between 10,000 and 20,000 people at the launch," he said. "This is a very historic occasion, with guests expected from all over the globe. We want to make sure the whole show runs without a hitch."

Mr Bennett said the original date posed problems with the time restrictions for obtaining appropriate air show permits and also clashed with the sitting of parliament, making it difficult for many dignitaries to attend.

"With the amount of airfield activity that is planned to mark the launch we also want to make sure all possible safety precautions are in place and that the whole-day festival can cater for the number of attendees," he said.

"Once the aircraft is finished there will need to be extensive testing to ensure a 100% successful flight on the day."

The committee is currently meeting on a weekly basis and is planning to hold the launch in the second half of this year. The date will be set in consultation with international special guest, the world famous astronaut, Dr Buzz Aldrin, who will dedicate the aircraft at the official launch.

"Buzz is genuinely interested and is committed to attending the launch. We will set the new date with his attendance in mind," Mr Bennett said.

Wright Flyer project founder Eric Hayden conceived the idea to build the first fully functioning replica model A Wright Brothers Bi-plane in 1999 after unsuccessfully searching the world for accurate plans from the hand of Wright brother Wilbur Wright. Mr Hayden said Dr Aldrin has always had an interest in the work of the Wright Brothers, adding he and Neil Armstrong took a piece of fabric from the original 1903 Wright Brothers aircraft and left it on the surface of the moon.

"Many people do not realise that while Neil Armstrong may have been the Apollo 11



Keith Hayden working on the Wright Flyer replica
Photo: Narromine Shire Council

Commander, and the first person to walk on the moon, it was actually Buzz Aldrin who flew the lunar module to the surface of the moon," Mr Hayden said.

Once completed, the Wright Flyer will be located in Narromine and should prove to be a very big drawcard, complementing Narromine's already rich aviation attractions.

"This is a never to be repeated event, and the Narromine Shire community certainly want to make sure it is an occasion that will never be forgotten," Mr Bennett said.

The Wright Flyer project was made possible through funding under the Regional Partnerships program.



HGFA General Manager's Report



I am writing this article at the end of January 2005, following a full month of competition with attendance at the Australian Open, the Worlds in Hay and the last days of the Bogong Cup held at Mt Beauty.

Being at the three comps has given me an enormous insight into the extent of organisation that is required to host these competitions. I have a huge respect for those that get involved and run such events, taking time out from their other lives to provide a venue for the competitor pilots among us. Competition is an important element of our sport, providing a meeting point for our pilots where they can mingle with those from overseas and interstate. The comp is a venue where these pilots demonstrate to themselves, one another, the public and the media what is meant by the highest level of proficiency in our sport. Australia had the great honour this year of challenging the world's best pilots gathered from 22 countries to find a best World Team and declare a single champion as the World's best individual pilot. Hay certainly did that. From my seat both these titles are deserved, rightfully demonstrated from comp start to comp finish. We are honoured to have a champion such as Oleg whose right to the title comes from every facet about him, not just his skill in the air. A gentleman, a champion sportsman in every essence of the term. So too the Aussie team, spirited and skilled with a mix of experienced veterans and talented youth. No other team or individual really challenged this outcome, they all had the same chance and choices in coming to Hay. It was a fair and level playing field. The results truly show the champions of 2005.

Thanks to everyone involved in running and participating in these and all our great competitions.

Besides the competitions there has been much other activity around the country, sadly not all of it benefiting our cause. Here is a bit of a run down...

2007 Paragliding Worlds

The next plenary meeting for the CIVL will be in Guatemala in February where Australia is placing a bid for the 2007 Worlds Paragliding Championship to be held at Manilla under the organisation of Godfrey Wenness. Godfrey is already well into the preparation of the bid and the preliminary setup of this event. A Worlds event is a huge undertaking, but the success of previous competitions run by Godfrey's team makes them well qualified to run such an event. We wish Godfrey all the best in the presentation of the bid to the CIVL meeting and hope that he brings this event to Australia.

2005 World Hang Gliding Championships

The Worlds is an event above all others. Being a Worlds event it is distinctly different from the other national or regional competitions. The competitors arrive with higher costs and shorter tolerances, as well as expectations on themselves, the organisers and the weather. Almost always such events are controversial because of this expectation. The same competitor who accepts certain things in the national comp may not necessarily accept those same things when competing at the Worlds. Everything is higher stakes. Hay was controversial from the outset when the venue selection was decided (I am told) by the flip of a coin by the casting voter. The 2005 Worlds will live on engaging people from over the world to lengthy discussion long after the pilots have all gone home.

The event was sadly marred by the death of a Norwegian team member during launch on day three. The day was immediately cancelled and the next day taken as a lay day in respect of the fallen pilot. Robin's death reminds us of the guidelines we have created that set the responsibility and the accountability of our participation in the sport solely on the pilot in command. It is our duty of care for ourselves to ensure that the systems we fly with are of the best quality and standard and to maintain and operate them with the best practice. Robin failed in his pilot responsibilities and paid the highest price. We

live by the choices we make. The organiser provided the information and the material for all to use. Many of the pilots chose not to listen and that is their privilege under our rules. Many changed their attitudes when the reason for the warnings become blindingly apparent on launch on day three. A high-priced lesson for us all, but tragically again displaying that human nature that takes such a price to understand what is being said. Robin's death has spurred discussion on two main points, the tow system and the standard of required pilot skills in aerotowing comps. Both of these points continue to be a focus of ongoing discussion and will feature heavily in the reports of this comp and in the review of CIVL and local regulations for the next Worlds, wherever that is decided to be.

Despite the controversy, the event successfully achieved its purpose and identified a new world champion, Oleg Bondarchuk, and confirmed the Australians as being the number one team in the world. A huge congratulations goes to Jon Durand Jnr, David Sieb, Steve Moyes, Craig Coomber, Rohan Holtkamp and Len Paton who finished ahead of team Austria and team France.

Rohan also established a new Australian distance record of 456km on the second practice day of the competition. We are now looking for sponsorship to support the Aussie team into the next Worlds. Please call our office if you can help our team(s) in any way.

Fatalities

Fatal accidents are sadly an inherent part of our sport. Three fatal accidents have occurred since August last year. One involving a microlight and two hang glider accidents, one at the Worlds and one on a coastal site in Victoria. All three incidents demonstrate the absolute necessity to respect the principles of flight, the procedures of operations and the environments in which we fly. While there is some way we as an organisation can go toward establishing protocols and procedures to lessen the risk, it is up to us each as pilots in command to ensure those procedures are understood and followed. The primary cause of each of these accidents is pilot error, possibly avoidable if better attention had been given to the circumstances that each pilot found themselves in on those respective days.



Winners at the Worlds – Oleg Bondarchuk (Individual) and Team Australia (Team)!
Left to right: Paul Rundell (Organiser), Oleg Bondarchuk, Jon Durand Jnr, Rohan Holtkamp, Craig Coomber, Steve Moyes, Len Paton, David Sieb

Site Management

A number of our sites have recently come under threat of closure due to irresponsible activities of pilots and/or the lack of any formalised agreement with local council or landowners. Sites that have been flown surreptitiously over time by pilots who hold the way of thinking that “if we do not approach the landowner then they cannot tell us that we can’t fly the site”. Other sites are threatened even more by permanent closure because some pilots have just blatantly disregarded the process to formalise the access agreement with the landowner(s) around the site, thinking instead that if I haven’t been told today then what was told last month doesn’t apply.

I find it hard to understand either way of thinking and understand less the inertia pilots have to just go and seek permission before they launch or the reluctance they have to accept and abide by the requests to cease using a site or flying in an area that they have been told to stay away from. We are just doing ourselves and the sport in general a great disservice by holding these views and actions.

In most of the cases we will regain access to the site once agreements have been established with the local council or National Parks or landowners. In most cases the controlling authority wants continuation of our sporting activities, but they want to know we are conducting our operations with some semblance of control that is understandable to them and to our own pilots. Please, respect the closure of any site until there has been an established approval to access the site. If that approval requires certain conditions then

pilots should also respect those conditions or risk losing the site altogether.

Member Issues

ASAC has released draft policy statements for anti-adopting and member harassment. The latter is closer to finalisation and will be likely to assist in some of the issues that we have within our community at present. Both policies are now available on the HGFA website for your perusal. I expect both these policies to be formally adopted by the HGFA at the next board meeting in April. Both are requirements for an organisation such as ours and both warrant implementation.

In brief, the member harassment policy states: *“All members of ASAC member organisations have a duty to uphold the good name of ASAC and the air sports community. They must not tolerate harassment, discrimination or abuse, physical or mental, on other members of that community or of society as a whole.”* The policy statement will need minor variation to incorporate the specific application to the HGFA.

Insurance

Member insurance is due 30 March. There are a few choices in front of us as to how we approach the renewal of our cover. By the time this magazine is distributed the final options will be better known and our submission for renewal will have been posted off. A full brief will be given once the insurance cover is established.

Waiver

The generic waiver steps closer to becoming finalised and should be posted on the HGFA



Rising gaggle at the Worlds

Photos: Olivier Barthelmes

website by the time this is being read. It is hoped that the implementation of this waiver will stop any escalation of insurance premiums, if not reduce total insurance cost as we renew our insurance policy in March. This waiver will not be cheap to implement. There have been many legal hours put into getting it solid enough for generic usage. There may be a need to try and recapture some of the cost from those that will be making use of the form.

Board Meeting

Preparations are now beginning for the next Board meeting to be held in early April. The actual dates and venue are as yet to be decided. Members are invited to list items for the agenda by posting mail to myself indicating “item for agenda” in the subject line of an email.

A notice will be posted on the HGFA website to confirm location and time of the meeting once it has been decided.

Incidents/Accidents

A number of accidents were reported during the holiday period. I will include a briefing of these in future reports. For the moment, let us remember those that we have lost and think how we can prevent our own misfortunes while continuing this great sporting activity.



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Byron Soaring Centre & Aeroclub

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02 66844244.

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Cudgegong Soaring Pty Ltd

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27 Bourne St, Wentworth Falls NSW 2782,
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RAAF Richmond Gliding Club

RAAF Base, Richmond NSW 2755.

RAAF Williamstown Gliding Club

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NSW 2318.

Royal Australian Naval

Gliding Association

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Scout Association NSW Gliding

Dr Reg Mitchell, 15 Harrison Ave, Eastwood
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Corangamite Soaring Club

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Geelong Gliding Club

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Morawa Flying Club

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Narrogin Gliding Club

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Stirlings Gliding Club

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Information about site ratings, sites and
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BLANIK. Trailer, towing gear. Privately owned & cared for. \$13,000. Ph: 0418 270182. or 0407 459581.

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

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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 94398947, <rogdruce@optusnet.com.au>.

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General

AVTEC AVIATION has a new phone number, etc. Repairs & Maintenance F.R.P. Ph: Roger Bond 07 32824442. Email: <avtec@bigpond.net.au>.

FOR SALE: Glider trailer, 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.

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Classifieds

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

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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,

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HGFA

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

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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 condi-

tion, 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.

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AIRBORNE FUN 190 nov, 18 hrs, as new cond, \$2,200. Ph: Stephen 02 95697936 (Sydney).

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MOYES XT 165 int, 1998 model, very little use & in perfect cond, great int glider, \$1,750 ono. Also: Forest Park harness with reserve chute, suit pilot 5'9-6'2. Must be sold due to going overseas. Ph: Simon 0410 600002; 02 99545499.

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VICTORIA

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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. Airborne Climax C2-14 adv, blue/white US, 2 seasons old, \$4,500. Ph: 0407 042634.

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Advertising – March 2005

Airborne Windsports	IFC	Lake Keepit Gliding Club	9
Apco Aviation	13	Microair Avionics	17
Aviation Graphics & Decal Specialists	29	Monerai-XOY	45
Bali Tour 2005	27	Moyes Delta Gliders Pty Ltd	BC
Diamond in the Sky Aviation	39	OAMPS	16
Eco Watch	17	Parachutes Australia	IFC
GFA Form 2	33	Paragliding Headquarters Gradient	IBC
HGFA Merchandise	19	South Australian Gliding Association	8
Jaxida Cover	22	U-Turn Paragliders	IBC

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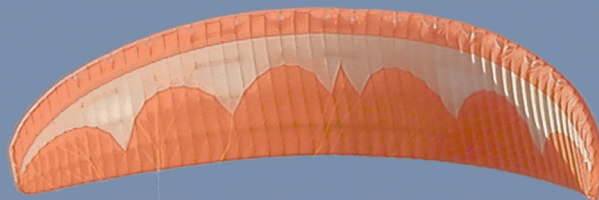
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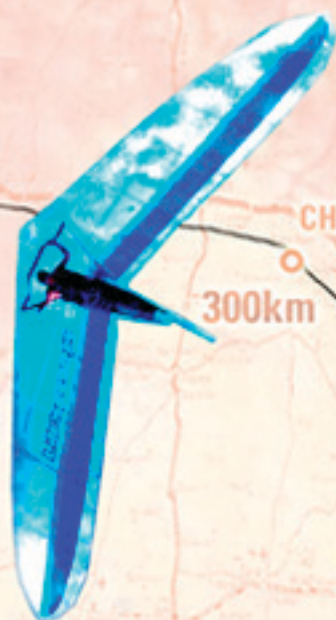


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Destination: ROMA QLD

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