



Soaring AUSTRALIA



April 2005



**Australian Hang
Gliding Nationals**



**Frozen Kahunas and
Himalayan Highs**



JoeyGlide 2004

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Shaun Wallace and Matt Coull dune-
gooning at Ledge Point near Albany, WA

Photo: Mirek Generowicz





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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, Events Calendar entries

HGFA members should send the above editorial items to the HGFA Sub-editor, Richard Lockhart, as text in the body of an email to <soaring.australia@hgfa.asn.au>.

Classifieds

HGFA members should submit classifieds (secondhand gear for sale) to the HGFA Office <office@hgfa.asn.au>. See HGFA Classifieds section at rear of this magazine for more details.

Club Executive and Member Updates

HGFA members should send changes of address, etc, details (whether for Club Executives or individual members) to the HGFA Office <office@hgfa.asn.au>.

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HGFA commercial operators wishing to place a display advert should email the Graphic Designer, Suzy Gneist <gm_design@bigpond.com>, to receive a booking form and detailed instructions.

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Email Club News to <clubnews@hgfa.asn.au>
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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.

Australian Hang Gliding Nationals – Deniliquin



A KINGPOST CLASS PERSPECTIVE

Ian Lobb

WITH THE COMP LAST YEAR CANCELLED AT THE LAST MINUTE DUE TO EXTREME FIRE DANGER, HOW WOULD THINGS GO THIS YEAR? WITH THE WORLDS STARTING JUST AFTER THE AUSTRALIAN OPEN, HOW BIG AND CRAZY WOULD THE GAGGLES GET? WITH MY BREAK FROM CROSS-COUNTRY FLYING LAST YEAR (A FIRST BORN ARRIVED) HOW WOULD I GO? IN PREPARATION I GOT BACK INTO LANE SWIMMING TO GET MY SHOULDERS FIT AND READY. ON THE DRIVE DOWN FROM SYDNEY I KEPT REMINDING MYSELF OF ALL THOSE WISE OLD WORDS ABOUT FLYING – LIKE “GET HIGH AND STAY HIGH” AND “FLY THE AIR YOU’RE IN” – ANYTHING TO HELP ME STAY IN THE AIR AND MAKE GOOD DECISIONS. WOULD THEY WORK? TIME WOULD TELL...

Photos: Courtesy Oliver Barthelmes

Thermalling up from the tow paddock (bottom left)

PRACTICE DAY

It's too strong for most to bother on a practice day, including myself, but not for Dave Seib to test fly or for Attila to fly 200km!

KINGPOST – DAY 1

Task: N 46km then NW to goal, 89.1km

My first aerotow and I go to a lone pilot downwind of the paddock, only 700ft agl. He was 100ft above me but darted across to two pilots low, drifting downwind of the car towing strips. At 600ft with strong drift, in my first thermal on my own, I decide to play it safe and get back to the tow paddock – over the fence line and another 50m.

On the second tow we head to the car tow strips. I release with a slow climb, and with a dozen pilots around, it's time to stick with it. I repeat the old adage, “fly the air you're in”, until my section turns into (or I find?) a nice core and get up to base.

I must be near the start gate because guys are coming back towards me and gliding back towards the tow paddock. I'm not worried about start times – if I'm high I'm going!



Gary Davie on aerotow



People watching my team mate, Kiwi Warren, just after launch. I'm in the background (John 3:16)

I fly across two lines of clouds to get over the road en-route to the turnpoint.

I watch as our team floater pilot, Andrew Greatbatch, lands 15km out. The sky has turned cloudless now – that didn't last long!

I minimum sink along downwind, trying to core a couple of thermals, just light stuff. I lose and find the same thermal a couple of times; not circling enough downwind, probably circling in front of the thermal, not flying through to the core. About 20km from the turnpoint I watch a floater pilot really low. From his shadow he looks below 500ft and he circles and drifts for some five kilometres not landing. It's a great effort for what I expect is a low airtime pilot. I will him on as I head off.

Five kilometres from turnpoint a tree line at a creek sets off a thermal that drifts right next to the turnpoint. Nobody's in the floater goal yet (turnpoint). I spy some topless gliders right on course line; they haven't followed the road and are three kilometres to my right. They're going to the same turnpoint but then heading north.

With the turnpoint marked and entered I'm straight to a gaggle two kilometres north above a lovely red patch of ground. It turns out to be the best and smoothest thermal of the comp, over 1,000ft/min consistently.

I've got to head NW, crosswind, so fly across to a lower gaggle of kingpost and top-

less. The road does a dogleg north, so I head cross-tailwind, upwind of the road. In hindsight I should have headed a lot more crosswind (I still worry about roads too much) as I end up thermalling from the road on course line, drifting back and having to punch cross-headwind back to the road. I land at 68.6km. Gary Davie, flying a Shark, lands seven kilometres in front of me. I'm second for the day in my Litesport, 59 points behind Gary.

KINGPOST – DAY 2

Task: SW 22.5km then SE to goal, 60.1km

It's northerly today. There's a big gaggle above me – I've got to get in my harness earlier! Finally I'm off tow and thermalling up. Because the first few topless start gates have elapsed, the sky is virtually clear of gliders, except

a few stragglers. I cross over to a better core with two pilots in it,

but they climb through me drifting east. I eventually get up and head on task, SW, and now I can see some kingpost Sharks and Litesports around. I'm keen to get on course and not wait around, over 5,500ft agl is enough. A lower floater marks the next thermal and this kingpost gaggle converges. We climb up and the floater is holding his own, doing as good as the rest of us! Over 5,000ft agl and it's time to move on. I glide straight to turnpoint and into a thermal just as I'm marking my GPS – perfect timing! The others spot me but I manage to be on top for most of the climb. They drift back a little and I head upwind, finding another core. I decide to head directly east, a little off line to the goal, hoping the thermals might be streeting in this another blue day. Two years ago at Deni on a blue day I followed the road straight to the deck in sink, failing to notice the lift lines either side of me. Not again.

I'm at about 6,000ft agl and get a good glide, but no one's following me (not that I can see very well behind and above – that's always the problem with leading out, I guess). I finally glide into the next one below 2,500ft and get back up to 5,000ft. It's nice to get that cool air feeling that tells me I'm higher. I keep punching directly headwind, well, that's what all the irrigation ditches are

telling me. The thermal spacing and drift means if I don't work the next one to the top I'm not going to survive long. Back down to 2,300ft and there's something happening but I just can't get it. Impatiently I change course straight for goal, relaying my position. At 400ft above a ploughed field a thermal is active but I've already picked my landing field and am focussed on a safe landing. I've given up and land with a pathetic nose in, going for the back wires, missing them, then flaring that second too late, so I let go and dust off the knees! 43.8km, again behind Gary Davie, but this time by only two kilometres. Second again, now 81 points behind Gary.

KINGPOST – DAY 3

Task: SSE 70.2km, goal Sportavia

Another late start for me, watching another big gaggle overhead. Eventually I pin off from the trike and start climbing. It's after 3pm with only a couple of topless gliders with me. They head off SW and I continue with the thermal. I really want to make goal today at Tocumwal – green grass with a swimming pool, BBQ and party tonight – New Year's Eve. Wouldn't that be great! The last time I made goal was at Tumut in 1993, since then it's been saving money, gaining a theological education, marriage, a few other comps, church work and now Deni again.

Well, I drift straight on course for eight kilometres up to 8,900ft, a perfect start. I've never bothered with start gate times, what's the point, I'm hardly a regular at goal... I glance at my distance and time: it's 3:28pm, I'm on glide two kilometres from the start circle, perfect timing.

After 20km gliding I've lost only 1,500ft. Tove Heavy has an even better glide starting later and losing nothing for at least 20km.

I don't get back up to 8,900ft again, but stay above 4,500ft, drifting and circling in anything I can work.

Floater Ivan has a worse line to the east, so I drift further south and won't see him for ages. I can see a dust devil ahead, with one red glider and a sailplane over 4,500ft. They're gone as I approach, but the thermal is there. Slowly I get back up, this time to 6,800ft, and on I go. For the next two thermals I find it hard to get a core, working for 10 minutes before founding something consistent. I can finally make out Finley and the green bush beyond Tocumwal.

As I'm peering in line with goal all of a sudden I see a rush of topless gliders racing to Finley, their second turnpoint. We intersect at a thermal at 4,000ft and circle up. Three guys power on towards Finley, one after the other, dragging the others trying

to play it safe. They are going hard, getting down to probably 2,000ft before I notice a turn. It's fantastic to watch. Those guys really go for it, I take my hat off to them.

I thermal up with an Aeros and guess who, Floater Ivan, who has come from nowhere, approaching from higher than us! That guy's having a great fly and I can't outclimb him.

We're about 20km from goal – just one more thermal. I deviate south the same as Ivan's line; he's got another one, so I climb up another 700ft to be sure and glide off to goal. My basic Flytec vario doesn't have a glide computer, so I'm using the old 'is the target getting lower and closer or higher and further away', except I can't make out the runways yet, I'm just trusting my GPS. About 10km out I get heavy heavy sink and I'm thinking, *"You've got to be kidding, so high for so long and now this!"* At five kilometres to go I'm 3,000ft and find a thermal. I circle a little, but it's in the bag now, I can relax. I glide straight over the hangar into goal at 700ft. There are no other kingposts on the ground, am I first in...? I could win the dash for cash (an accumulated \$100)! I look to my left and there's a Shark a little higher. How long has he been there, I wonder? What's the bet it's Gary Davie... My landing is great after the poor one yesterday; I can't help but yell out in delight! I park it on the grass, in the shade by the pool. Oh, how sweet it is. Thirty-five minutes later the topless pilots arrive home, and what a sight it is. Two gaggles of about 10 gliders arrive within minutes, appearing over the swimming pool, the trees, the hangar and the runway at five foot off the deck. You can't see them, only hear them, until the last second. Exciting stuff! Jon Jnr yells out before doing a 160 degree wingover just 130ft up.

Gary's got me by two minutes, but took the 3pm start. As I almost made up the 30 minutes headstart he had, that means I've won the day. Now I'm 70 points ahead of Gary, with Luc Gondard and Darren Thompson third and fourth, not far behind.

KINGPOST – DAY 4

The wind is strong, and after much waiting the Floater Class is cancelled. Most of the kingposts don't make the start gate, although Gary flies a good 43.4km. The day has low validity. I choose not to fly. What happens if the wind picks up and I've got to land in it? Like they say, *"Better to be on the ground wishing you were in the air than in the air wishing you were on the ground."* Perhaps I could have flown, because the extra strength was thermic and eventually calmed down.

I took the opportunity to take some photos of pilots and some aerotow launches. Now Gary's 105 points ahead.

KINGPOST – DAY 5

Task: ENE, goal 63.8km

I encountered some 'tow rage' from a Euro pilot who jumped ahead of me in the queue to stay behind his mate, not ready at all for the tow. I was not impressed; sick of people saying this sort of behaviour is "cultural". It's a selfish 'bend the rules for me' attitude. I politely told him his action was not appreciated. Ten minutes later, while his mate moved forward and he swigged on a water bottle, I jumped back in front of him. He was spewing, expressive language bursting forth. I explained to him the term 'poetic justice', but I don't think he understood.

As I was towed up the tug pilot looked back as he flew through the second thermal above 1,000ft. That was a good enough sign for me. I pinned off and thermalled up. I heard that Gary Davie had landed within 10km, and this was a great chance to catch him. Jonny and Kraig thermalled up through me and headed towards the start circle. I want to max out above 4,000ft (the forecast didn't predict much better) but the thermal is only an uneven 300ft/min for me. Two minutes later I decide I'd better follow those guys anyway, but now I'm too far away! Others mark the next thermal six kilometres on. I come in 450ft lower and never find the core, but drift downwind. Kraig later tells me he turned headwind to stay in the start circle and encountered smooth lift, probably convergence lift from the higher SW wind, lower south wind and the thermal. Kraig gets to 5,500ft and straight to the first turnpoint no drama.

The head tilt on my Contour harness is stuck down and I can't find the cord. Perhaps it got wrapped around the catch while I was busily getting ready to tow. I have to fly with the zipper open for any respite.

I head on course, trying to keep headwind of the main course line road. I can see gliders on the deck. I find another thermal below 1,200ft with a strong core, but I lose the core and start drifting too far downwind



A trike with competitor



The aerotow queue

for my liking, so I glide off again. I guess with a thick lower inversion the thermal spacing should be shorter, and I'm able to bounce along at less than 2,500ft agl.

The wind has changed to more south. Down to 400ft the wind seems strong on the ground, and I notice a kingpost below me. A thermal's kicking off and I follow it back, but I'm keen to land near another pilot and not game to follow it away from the road. I glide half a kilometre on course and then come back to land with Darren Thompson (another Shark).

In the past I've always thought out-landing five kilometres from a road with a two to three hour walk-out in +30°C temperature just wasn't worth the extra 10km, but in this comp and flight I've changed my mind. It's the top pilots that have gone for it so many times that being 400ft agl with a thermal breaking off, they're able to concentrate on the lift, and calmly focus on getting up, not where to get down.

John Duffield wins the day with a great flight, I believe on a Sting, of 46.2km. I'm second again, but with Gary inside 10km and me at 32.9km, I'm now 75 points ahead. This is close, and I'm actually enjoying getting competitive in the sport I love, but have never bothered to 'get serious' over. The far greater joy has always been the tremendous experiences, coming face



to face with eagles, brilliant sunsets over the skies of Stanwell Park (my home site), screaming thermals all the way to cloudbase, gaggles spotting the next certain elevator, the views over mountain ranges and flatlands, taking that last thermal of the day to 6,500ft and gliding 20km in smooth air to the deck knowing you've made the best use of the day, and topping off a great flight with a perfect nil wind no step landing. There is so much to enjoy in hang gliding without bothering to compete, as the numbers show, but it has certainly pushed me to fly further and become a wiser pilot.

KINGPOST - DAY 6

Task: SSE 70.2km, goal Sportavia

By the time we've set up it's overcast and raining to the west. Gary Davie is off first to try and make best use of the conditions. I'm way down the queue – dumb move – I should have been on Gary's tail. Will I rue this decision? I get towed through some light drops of rain towards a gaggle barely going up. They're just a mass of circling gliders, all just trying to stay off the ground. I expect the tug will take me back around to them, but he waves me off, so I lose another 100ft coming back to the gaggle. It's really quiet,



Back row (left to right): Kraig Coomber (3rd Open Class), Luc Gondard (3rd Kingpost), Graham Adams (3rd Floater), Jo-Anne Cooper (Female Australian Floater Champion), Ivan Lizzaralde (2nd Floater), Trent Brown (Australian Floater Champion), Oleg Bondarchuk (Open Class Winner), Kath Kelly (Female Australian Open Champion), Brett Hazlett (2nd Open Class). Front row (left to right): Ian Lobb (Australian Kingpost Champion), Tove Heaney (Comp Organiser)

feeling no upward bursts of air. The thermal's probably 50ft/min. My Flytec averager not working doesn't help.

I'm drifting SE, on the topless course but 90 degrees off mine. I figure as long as I stay up with the topless guys I should be able to cover more ground, even if it's not straight on my course line. After staying around 1,200ft I decide to glide off, watching some others. I don't expect to be in the air for much longer. I deviate to cross the main road back to Deni and follow the meandering tree line, hoping it's a trigger. Most others go in a straight line and I see them circling, one lower than me. I get over there and he's now above me. The thermal's there, but I just can't get it. I try and work it till I'm only 70ft agl (it's a big easy paddock to land in) and land. The other guy has drifted back to the tree line and might get up.

I try for a re-fly an hour later under blue sky for my first Dragonfly tow, and almost release at 50ft agl. The tow feels all over the shop, and it surprises me. Perhaps those fat wings have created some turbulence with a slight crosswind in the take off zone?

I fly down to the car towing corner and at 400ft a strong small thermal hits me. It's drifting a bit, but I'm not very interested in it now (I give up way too easily) so I land near Andrew Greatbatch. Andrew pushes me to go again as the Dragonfly is over this corner helping out (the wind's consistently 90 degrees cross now). But I've had my two goes, I'll settle there.

It wasn't until the presentation I found out the day was invalid (no kingposts got any real distance) so I'm still in the lead – I've won the Kingpost Class!

The presentation dinner was held at the Deni Golf Club, HQ for the comp. Food and drink flowed well into the night and early morning. A tsunami appeal raised \$667 for the Red Cross, with many generous contributions. It seemed surreal what we were reading in the papers every day on the way out to the tow paddock. Stories of people just like us (for myself, married with a 15-month old). Life certainly is fragile, and no one should expect a life of 'three score and ten' guaranteed.

Many thanks must go to Tove for organising the comp, and for the support of Grant, knowing the impact that countless hours of preparation must have on a family. Thanks also to the tug pilots for their patience and skill, and to Moyes, Airborne and all the local sponsors who gave away cash, meal vouchers, champagne and prize-winning photo prints. Not to forget Sportavia, giving away both a tandem sailplane flight and an entire solo sailplane course to the 2005 Australian Open Australian Champion, Kraig Coomber (well done, Kraig).

All photos courtesy Oliver Barthelmes from a comp collection CD, available for \$20 plus postage. Contact Oliver at <oliverbarthelmes@gmx.de>.



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KINGPOST CLASS RESULTS

PLACE	NAME	GLIDER	NATION	TOTAL
1	LOBB, Ian	Moyes Litesport	AUS	2,958
2	DAVIE, Gary	Airborne Shark	AUS	2,883
3	GONDARD, Luc	Moyes Litesport	AUS	2,455
4	THOMPSON, Darren	Airborne Shark	AUS	2,214
5	GREENWOOD, Curtis	Airborne Shark	AUS	1,080
6	CLARKE, Craig	Airborne Shark	AUS	1,023
7	DUFFIELD, John	Airborne Sting	AUS	874
8	CLARK, John	Moyes Litesport	AUS	811

COASTAL CRUISING

David Humphrey

CHRISTMAS SEEMS A LONG TIME GONE AND A MIXED BAG OF FLYING FOR ALL PARTS OF AUSTRALIA. I SPENT CHRISTMAS DOING THE FAMILY THING AT THE SUNSHINE COAST AND MANAGED TO GET IN SOME GOOD FLYING WITH THE FRIENDLY LOCALS.



Flying from Caboolture

I nge used me as guinea pig to try out her newly acquired passenger endorsement with some early morning flights from Caboolture in her Redback microlight. It was a great way to see the Glasshouse Mountains.

From there to Manilla, but only got in one good flying day. It was good to catch up with some old faces and some new ones. Work took me away from the best days, but one needs to pay the bills.

I arrived back in Perth and headed straight down south to Albany with Swiss Marc, who was trashing my house while I was away. It was nice to arrive at a site after five hours of driving and find gliders in the air. Another beautiful day at Shelley's. There had been the normal crowd down there over Christmas, but the hangies got the best of it with stronger winds. Now there were about half a dozen pilots making use of the great weather. Jiri and Sylvie had been there for the week before with a few students and had flown every day. Over Christmas one new pilot learnt the hard way where not to do wing overs and will be earthbound for a while. There was also another pilot who took the beach thing a bit far and thought thongs are what you wear when you fly. I think he was on the wrong medication.

The days that followed just got better. We got to fly at just about all the sites and even a new one. We shared a house with the Dutch connection for a couple of days and that was a nice change and very much appreciated. We then treated ourselves to the Cruise Inn for a few days, as we just didn't feel like getting the tents out. I also got to take the manager for a tandem as well as a few friends on another perfect day at Shelley's.

Sand Patch also turned on perfect weather the last day and we were pretty flown out after six days playing on the coast.

On the way back to Perth I got in a motor flight in some pretty rough air on a nice warm day. I managed to get 40km out of five litres of fuel with the help of some nice thermals.

Just another great week in Albany.

Now that the fire bans and the traffic movement restrictions are starting to lift we will be back out towing in those lovely dusty paddocks. There is a towing comp at Whyllie about 180km east of Perth every year around February if you are keen for some good flatland flying.

If you come west for a holiday bring your wing – you may be pleasantly surprised.

Live your dream... Fly



Spot landing at Shelley's



Sand Patch

Photos: David Humphrey

European Paragliding Tour September 2005

Fully escorted 21 flying days tour by two paragliding instructors. One, a European instructor with over 20 years of experience flying and running tours in Europe. The other has over 16 years experience teaching in Australia and flying in Europe. The tour will start in Prague – Czech Republic – then take you to the greatest flying sites in Austria, Slovenia, Italy, Monaco, France and finishing in Geneva – Switzerland

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A Time to Catch up With Old Gliding Friends and to Make New Ones



NSW STATE CHAMPIONSHIPS – TEMORA 2005

Beryl Hartley

THE COMPETITION

Paul Mander summed up the championships this year: *"A time to catch up with old gliding friends and to make new ones."* The ingredients that make up a successful championship were mixed but the outstanding feature was the involvement of the large number of experienced pilots returning to the

competition scene and the enthusiasm of the new pilots. Pilots from Queensland, South Australia, Victoria and the home state flocked to Temora in the days leading up to the contest: the largest state competition for some years.

THE SITE

Temora has developed into a premier gliding site. With a new runway, the wonderful aviation museum and improved facilities on the airport, Temora will continue to attract gliding pilots. As an active sport aviation airport the co-operation of all users worked well. The local members of the gliding and aero club are a hospitable group and obviously well experienced in dealing with large groups of flying visitors. The town is large enough to provide a choice of accommodation and dining venues but still has the charm of country hospitality.

THE ORGANISATION

Colin Turner again proved to be a very effective contest director. His calm style and experience in putting together a team to run the competition was well rewarded with no contentious issues and resulted in a fun event while also having a strong safety base.

He was well supported by Daryl Connell as operations officer, Col Vasarotti as safety officer, Tim Shirley as scorer, Nick Hunt as tug master and Sue Hanley in charge of marshalling and launching.

Trevor West masqueraded as Little Petunia with assistance from Wendy Medlicott, the Wicked Witch, and Evelyn Turner as the Fairy Queen, providing a light comedy show each day and fulfilled a critical role as fundraisers for the Australian junior team to assist their participation in England later this year at the World Junior championships.

THE CONTESTANTS

Fifty-six aircraft contested five classes. Experienced World Class pilots mixed with first time juniors and a mix of aircraft from the graceful ASW25s to the Pilatus B4 'Pepsi Can'. Six two-seaters were entered, three in Open Class, one in 18-metre and two in the Club Class. A number of workers and visitors took the opportunity to fly in the back seat of an ASW25 with Paul Mander and Dion Weston. It was great to see Sarah Allen, one of the new juniors, back at Temora after the Junior Nationals earlier in the year and obviously enjoying herself.



The 'Wicked Witch'

Photo: Beryl Hartley

Left: Briefings, Photo: Beryl Hartley

THE WEATHER

The first two days provided very good contest weather. The next two days were lost due to windy and colder weather as a front moved through to the south of the state. Two more testing days and then the last day was called off due to a very wet trough moving into the area with a night of magnificent electrical storms and a morning of heavy rainstorms. Those unlucky campers packing up on the Sunday morning plodded though the raising water in an attempt to rescue their tents and camping gear from floating away.

TASKS

The tasks were a mixture of fixed and AAT with possible distances in excess of 350km each day. The areas to the north and west of Temora were used each day and also tasking to the south and east. Tim Shirley flew and scored, and with the easy use of disk or flash card verification most of the days were scored before dinner was finished. Pilots volunteered to be tasksetters on each day and both Miles Gore-Brown and Hank Kaufmann took on a training role at briefing, assisting with task



Standard Class champion, Miles Gore-Brown
Photo: Mal's Net

planning and flying faster tips. There were only two outlandings during the week.

THE WINNERS

Club Class

The Club Class was won by a quiet achiever, Scott Lennon from Canberra, with Errol Spletter second and Bill Hatfield third. Scott attributed his success to following father-in-law Tom Gilbert around for a number of years and steadily improving his performance.

Standard Class

Current National Standard Class champion Miles Gore-Brown won the Standard Class, an in-form Lisa Trotter came second and Paul Matthews third. Lisa found the contest a timely lead-up to the Women's World championships in Germany.

15-Metre Class

No locals in the lead of the racing class. Graham Parker from South Australia led

Hank Kaufmann of Queensland and David Conway of South Australia, in his first New South Wales State competition, was third.


18-Metre Class

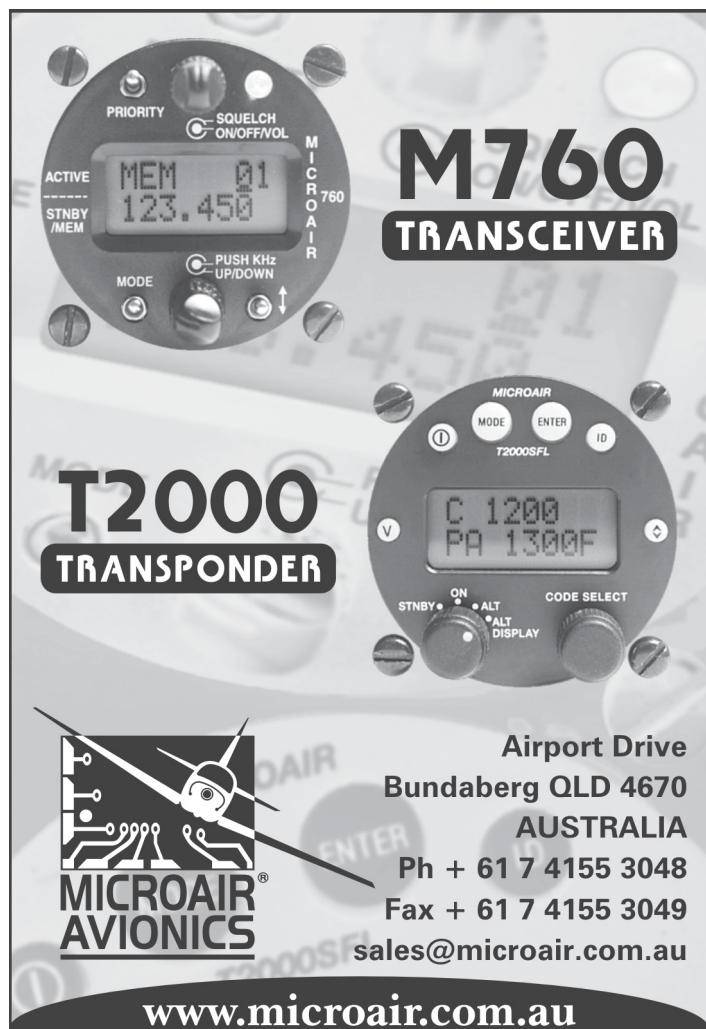
Malcolm Bruce, flying the new ASW28, flew into the lead in the 18-metre Class and was second in the Open Class. Overheard at the dinner on the last night: "If Malcolm had a tail he would have wagged it all week," he was having so much fun. Harry Medlicott was second and in his first NSW State championships, Japanese visitor and Narromine regular Goe Teramoto was third.

Open Class

Experience showed in the Open Class, a combined class of 18-metre and Open gliders. Paul Mander won with Malcolm Bruce second and English visitor John Hoyer from Lake Keepit third.

Participants went away with happy memories and the pilots voted for handicapping in all classes for next year's State competition. There is hope to continue the increase in the numbers of pilots who come along to "meet old friend and make new ones."

See you at the next New South Wales State championships. 



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A Low Cost Total Energy Tube Design and Installation

Richard H Johnson

EARLY DEVELOPMENT

About 65 years ago a clever American glider pilot realised that soaring in sailplanes would be much more precise if his variometer would respond only to the vertical air mass motions, and less to his elevator control dive and climb motions. As best I can determine, it was an American, NACA physicist Arthur Kantrowitz who first proposed such vario compensation during 1940 (Reference A). He calculated that this could be achieved if the variometer could sense not only altitude changes, but also changes in the sailplane's airspeed.

The basic operation of a variometer is to sense the amount of air entering or exiting an insulated flask of some sort as the sailplane changes altitude. In those days the static side of variometers was usually vented to either the cockpit, or to the sailplane's airspeed static pressure system. Both worked fairly well as long as the sailplane's airspeed remained relatively constant. However, variometers thus configured gave unwanted and confusingly large (but true) up and down vario indications when the sailplane changed airspeeds, as in turbulence or a dive or climb. That made locating and centring thermals much more difficult.

To solve that problem he calculated that the static port of the variometer needed to be connected to the suction of an air-driven venturi mounted on the sailplane fuselage or tail fin. To fully compensate for airspeed changes, the suction from the venturi needed to be equal in magnitude to the airspeed pitot pressure, but opposite in sign. That worked well, and indeed the early total energy installations used an external venturi to compensate their varios.

These early venturis were a bit expensive to make, and they were subject to suction pressure errors caused by dirt, rain, and insect debris collecting in their throats. Then along came Oran Nicks and Paul Fuhrmeister who showed that the same desired suction pressures could be achieved simply by drilling a small vent hole on the aft side of a small cylindrical tube that protruded above the fuselage (Reference B). They were mounted about midway on the sailplane's tail boom, or mounted on the fuselage nose, ahead of the instrument panel. Those worked just as

well as the earlier venturi designs, and almost anyone could make one inexpensively at home.

LATER REFINEMENTS

The Nicks TE tube design required a 20-degree forward bend near the top of the probe, which was needed to reduce its sensitivity to angle-of-attack errors. In an effort to further simplify both the TE tube design, and to provide easier and more practical sailplane installations, the author experimented with an unbent probe tube mounted vertically on the fuselage exterior surface above the aft portion of a PW-5 wing (Reference C). That is a convenient and out-of-the-way place to permanently mount a total energy tube, and airflow angle-of-attack variations there are very small. This newer unbent probe design worked well, and the author's flight-testing indicated that its performance was just as satisfactory as a tail fin mounted standard factory built TE probe on a Ventus A sailplane vertical tail fin.

HOW DOES IT WORK?

Figure 1 shows how two-dimensional airflow streamlines pass around a long small diameter cylindrical tube mounted perpendicularly to the air-stream. A small amount of air impacts the tube's forward centreline, but the rest flows around the sides of the tube. The air impact pressure at the tube's forward centreline is equal to an airspeed system's pitot pressure; therefore it is academically defined as having a pressure coefficient of +1.0.

Pressures around cylinder circumference

Reference: NASA TM X-73928, Oran Nicks, Subcritical Flow

ANGLE (DEGREES)	Cp
0	1
5.6	0.96
16	0.74
26	0.39
37	-0.05
48	-0.6
55	-0.98
67	-1.23
76	-1.23
86	-1.04
97	-0.97
116	-1
137	-1.04
157	-1.1
180	-1.13

Figure 1

Figure 2 shows how the air pressures vary around the circumference of the long cylinder. The pressure units are in coefficient form, which simply means they are proportional to the impact pressure at the tube's front centreline. Note that as the air flows around the tube, its surface pressures drop rather rapidly, becoming a suction of about -1.2 at the 90-degree radial points of the cylinder circumference, and diminishing to about -1.13 at its far aft surface.

Figure 3 is a side view of a straight finite length TE tube mounted on the top side of a sailplane fuselage. Also shown are the approximate aft edge surface suction pressure coefficients along its length. Note that because of the three-dimensional effects of the finite tube length, the pressures are not quite the same as they were for the two-dimensional airflow conditions described above. The biggest change is that the air now flows in a three-dimensional manner around the upper end of the tube. That causes considerably higher suction magnitudes there than those indicated for the two-dimensional case.

Since we want a suction pressure coefficient of -1.0 for our TE tube's suction pressure, we need to choose a vent hole location that will give us the desired -1.0 pressure coefficient. That is easily achieved by simply locating the air pressure vent hole part way down from the upper end of the TE tube.

How close to the upper end of the TE tube should the vent hole be located to achieve the desired -1.0 pressure coefficient? PW-5 flight test data for that are shown in Figure 4. There the vent hole location was varied from 1.35 to 3.78 tube diameters from the top end of the tube. Those flight test data were measured with my straight T.E. probe mounted on a PW-5's fuselage top centreline, just forward of its wing drag spar bulkhead (Reference C). An interpolation of those test data indicates that the vent hole should be located about 2.35 tube

CAP height C.P. effect

HEIGHT DIAMETERS	ERROR @ 60KT
1.35	7.76
2.16	1.97
2.59	-1.82
3.78	-6.97

Figure 4

Streamlines

X-IN	Y-IN	Y2-IN	Y3-IN	Y4-IN	Y5-IN	Y6-IN
0	0.1	0.05	0.01	-0.01	-0.05	-0.1
0.05	0.1	0.05	0.01	-0.01	-0.05	-0.1
0.1	0.1	0.05	0.01	-0.01	-0.05	-0.1
0.15	0.11	0.06	0.02	-0.02	-0.06	-0.11
0.2	0.13	0.08	0.04	-0.04	-0.08	-0.13
0.25	0.145	0.095	0.055	-0.055	-0.095	-0.145
0.3	0.152	0.102	0.062	-0.062	-0.102	-0.152
0.35	0.155	0.105	0.065	-0.065	-0.105	-0.155
0.4	0.154	0.104	0.064	-0.064	-0.104	-0.154
0.45	0.153	0.103	0.063	-0.063	-0.103	-0.153
0.5	0.152	0.102	0.062	-0.062	-0.102	-0.152
0.55	0.151	0.101	0.061	-0.061	-0.101	-0.151
0.6	0.15	0.1	0.06	-0.06	-0.1	-0.15
0.65	0.149	0.099	0.059	-0.059	-0.099	-0.149
0.7	0.148	0.098	0.058	-0.058	-0.098	-0.148
0.75	0.147	0.097	0.057	-0.057	-0.097	-0.147
0.8	0.146	0.096	0.056	-0.056	-0.096	-0.146
0.85	0.145	0.095	0.055	-0.055	-0.095	-0.145
0.9	0.144	0.094	0.054	-0.054	-0.094	-0.144
0.95	0.143	0.093	0.053	-0.053	-0.093	-0.143
1	0.142	0.092	0.052	-0.052	-0.092	-0.142

Figure 2

T.E. tube profiles

X-IN	Y -IN	X-IN	Y -IN
0	0.1	0	0.001
0.05	0.1	0.05	0.001
0.1	0.1	0.15	0.001
0.15	0.11	0.2	0.001
0.2	0.13	0.25	0.001
0.25	0.145	0.3	0.001
0.3	0.152	0.35	0.001
0.35	0.155	0.4	0.001
0.4	0.154	0.45	0.001
0.45	0.153	0.5	0.001
0.5	0.152	0.55	0.001
0.55	0.151	0.6	0.001
0.6	0.15	0.65	0.001
0.65	0.149	0.7	0.001
0.7	0.148	0.75	0.001
0.75	0.147	0.8	0.001
0.8	0.146	0.85	0.001
0.85	0.145	0.9	0.001
0.9	0.144	0.95	0.001
0.95	0.143	1	0.001
1	0.142		

Figure 3

diameters below the top of the tube. The suction pressure at that location appeared to be very close to the desired -1.0 pressure coefficient.

Figure 5 shows a rear view of the same total energy probe that the author has developed, mounted on the top of a Ventus A fuselage, just aft of its wing drag spar bulkhead. I used a 7/32 inch (5.56mm) outside diameter, thin-walled brass tube, available at hobby stores for about \$1/ft. A short 3/16 inch diameter aluminium plug was bonded into the top end to seal out the unwanted tube end pressures.

HOW TALL MUST THE TE PROBE STAND?

The shorter the probe, the less drag it will create, and the less likely it will be to get accidentally damaged. For those reasons the final portion of my Ventus flight-testing involved varying the height of the TE probe

Probe vent hole height

HEIGHT (MM)	PERFORMANCE (%)
20	40
30	80
40	97
50	100
75	100
100	100

Figure 5

and comparing the probe's performance qualitatively to that of my standard tail fin mounted Braunschweig TE probe that was connected to a second variometer. Varying the new probe height between flights was easily accomplished by sliding the TE probe tube up or down as needed in the 7/32 inch diameter mounting hole that I had drilled at the fuselage top centreline.

I made moderate dives and climbs between about 40 and 80kt to compare the two variometers response in relatively smooth winter air. I started with the probe vent hole

48533-11

Conventional total energy tube mounted on a Ventus A vertical tail fin.

48533-08

A taller-than-needed TE tube mounted on a Ventus fuselage top near wing drag spar bulkhead, standing about 4.5 inches high.

48533-09

Straight TE tube permanently mounted on the Ventus fuselage top near wing drag spar bulkhead. It stands about three inches high, and performs well at that reduced height.

48533-06

A cockpit view of the Ventus instrument panel during a 1.5 "G" dive pull-out at 75kt. The left vario is connected to the new fuselage mounted straight TE tube, whereas the right vario is connected to the conventional tail fin mounted TE tube.

Figure 6

located 100mm (about four inches) above the fuselage top, and found the variometer correlations to be excellent. I then shortened the height to 75mm for another flight, then to 50mm (about two inches) for the third flight test. Still, the compensation results appeared to be about perfect, however, when I shortened the probe height to 40mm (about 1.6 inches), I could begin to see a slight degradation in compensation performance. The final two flights were at probe heights of 30 and 20mm, respectively, where the performance continued to degrade.

When the vent hole is located too close to the fuselage surface, the fuselage airflow boundary layer slows the air velocity too much to achieve the reliable suction needed for the correct variometer compensation. As expected, the compensation began to degrade quickly below 40mm (1.6 inches).

Figure 6 shows my qualitative TE performance evaluation versus probe vent hole height that was described above. I have now fixed the vent hole height on my Ventus at 52mm (2.05 inches), and it continues to perform well at that height. Now I do not have to remove my TE probe while trailering, and it is permanently mounted in an out-of-the-way location, behind the aft end of my canopy cover. Similar TE probes were recently installed on two of our club's SZD-50-3 Puchacz trainers, and those probes appear to perform the TE function well.



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Frozen Kahunas and Himalayan Highs

Mark Fennell

NEPAL. A MYSTICAL LAND SET HIGH IN THE HIMALAYAS, FILLED WITH MONKS, MOUNTAINS AND GUN TOTING MAOISTS. A CULTURE OF TEMPLES AND PRAYER FLAGS, STRONG BACKED SHERPAS, SNAKE CHARMERS AND SADHUS. IT'S ONE OF MY FAVOURITE PLACES IN THE WORLD.

I originally headed to Pokhara to partake in a paratrek organised by Sunrise Paragliding. It was good fun, heading to some remote mountain village, appreciating the locally brewed raksi, flying over hills and valleys carved with millennia of rice growing. Damned good fun.

Pokhara is a great town to meet pilots. I hung there with a new and ever changing crowd. I chatted to one of the tandem pilots – a Russian – in my very bad Russian (*“Zdravstvuyte, menia zavut Mark, kak vas zavut?”*) and asked what he did before being a paraglider pilot. He fixed me with a smile, and calmly said, *“I flew MiGs.”* Wow!

Others here included Sean White, director of the excellent paragliding film ‘Never Ending Thermal’, and one of the film’s stars, Claudio. We hung out a lot, and, along with Raj a local pilot, became somewhat akin to permanent fixtures at the local pub, The Busy Bee.

One night, whilst drinking the local beer – Everest (a notorious hangover provider) – sitting with Claudio, my Italian friend Tommaso and three lovely lasses from

Montana, the question was raised by one of the girls... What’s the difference between paragliding and skydiving? Off the cuff I replied, *“Paragliders are all about staying up for as long as possible, skydiving is about going down as fast as possible. What sort of man do you want in your life?”* They were sold. They signed up for tandem flights.

More drinks and a cunning plan was formulated: Everest Base Camp for Christmas Day. There is a certain appeal to being at -10°C some 5,384m in the air whilst wondering retrospectively if indeed we have been good boys and girls this year...

I deliberated on the matter of whether to fly or not. Taking a paraglider in addition to one’s usual trekking paraphernalia is a commitment (one of those words that generally gives me cause to have an uncontrollable shiver, look in the opposite direction and run like the wind).

While kicking back at our hotel, the supremely budget, blanket on a concrete slab, Hotel Avocado in Pokhara, filling in the time learning Nepali and teaching the locals Blackjack (gambling is illegal in Nepal,

tsk, tsk, tsk) the solution elegantly presented itself. Whilst losing a disturbing number of rupees to Hari, one of the hotel employees, I thought I would practice some Nepali... *“Tapaiko kaam ke ho?”* (What is your work?). He looked up from counting his money (bastard had pulled off another blackjack) fixed me with a smile and said, *“I am Hari, Hari Porter”*.

If that’s not a sign to fly – Hari Porter, the seeker of the snitch and king of Quidditch – then I do not know what is. I recruited him then and there to lug my paraglider for our two week planned Everest Base Camp trek. He then pulled out another arsey 21, scooped up the remainder of our monies and left.

So with plan intact, myself, Tommaso and the three girls from Montana (it does get cold in the mountains!) headed to Kathmandu and began our preparations, renting sleeping bags, jackets, waterproofs and arranging our flights.

The day dawned, 15 December, and at a very early, pre-sunrise start we headed to the airport. Security here was very concerned

Some 19000ft in the air with Everest and Nuptse in the background. A high altitude washing machine, rotated jetstream

Photo: Tommaso Adorni

with grabbing my testicles, I guess on the off chance I was packing a sawn-off shotgun or something down there. After a series of very personal and intimate moments with the guards we were ready to board our plane... a Yeti Airlines twin otter turbo prop.

It was short flight to Lukla, the starting point of our trek, and we chilled in the plane. Until we saw the landing strip. It slopes... upward, and ends... in a very very solid cliff. The plane dived at the runway, at the last minute nosing up, touching down, and then decelerating outrageously to avert the imminent disaster of ploughing into the rock face. Scant metres away it turns, does a neat 360 and stops outside the terminal. At this point we all remembered to breath again, and disembarked.

Our trek began and we started to climb, stopping for a couple of nights at Namche Bazar as part of the acclimatisation process. While kicking back in our lodge (trekking in Nepal is all about walking, then stopping at a guest house for the night, settling in around a pot belly stove fuelled by dried yak shit, and paying extortionate amounts of money for food and beverages) a Tibetan Lama walked in. I had a set of prayer flags that I wanted to get blessed, and then attach to my harness and fly around with. We exchanged smiles, so I went up to him to start a conversation. He knew no English, and my Nepali in this context translated roughly to, "I am going to Kala Pattar (Everest Base Camp), I am flying man." His look was one that a parent would give to a child suspected of heavy drug abuse. Luckily Hari, my porter, was able to translate my request, and my prayer flags were blessed, a process involving a cool rhythmical chant and grains of dried rice. A little boost to the karmic superannuation fund that I like to keep topped up for those hair-raising moments when I know I've made a little withdrawal on it.

So from Namche we continued upwards, more and more beginning to feel the effects of altitude: shortness of breath, tiredness, and most disturbingly, ruminance (the lack of air pressure outside causing the pressure inside to be twice as dramatic). Our sleeping bags became nasty methane-filled zeppelins as we slept. Just the high intensity process of stuffing a sleeping bag in the morning was enough to leave one gasping for breath. A local sherpa warned us away from sexual pursuits at high altitude... he said it was very dangerous. Aside from the cold and its

unflattering effects on my manhood, not to mention the lack of oxygen, any enthused energetic activity can result in all sorts of cardiac dangers. I agreed wholeheartedly with this sentiment, and for one more reason as well: I wanted my kahunas to be as large as possible for my imminent high altitude flights.

A couple of hard trekking days later we arrived at Chhukhung, at the base of Chhukhung Ri, a 5,550m peak. We headed up there for sunset to check out the view, a long hard walk. But what a view, clouds rolling in, the sun setting and surrounded by the most beautiful mountains, and my favourite mountain of all... Ama Dablam. It was like we were staring at Heaven's Gate. We were awestruck, gobsmacked, held for many seconds before realisation that it was freezing cold sent us racing back down to the warmth of our lodge. A plan was set to fly at dawn...

Altitude sickness hit me for the first time then: killer headache, nausea, exhaustion. I took a Diamox – a pill to increase one's breathing rate, used for acclimatisation purposes. An interesting side effect is it makes one's fingers and toes go all tingly. I'm sure its got potential as a new street drug – 'Spirit Fingers'.

Dawn is an uncivilised time. It is far too early. Up here there's also no way in the world I am getting out of my sleeping bag cold. Our eyes opened and we had our breakfast of rock hard Snickers bars. With Hari lugging my glider, Tommaso his camera, and me my super-sized kahunas, we climbed



Swambayanuth – The Monkey Temple in Kathmandu

Photo: Mark Fennell

the hill. It took a long exhausting time, and finally we collapsed on the peak.

The wind had picked up considerably. It was howling. At sea level I wouldn't even have taken my wing out of its bag, but here, with the air so thin, it didn't have that same fearful punch. I was still quite terrified, and figured that maybe I'd just get a few shots kiting the wing against a backdrop of Ama Dablam and the other majestic mountains of the Himalayas. Launch height... 18,204ft. One expects to see Boeings at this altitude.



Mt Ama Dablam – the world's sexiest and most photographed mountain

Photo: Mark Fennell



Feet leaving the ground at Chhukhung Ri (5,550m high, 50% air density)

Photo: Tommaso Adorni

I pulled it out, rigged up and began to kite. Thin the wind might be, but it was nasty; every direction at once turning my glider into an angry thrashing snake (a snake



Two Newar monks blessing my helmet... Just in case
Photo: Mark Fennell

in mortal peril of being castrated, would give some sense of its violence). In the thin air every control was exhausting, and we were all soon tired of pictures and playing. One more kite before packing up was the agreed time frame, and as it popped up nicely, a little whisper in my head got suddenly loud, and an overwhelming sense of “bugger it” took over. I turned and ran... my feet leaving the ground and my cameraman caught unawares whipping around in a point and click frenzy. I left earth, feet in the air and suddenly I was airborne.

Bang! A collapse. I righted it and then noticed my descent rate. It was practically parachutal. I was hammering down fast, but my horizontal speed was even more impressive. I dodged a set of prayer flags by a whisker, hung conveniently between two peaks. It would have been embarrassing to have been taken out by a set of Buddhist prayer flags. I performed a couple of ridge passes before an interesting experiment with a high altitude wingover, and then with my rather rapid descent rate thought about landing.

I lined up a flat field, surrounded by stone walls, and hammered at it. A little flare popped me over the first wall before a tri wrap haul on the brake lines stopped me before hitting the second. It was tight. I was pumped. I whooped, I jumped, I ran about like a beheaded chicken. My friends came out, and jumped up and down with me. The locals looked on with open mouths.

I packed, and then, had my second breakfast. Hobbit-style.

A grand day, and after breakfast our onward quest to Everest Base Camp continued. It took an additional two days to reach Gorak Shep at 5,180m, the closest set of lodges to Base Camp. It is also at the base of Kala Pattar, a ridge with views to Mt Everest and Nuptse. It was here that I planned a second flight, but bistari, bistari (slowly, slowly) let's do it tomorrow, and we settled in for the evening. That night stands clear in my mind. A midnight dash to the toilet for what can only be termed a bowel emergency had me in the bathroom, squatting and squirting. It wasn't until after the event that I realised I had forgotten the western convenience of toilet paper. No problem, I am pretty down with the Nepali, left hand, jug of water, tip and wash style. I picked up the little jug and went to fill it from the water reservoir (a big plastic bucket). I was disturbed to hear the chink of plastic on ice as I attempted to dip it in. I used a fortuitously placed broom to smash through the two inch thick ice layer, to reveal the frigid contents below. I filled the jug and went for it. “Icy ring sting” is a gentle euphemism to describe the sensation (a rectal probe with liquid nitrogen comes so much closer).

We arose the next day to ‘mild’ winds. After waiting for Tommaso to finish doing his hair (bloody Italians) we hiked up Kala



Check out my hand-painted helmet... by a Thangka artist
in Pokhara

Photo: Mark Fennell



The magical Khumbu Glacier

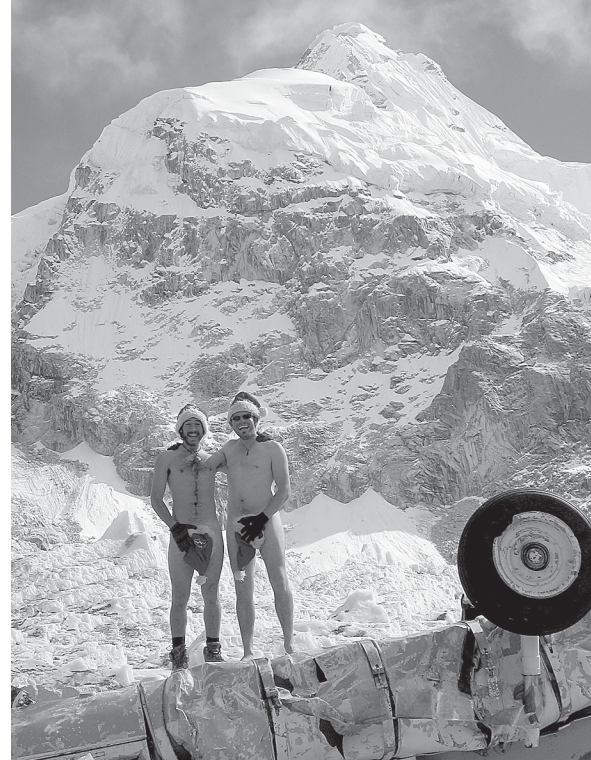
Photo: Mark Fennell

Pattar. There was a strong wind blowing, but being too thin not enough to do a reverse launch (launch height about 17,500ft, half-way up Kala Pattar) so alpine style it was to be. I set it out and hauled it up. You really have to run hard when it's like this, and at Ben Johnson pace I got feet off the ground. I hit something BIG, and Boomshanka'd straight up in the air. It was like one of those amusement fair vertical bungee numbers. Very traumatic. I was glad I had a high fibre breakfast.

It was a violent washing machine up there. I didn't know what this high altitude air was capable of doing, but phrases like jet stream, spin drift and Tibetan border all raced through my mind. I wanted down. I big eared. I plummeted. It was the fastest big ears ever. Gorak Shep is fortunate enough

to have a massive sand lake bed which serves as a perfect landing field. The sand is really fine, amusingly better than most beaches in Britain, and I suspect that the glacial water here is warmer too.

It was to this I headed, breakneck pace, hoping to land elegantly on the big H helipad. I came in on my final, and the wind suddenly changed direction. My pace doubled and a loud swear word escaped my lips. I hit the deck, letting my harness airbag show its worth, before a not-so-elegant flip onto my face to acquire a free Himalayan sand exfoliation. I stood up. Fickle Himalayan winds! As if to taunt me it switched once more and blew firm and strong right along my path. Still, when one pits one's ego against the



-10°C, 5,384m, Everest Base Camp, Christmas Day.
What do you do...? Get naked! (Mark and Tommaso)

Photo: 'Hari Porter'

mountains you expect them to win. I let them have it... this time...

That night was Christmas Eve. With the other trekkers there, a combination of high altitude, cigarettes and whiskey had us legless, giggling and celebrating in grand style. It was felt the next day. Santa brought me a sledgehammer, and his little elves hit me with it for most of Christmas Day.

Our plan was for Everest Base Camp for Christmas. So we embarked, rather painfully and very slowly to base camp, some two hours away. We arrived, the location marked by a wrecked Russian helicopter that had crashed sometime ago. In true celebratory fashion, at a chilly -10°C at 5,384m, we posed naked (modesty provided by a little red Santa hat), snapped off photos and hoped that the girls didn't notice my 'slightly' cold affected manhood. We walked through the Khumbu glacier as we left, something I recommend to anyone. It's a mystical fairyland of ice spires and turrets, huge flat sheets to slide on, icicles and crazy wind-sculpted shapes. It's wonderful.

Sleep came early that day. We left the day after, crossing the Cho La pass and hitting Gokyo, another glacial spot with a number of frozen lakes. I hoped to fly there, but unfavourable winds, and a desire for a hot shower and new underwear, had us planning a mission back to Kathmandu for New Year's Eve. We raced back over a couple of days to Lukla, then took our Yeti airplane back to the 'du, arriving early in the afternoon of the 31st. What a way to end a year. Viva 2005 I say!



Sunset from Chukung Ri... Staring at Heaven's Gate

Photo: Mark Fennell



Waikerie Club Class Nationals – 2005

Adam Woolley

I THOUGHT I'D KICK OFF THIS ARTICLE BY LETTING EVERYONE KNOW THE TREMENDOUS SUPPORT AND CAMARADERIE I RECEIVED FROM EVERYONE, IN PARTICULAR A NUMBER OF MY GREAT MATES WHO MADE THIS CHAMPIONSHIP HAPPEN FOR ME!

To Nick Gilbert, who was kind enough to support me in the way of lending me the most competition-ready, sleekest and smoothest Cirrus (it even has LS-8 winglets!) in the country. To Adam "Charlie" l'Anson, Bruce Taylor, Anita and the girls, for without these guys and gals the glider wouldn't have made it safely to Waikerie and return to Temora. To the Conways, who kindly helped me out with the entry fee to the championships, for otherwise I don't think I could have rounded up enough dollars to compete. To Sarah, Jade, Todd, Holly, Michael Conway (thanks for running my wing mate), Charlie and Ben for their crewing during the competition – thanks for the many laughs shared and keeping me 'cool' during the Nationals. And last, but certainly not least, all the new mates that I met along the way – you made the championships what it was. The friendly smiles and help made for a most enjoyable two weeks of competition!

Arriving at Waikerie after a nice drive through the Barossa Valley with Jade, I was quickly greeted by Sarah and Charlie. After a good deal of chinwagging I thought we should get in and rig the mighty "C2": I soon found out that it had been rigged and was ready to go! We ended up checking it out anyway, and soon after shared a number of beers together catching up on JoeyGlide '04!

FIRST DAY BLUES

I couldn't believe it, I was at the Australian Club Class Nationals, competing against 53 potential champions, and the top 25 filled with big names. Then the met man, Dave, announced that we'd be seeing 16,000ft agl bases that afternoon with possible cu! A-MAY-ZING, the biggest day I had ever flown – this, I thought, is going to be FUN!

In the third row of three, I was up the front of the grid looking to get high before starting. I was very glad I took this option, as it took me 45 minutes to find a decent climb to get me up to 12,500ft agl pre-start. My game plan for the day was to start as

high as possible, and around 30 minutes after the gate opened. With a 20kt breeze blowing, I found myself drifting over my start point, I was high and 15 minutes early. So I thought what the heck, I will make a start as quite a number of the field had already left.

After starting, I fell from 12,500ft all the way down to 5,000ft without even much of a bump. Plummeting lower and lower, while watching little specks racing overhead of me I decided a climb was needed in the near future, otherwise I'd be on a local airstrip in next to no time. Battling up wind, I finally made contact with a seven-knotter – not what I was looking for, but it would get me high enough to push into the un-landable country towards Burra.

My thinking was to push as far into the first turnpoint to maximise the downwind leg. Further and further on, without seeing anyone, I decided to turn in the far northern sector for Allawoona. I was smoking, with 20kt on the tail and able to cherry-pick the good climbs. I even had a quick thought that I was lost, but I soon figured out that I was already at Waikerie and cruising along! Fifteen minutes after turning, the cus popped – and at 16,000ft! I couldn't believe it. My biggest two mistakes of the day then were: no airspace map, so I didn't know how high I could push into areas, and, turning too late at the first. Everyone else was enjoying the fast streeting conditions to the far south-east of the second... I ended up getting a poor result for day one, a 28th...

FLYING MY OWN RACE – THUMBS UP!

This, along with another flight, was definitely a memorable one: flying my own race, along with my confidence level rising each and everyday. After recent rain and conditions for the day, I knew I had to stay east of Blanchetown and get onto Copeville as soon as possible to run west.

An early and good start later, I was well on my way. The sky was well-peppered with cu, but quickly dissipating. Feeling my way through the sky I was able to extend the

glide and cherry-pick a few better-than-expected climbs for the day. Since the opening leg to the first was going well I decided to keep running while making good time. With the cus just about gone, I lined up the remaining in the way of a street and turned for Copeville. Turning the township after no real dramas, I headed for Peebinga. This leg was relatively relaxed, with a few thermal markers ahead and north of the scrub.

At Peebinga, and for some time prior, I'd been trying to work out the best way to Lindsay River. I decided to run just to the west of the scrub line, getting one nice climb before getting low and having to head for landable paddocks. Tobi had me in sight and pointed me in the right direction. Three juicy-looking dust devils lined up, surely one would work! Thankfully, I was rewarded with a good climb just as I was entering an uncomfortable height.

The climb stayed good to the top, so I stayed with it. Once out of that slow spot, I had a relatively easy run to Lindsay River. Rounding roughly 20km from the turn point, I headed for Loxton into a softer-feeling sky. Just my luck, I see a huge dust devil just before getting to the river system and the township. It worked from down low again, and I'm soon on my way home – direct over the green stuff and rivers. Once back into the workable area, I had a slow climb and decided to push on for Woolpunda.

The sky was starting to go soft after three-and-a-half hours on task, shooting for a four hour AAT time. I decided to back off and fly conservatively, going for the low-risk points (thanks Hank). Just south of Woolpunda I found a final glide climb and had a relaxed run home!

Getting out of the cockpit after a long ground-effect final approach, I felt as though I'd done okay for the day. I soon found out that I'd flown 98km/h off the stick, and knew I was in for a good chance for. A 10th place! This competition scene is a huge BUZZ – I could feel my confidence rising every day, along with my cross-country and speed ability!

**WOULDA/COULDA/
SHOULDA...**

...Got 10th place a second day running!

Instead, my limited experience in moving fronts caught me out and I was forced to accept a 17th place. However, it was certainly a day that will stand out for me. I had an absolute screamer in the hotted up Cirrus "C2". Again, this was all my own flight – only using Bruce once over Meringur, as he owed me for the two prior eight-knot climbs I found for him!

With the confidence level really high, I was definitely in the right frame of mind for racing. A solid start at 11,000ft agl, I was soon off and racing at 85kt towards Notts Well. Minutes down the road, I cored instantly a 10kt+ climb to over 12,000ft! I was loving all this, push hard Adam – push hard! With the flight really flowing I saw I was overtaking gliders below me easily – it was a day to stay high and cherry-pick the best climb, my TAS was right up too... The coolest thing was that when I thought I needed a climb, I'd gain 1,000ft plus in a pull up, then decide it wasn't good enough – moving on to the next climb!

A long-term decision point came up in the flight: Should I head to the landable fields north of a large scrub patch, should I go direct, saving the diversion, or, should I head way south for a working street of cuses to the south? I decided to go direct, but have an easy glide to paddocks to the north.

One last "prescription" (just what the doctor ordered) climb, and I was over the scrub. It's crazy, I was at a good height, yet felt terribly low. I saw a remote cloud well into the scrub, and focused on getting a good climb there. I didn't get what I was wanting, so a 1,000ft safety height later, I pushed on to a good-looker. This time being rewarded with one of the two eight-knot climbs I shared with Bruce, who joined underneath!

The next bit I thought was absolute madness. There were three ways to get to the next turnpoint at Taldra:

- 1) *Direct, over heavy Victorian scrub,*
- 2) *semi-direct, up the line of scrub but cutting early for a more direct route; or*
- 3) *up the line to nick the AAT circle for minimum distance there.*

I went for option two (which was hair-raising enough...). I was feeling low at 6,000ft with backtrack options for the fields. But to make it even more crazy, there were guys in higher performance machines going direct and lower than me! The heart rate was up, but I felt as though I could make the other side. I found a small six-knot climb for a "bit extra for Mum", and headed off. I felt

as though the day had gone a little soft, but still thought that some nice climbs were around. I got high off the plains and headed square on for the scrub again, watching very closely that moving front.

The winds were getting up, still three turnpoints to visit and a four-hour task time limit to be met. I didn't know how I was doing it, but I was racking into some great climbs – compared to what I thought we should be getting. Crunch time! Should I go for the four-hour time, or do I head home early and hope that there's quite a number of pilots getting caught out by the weather? I went for the second option, because the number one rule in AATs is to make it home! Watching the front coming closer, I decided to wooss out and head for home. I was thinking, I'll keep the speed up but maximise the limited distance able to be gained in the last sector – Hawkes. Watching the sky ahead I made a small course correction with a good margin on the home airfield. The run home looked quite soft but, unfortunately, after turning for home, the sky seemed to go up up up. I ended up on V_{NE} for the final 20km.

I ended up coming in seven minutes under time, with a task speed of 98km/h (101km/h off the stick), which meant that if I hadn't messed it up, and felt as though 'I just had to get home' after the long task, I woulda/coulda/shoulda flown an extra 21km, and therefore a speed of 104km/h would have been achieved – along with a 10th placing. Not to worry, I certainly learned a lot:

- 1) *Never outland on a AAT, and*
- 2) *only come in before time if it looks certain that you'd outland!*

FINAL THOUGHTS

My goal for the championships was a top 15 placing, as there is a trophy awarded to the highest placed junior above the 15th place – so it's not a participation award if there's only a single junior competing. The quality of the pilots who entered the 2005 Australian Club Class Nationals was truly superb: thanks for a top two weeks everyone – especially all the new mates I met, stories and laughs shared!

At the end of my first seniors' comp, I finished with an 18th place out of 53 pilots. I'm fairly pleased with this result considering I had 120 hours cross-country at the time! I now can't wait for the next competition as it was amazing how many new tricks I picked up from this sensationally run comp.



It Happened Recently on an Airfield

Martin Feeg

Late afternoon – the clouds disappear one by one and the day is turning into a pleasant evening with a light breeze.

As usual gliders were tied down for their nightly rest. In the middle of the night things changed slightly. Atmosphere decided to part from a bit of moisture in the form of some rain. Just enough stuff to get into all the tiny crevices, hinges, etc; sucked in by capillary forces and progress supported by the now fresher breeze. However in the morning it all seemed to be a bit of heavy dew. Temperatures are on the fresher end and everybody is cheerful as it looks like wave.

Another great day as the wave is really going to altitude. Thermometer shows minus 10°C and the vario plus 6. Spirits soaring even higher, but oh shock. Suddenly the stick is blocked! Bail out? No! Airbrakes – blocked! Bail out? The glider without controls is venturing into sink – and descending rapidly with the warmer air controls come back on, before a final decision is made.

Close shave? Sailplanes and gliders do not want to live in the open.

Most of you have noticed, over the past few issues the short story "Happened recently on an airfield" were found in the same spot. Easy to read, yet every story is true and indeed a close shave. We all are prone to accidents and the more careless we are about our doing the more likely tragedy will hit. Aviation in itself is not specifically dangerous, but highly unforgiving to neglect and carelessness. As I don't want to see any accident happening and as we all can learn from experience made by others I rummaged through my memories and found these stories. I am an eyewitness to most of them.

Please look out for more stories and try not to make the same mistake – in your case it might be fatal...

Safe soaring.





THANKS BERNARD!

Kerry Battye

MOST AUSTRALIAN GLIDER PILOTS KNOW THAT BERNARD ECKEY IS AN OUTSTANDING AND GENEROUS COACH. COMBINE HIS SKILL WITH THE ALMIGHTY ASH 25 AND IT EQUALS A FLIGHT THAT I WILL ALWAYS REMEMBER AND TREASURE.

We were at the first ever Australian Junior National Championships at Temora last December when I was offered a ride in Bernard's ASH25.

As part of the hoard of junior pilots who had been drooling over it I felt extremely lucky, especially as I'd been expecting to see a lot more of NSW from the ground doing retrievals. Since we had nine people in the South Australian team for only two pilots, I thought they could do without me for a while!

Bernard and I launched first on the Sunday, after competition organisers delayed launching due to concerns about the conditions. The weather at Temora was somewhat tempestuous throughout the comp, with incredible lightening shows and one memorable hailstorm. I've never seen so many gliders disappear into trailers so quickly!

These conditions contributed to one of the most amazing flights in my short experience.

Strapped into the back of the ASH and having had the 'sick' briefing, we took an aero tow to about 2,000ft. Photos taken just before launch showed that I had the stupid grin in the world!

As an extremely recent solo pilot I sat back and enjoyed the view while Bernard found the first thermal and climbed away. The lift was broken and fairly narrow, but that doesn't seem to matter in the ASH25. We left the thermals as soon as the rate of climb dropped off and pointed the nose towards the west. While Bernard reported the conditions back to the comps director the first clouds appeared only about 30km away.

As we climbed under one of them Bernard was mumbling something about

thermal wave conditions, but then explained that the particular shape of the clouds we were seeing is typical for thermal wave.

Sure enough, soon after reaching cloudbase we pointed the nose into wind and struck very smooth air with weak lift. "*Patience is crucial now*," said Bernard and circled in it, although the rate of climb wasn't anything to write home about. Slowly we ascended well above the base of the clouds – something I had never experienced before. "*We can afford to change flying tactics now*," said Bernard and then he went on to treat the clouds like a ridge. It felt like slope-soaring the clouds and to my amazement the rate of climb improved noticeably.

Soon we were level with the tops of the clouds and a world of overwhelming grandeur opened up in front of us. We were sitting well above the clouds and enjoying

a view of such beauty it made me laugh with delight. Although I didn't mention it to Bernard, it kind of reminded me of my childhood Care Bare videos! "This is what gliding is all about," remarked Bernard while putting the flap lever in overdrive. Speeds of about 100kt between cumulus clouds got converted back into height with extreme ease upwind of the next towering cloud on track.

As I've already mentioned, the view amongst the clouds was one of the most spectacular things I've ever seen. As we skimmed around the edge of them the sheer size was breathtaking. Looking out over the top of the clouds was something I'd done on commercial flights, but this was an entirely different experience. These were the clouds that got us up here in the first place and knowing that made them more real. Bernard had said that he would only find this kind of wave perhaps a half a dozen times a year; knowing how many flights Bernard does a year made me want to buy a lottery ticket.

After continuing to soar amongst the clouds for a good half hour or so we left the wave to make our way cross-country in the direction of Griffith.

After circling near Griffith it was time for me to have a turn at flying. For any newly-soloed pilot going cross-country for the first time is going to be exciting. For me this was the icing on the cake. As we headed for home Bernard operated the flaps while guiding me in which clouds to aim for, when to pull up into lift and when to fly fast through the sink. This was so different to what I was used to with local soaring, it made me consider how much more I have to learn and what I can look forward to in gliding. While Bernard called final and prepared to land back at Temora, I sat there pondering what the rest of the population does with their Sunday afternoons, and whether they know what they're missing out on.



Position Vacant: GFA Executive Officer

A recent resignation has made the above assistant role vacant.

This is a key Executive support function requiring the applicant to have strong organisational, verbal and negotiation skills, as well as a sound corporate knowledge of the GFA.

Ideally the position would suit a mature retired or semi-retired person, willing to travel, possessing a good working knowledge of the various government and regulatory authorities that the GFA currently works with, including International affiliated bodies.

The position is part time with irregular hours on an as needs basis, and requires the applicant to have good financial and commercial awareness. Reporting is to the GFA President.

Interested applicants should apply in the first instance to Bob Hall for initial discussions and to request a position description.

Ph: 02 4975 5660

Email: <rjpjhall@westnet.com.au>



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GLIDING FEDERATION OF AUSTRALIA

Airworthiness Inspection

FORM 2 AND C OF A NOTICE

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

* Fees include GST

A) DOCUMENTATION REQUEST

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

Aircraft Type

Registration marks VH –

Address to which documents are to be sent is:

Name

Address

.....

State. Postcode

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

HGFA Editor's Choice

Peter Barwise has the best flight of his life (and perhaps the fright of his life) over Warra Warra. Likewise Ian Lobb is flying his best, which comes in handy when you're competing in the Australian Nationals.

Further afield, Craig Dorich takes us to arguably the best flying site in the world, while Mark Fennell shows us his best side at Everest Base Camp...

Although once again tempted to give this month's best article prize to Mark (so he can buy a bigger Santa hat, if nothing else) I'm awarding the \$100 to Ian Forsyth's patient and elderly father, for traipsing from Wollongong to Gawler after that crazy son of his...

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

New Australian Hang Gliding Distance Record!

On the final practice day before the World championships began in Hay, Rohan Holtkamp set the new Australian Distance record of 456km. Rohan launched at 11am, the sky dark with thick low clouds at about 2,000ft. Obviously this was not going to slow him down, as nine hours later at 8pm Rohan became the proud holder of Australia's new distance record. Congratulations, Rohan!

Hay World Hang Gliding Championships 2005 – Now Available on DVD

For a great DVD of the World HG Championships in Hay this year, please contact Charles Edwards CE Video Productions:
394 MacGregor St, Hay, NSW 2711
Ph: 02 69932022, Fax: 02 69933019
Mobile: 0428 696257
Email: <cevideo@tpg.com.au>

Rising Star

APC team pilot Craig Donnell has only been flying for four years now and has already represented Australia at two World championships (Portugal 2003 and Brazil 2005) as well as at the first Asian championships (Korea 2004). Craig's achievements are all the more outstanding in that he has held down a full-time job the whole time. Craig is sponsored by Australian Paragliding Centre

and is currently looking for a major sponsor to help him reach his goal of flying the PWC circuit in Europe.

Peter Bowyer, CFI/Instructor Examiner,
Australian Paragliding Centre

Mt Buangor (VIC) – Still Closed

All hang glider and paraglider pilots please be advised that the launch at Mt Buangor, near Beaufort, Victoria, remains officially closed.

This site is extremely sensitive. We do not have written permission from Parks Victoria to launch.

The WVHGC, VHPA and HGFA is working with Parks Victoria to re-open the launch in the future, and the WVHGC is working on options for alternative landing areas.

To help facilitate these processes we are asking fellow pilots' co-operation by refraining from taking off from Mt Buangor.

Stuart Coad, Treasurer WVHGC

Paragliding World Championships Manilla 2007!

Manilla wins the right to host the Paragliding World Championships in 2007.

Manilla competition organiser and Mt Borah owner, Godfrey Wenness, has secured the rights to stage the 2007 Paragliding World Championships. The annual general assembly of CIVL – the hang gliding and paragliding air sports arm of FAI – voted 23:4 in favour of the Manilla bid. The other bid was from Greifenburg, Austria.

The meeting, held during late February in Panajel, Guatemala, saw both locations present very convincing reasons for staging the event. The audio-visual presentation and the bid document itself from Godfrey was said to be by far the best that CIVL had ever seen.

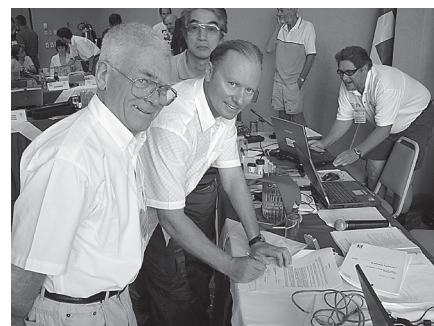
The Austrians relied heavily on a glitzy tourism marketing style video presentation which was light on in the area of event facts and flying statistics. The Manilla bid used a two-minute slide show introduction with aboriginal art, boomerangs and didgeridoo music which set the scene for a 20-minute Powerpoint presentation, filled with facts about the location and previous event experience.

The CIVL meeting had been discussing safety in competitions all weekend and noted that on average one person had died per FAI Category 1 competition since their introduction. The most recent was at the Europeans in Greece last October.

Manilla's excellent competition safety record, non-alpine location, extensive event organisation experience and extremely high percentage of tasks flown was what tipped the



CIVL meeting in Panajel, Guatemala



Godfrey Wenness signing the acceptance document

balance and resulted in a landslide win like never before. Even the German and Swiss pilots requested that their delegate vote for Manilla, but due to political reasons he had to vote for Austria.

The event will be held from 23 February to 10 March 2007. A Pre-worlds event will also be held in 2006 from 4 to 11 March, and possibly even a New Zealand Nationals or Manilla XC Open the week prior.

Free-flying pilots will be allowed to fly daily after the competitors have left on course, and as such many hundreds will be expected during the event as "active" spectators.

Mt Borah will receive a broad ranging face lift over the coming two years with projects such as: road works, astro-turf (100m by 50m) on all launches, toilets, water, shade sails, and more.

The event will be organised by Godfrey Wenness in association with Manilla SkySailors Club, the HGFA and ASAC. Support has already been pledged by Tamworth Regional Council, NSW Tourism and Department of Sport and Recreation. Sponsorship has been secured from Adidas Eyewear, Advance Paragliders, the Royal Hotel, many local Manilla businesses, and more is currently under negotiation.

The granting of the 2007 event confirms Mt Borah/Manilla's position as one of the premier cross-country flying sites in the world, and the event organisation team as World Class.



For more information contact Godfrey (ph: 02 6785 6545, <skygodfrey@aol.com>) or visit the clubsite [www.mss.org.au]. A dedicated event website will be set up soon at [www.manilla2007.com].

CLUB NEWS

Dalby Turns it on Again...

The summer season was epic, with record distances and many club records being broken over many flyable weekends. The club's annual Christmas bash at the new extended hangar was a huge success. Don Cramer (alias Dog nut), organised two chefs to cook up a storm for 50 people at our hangar. Garlic prawns for entree, local grain fed beef for dinner, lots of drinks, a juke box and even fireworks made the night a most memorable one. Many of us achieved personal best flights with terrific soaring conditions on both days of the weekend.

Dalby local, Smokey, negotiated to return the 10 acre crop paddock out the front of the hangar back to grass. Now all of us can set up in the shady hangar, walk a few metres, hook on and head to the flying heavens of the Darling Downs. The members and the tuggies have been displaying excellent towing skills, showing all how the practice is very safe when the pilot's "attitude" is right. Our excellent safety record is also attributable to each individual speaking their mind if they see a potential problem. Reducing risk and exposing risk is what prevents accidents.

Seven of us travelled to Gulgon last October and saw first hand how a good tow comp is run. Whilst the conditions were the best seen for many years, what impressed me the most was the organiser's detail for safety. I estimated that there were 330 tows for the week, all without incident, even when one of the dolly wheels departed from the axle as the pilot became airborne. A big thanks to Billo and his team for looking after us and most of all putting up with the "loud" Queenslanders in the camp site.

So, time to get your revenge fellas! After popular demand and the opportunity for us to show you how good we have it up here, the members decided it was time to host another Dalby "Big Air" competition. As mentioned in the competition calendar, we are staging this event 24-29 April. This week incorporates the Anzac public holiday. With excellent facilities, many local venues for the non-pilots (wives... can I say that?...), and the best Soaring conditions in the country, there is no reason why you should not be part of the "Dalby Big Air Friendly Competition". Fly safe!

Daron (Boof) Hodder, President DHGC

NEW PRODUCTS

The AFS System – U-Turn Presents a World First

New design principle guarantees maximum safety, this is the promise of the revolutionary AFS-System (Automatic Flight Stabilisation). It intervenes for the benefit of safety when an inexperienced pilot, or a pilot in trouble, enters turbulence and is unable to fly actively. AFS works like the Electronic Stability Programs known in the automotive industry, you could call it an "ESP for the air".

The core innovation of the AFS-system is based on the principle of pre-tensioning the undersurface at the trailing edge. *"This idea I had during a flight"*, Strobl recalls his sudden inspiration, *"It must be possible to pre-tension the undersurface by making sure of an exactly calculated cut – so that on the one hand the canopy is neutral while there is enough pressure inside, but on the other hand any drop of pressure causes the system to react."*

A special production process around the brake attachment points leads to the desired effect. When entering turbulent air with the BODYGUARD the system adjusts immediately, even the slightest drop of internal pressure allows the system to react. The pre-tensioning at the trailing edge is effectively like pulling the brakes.

A canopy featuring the AFS-system reacts without any steering or braking action from the pilot exactly in the way that the safety experts of the DHV recommend: It flies actively and therefore safely. Ernst Strobl recalls the fine-tuning, *"Our computer-based calculations were impressively confirmed during our tests"*.

For more information, see [www.u-turn.de]. Stefan Preuß, U-Turn

Sky Drive

Sky Drive is a steerable DHV certified reserve. The design comes from the Deltas concept, but with Sky Drive the pilot does not need special risers, any kind of release system or special container – you just easily pack it into your harness. The reserve packs into a standard inner container and the whole system can be accommodated in the front, side or back pocket of your harness, weighing only 2.4kg.

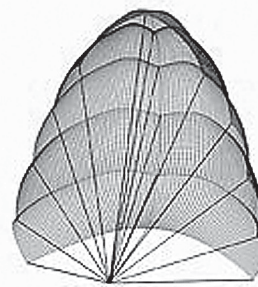
Main advantages include:

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- Low weight
- Able to be accommodated within your own harness without the need for special release systems
- Very fast openings

For more info contact:

Lee Scott, High Adventure
[www.paraglidingaustralia.com]
<Fly@paraglidingaustralia.com>

Ph: 02 6559 7177 or 0429 844961



New UP Website is up

We have been busy setting up a brand-new website over the last few months which is now online at [www.up-paragliders.com].

Stefan Mayrhofer, UP International GmbH

New Ozone Gliders

The Australian Paragliding Centre has three new gliders from Ozone. The Buzz DHV 1-2, The Rush DHV 1-2, and the lightweight Geo DHV 1-2. Each is certified in all sizes and available for ordering.

The Buzz

You're new to the sport, but already feel that it is going to be a large part of your life, and you know that you plan to pursue paragliding enthusiastically. The Buzz has everything that you need to progress safely through the first years of your career. Even if you plan to fly regularly and improve quickly, you won't outgrow the Buzz too soon.

The Rush-DHV 1-2

The Rush was created for the performance pilot who needs DHV 1-2 security. With a higher aspect ratio and more cells than the Buzz, the Rush is closer to the Vulcan in performance while remaining well within the boundaries of the DHV 1-2 class. It features sportier, more dynamic handling than the Buzz, along with a higher speed range.

The Geo

The Geo incorporates results from research conducted during the Red Bull X-Alps race, and was developed with feedback from adventure pilots from all over the world who have been demanding more performance and handling with no increase in weight. The Geo has a similar planform to the Mojo, with a slightly flatter arc to increase glide and sink rate. The aspect ratio was also increased, but not radically, as safety cannot be compromised. The Geo comes standard with ultra-light Spectra risers and an 800 gram, 64 litre



pack with ergonomically molded shoulder straps and support system.

Australian Paragliding Centre
Ph/fax: 02 62268400, 0412 486114
<fly@paraglide.com.au>
[www.paraglide.com.au]

FAI NEWS

World Records

FAI has ratified the following Class O Hang Gliders) records:

Sub-class O-5 (Hang gliders with a rigid primary structure/movable control surface(s) without pilot surroundings) – General Category

Claim number: 9628

Type of record: Speed over a triangular course of 150km

Course/location: Mansfield, WA (USA)

Performance: 46km/h

Pilot: Martin Henry (Canada)

Hang glider: Air Atos C

Date: 6/7/2004

Previous record: new

Claim number: 9631

Type of record: Speed over a triangular course of 100km

Course/location: Mansfield, WA (USA)

Performance: 42km/h

Pilot: Martin Henry (Canada)

Hang glider: Air Atos C

Date: 10/7/2004

Previous record: 34.47km/h (16/8/2000, Davis Straub, USA)

FAI congratulates the pilot on his splendid achievements.

World Pilot Ranking Scheme

Hang Gliding (Class 1)

Oleg Bondarchuk (UKR) leads, with Mario Alonzi (FRA) 2nd and Brett Hazlett (CAN) 3rd.

Two Australians are close behind, Kraig Coomber in 4th and John Durand Jnr tying with Gerolf Heinrichs in 5th. Attila Bertok (HUN) takes 7th slot ahead of Antoine Boisselier (FRA), Oliver Barthelmes (GER) is comfortable in 9th and Steve Moyes (AUS) completes the top 10.

Australia are leading the Nations rankings, followed by France, Austria, Germany and Italy.

Full details of the HG rankings can be found on the FAI website [www.fai.org/hang_gliding/rankings/newrankings/index.php?pkDiscipline=1].

Paragliding

There are quite a few place changes in the top 10. Number one slot is taken by Nikolay Shorokov (RUS) followed by Bruce Goldsmith (GBR) up four places to 2nd and Xevi Bonet Dalmau (ESP) up eight to 3rd. Tomas Brauner (CZE) drops three places to 4th and Martin Orlik (CZE) jumps seven to be 5th. Paolo Zammarchi (ITA) gains eight places to lie 6th while compatriot Jimmy Pacher (ITA) slips two to 7th. The best gain is made by Steve Ham (GBR) up ten to 8th, overtaking Jean-Marc Caron (FRA) by one point while Christian Biasi (ITA) drops seven places to complete the top 10.

In the nations rankings Czech Republic maintain their lead, 2nd is Italy followed by Germany, Poland and France.

Full paragliding ranking details are on the FAI website [www.fai.org/paragliding/rankings/].



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The Hang Glider Pilot's Lament

James Freeman

*Ask me no questions, and I'll tell you no lies
I bombed out today, fell out of the sky*

*I was heading down course, as fast as I could
With everything going, just as it should*

*Into a thermal, hear the vario scream
Crank it on over, you know what I mean*

*I'm heading for heaven, at better than seven
Then pulling the pin, as I pass through eleven*

*Out of that thermal, out onto glide
Feeling at ease, taking all in my stride*

*Straight down the course, at best speed-to-fly
Sink alarm singing, I start to ask why?*

*I haven't had nothing, for over 10 K
And I'm sinking out fast, I see with dismay*

*A thermal, a thermal, a thermal I need
I put on the brakes, back off on the speed*

*Then I hit a bump, relax or you'll lose it
I crank it around, trying to use it*

*Still sinking out, it seems so unfair
Pick out a landing, just over there*

*An eagle, an eagle, an eagle I'm saved
But as I watch, it's just not my day*

*This eagle it seems, wasn't going to goal
No great surprise, that isn't his role*

*He circled on down, to land in a tree
Quite closely followed by glider and me*

*So if you ask me, "What happened today?"
This is 'bout all that you'll get me to say*

*Sometimes you win, and sometimes you lose
To climb or to glide? You get to choose*

*So I didn't win, although I planned it
I bombed out today, and bloody well landed*



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JOEYGLIDE '04 – A Personal Perspective

Adam Woolley

IF YOU CALL 15 SINGLE-SEATERS, FIVE HIGH PERFORMANCE TWO-SEATERS WITH COACHES AND TWO JUNIORS PER AIRCRAFT, PLUS ANOTHER DOZEN JUNIOR SOARING ENTHUSIASTS COMING TO TEMORA, INCLUDING GARRET WILLAT AND KYLE NORDMAN OF THE USA AND CANADA RESPECTIVELY, THEN YOU CAN DEFINITELY CALL IT AN INVASION OF JUNIORS TO TEMORA FOR THE INAUGURAL JUNIOR AUSTRALIAN GLIDING NATIONALS!



David McManus

Photo: [www.joeyglide.com]

Can you believe it, just 18 months ago a number of juniors and myself kicked off the idea of getting juniors together to have a bit of fun. It's since increased to 50 known juniors and is rapidly growing. From our junior soaring meets and discussions on our exclusive junior soaring webgroup, the inaugural Junior Australian Gliding Nationals was introduced with full force.

With a month to run before the championships, all juniors were getting excited and geared up for a meet that we'll never forget. All being promised that we'll see one day go to at least 14,000ft agl – we were keener than keen to get there and make some great flights in while building lots of new friendships.

My adventure certainly wouldn't have happened without the tremendous support that Paul Matthews gave me, lending his lovely LS-8 (XLG) for a practice week and the championships itself. All the juniors wouldn't have been flying in such lovely privately-owned aircraft if it hadn't been for the help of Paul, lining up OAMPS Insurance sponsorship for the event.

Jeremy Koenig, my crew (thanks mate) and I, left Biloela (150km SSW of Rockhampton, Queensland) on 29 November for a surprisingly quick 16-hour drive to Temora. We were lucky enough to bump into Miles Gore-Brown at Goondiwindi BP Servo, where we had a nice steak burger and chatted about the LS-8 and tactics for the event to come. Arriving finally in Temora at 11pm, we quickly set up camp and hit the hay.

Awoke the next morning to 20kt of westerly, locusts and blistering heat for the rest of the day. Not to worry, I used the day to rest and get equipment ready for a couple

weeks of paradise. Unfortunately this continued for days and I finally got a flight in the day before the practice day! Everything was sorted, I was relaxed and ready to race for a spot on the Aussie junior team.

The first competition briefing at Australia's inaugural Junior Nationals, saw a room filled with juniors (average age of around 22 – that's a first for a long time I would imagine!) eager to get out and commit aviation. We were greeted by the 'gliding god' himself, Ingo Renner, who officially opened the contest! This was a great surprise to all and got everyone thinking – this is going to be FUN! Unfortunately the weather didn't play ball on the first comp day, however we lined up all the same, waiting for a window of opportunity. It didn't come until 1420 hours so just about all of us got into a good game of cricket under the windsock, relaxing before launch. A strongish southerly produced a clearly defined squall line/storm front just 20 to 50km away which moved in our direction slowly. A localised storm then created a massive blue hole over the airfield, which took until launch to be filled with cu to the west.

An AAT task was assigned with a minimum distance of 140km and 400km maximum – such large areas were defined due to



Last minute briefing

Photo: Mal's net

large blue holes all over the countryside.

I made a really positive start and followed what I thought was the only line, cranking along at 100kt and pulling into eight-knot climbs every 10 to 20km! This felt great, but I was heading approximately 50-degrees off track. I finally said to myself, enough is enough and quickly darted in and out of the AAT turnpoint which was in a huge cold dead-air-filled sky. I noted before turning that the sky looked great to the SW and decided to turn at the minimum distance at the first and not waste height. A glide in and out of 20km, and I was to the cus at a reasonable height. I found a weak but solid climb to get back to working altitude before setting off.

The next leg and final run home worked well for me, turning in the far SW corner at Leeton aerodrome, high and with a nice time margin to run. Following a street off to the west of track, I kept under working cu, making my final glide fatter and fatter. A great day of six-knot climbs to 6,000ft and only twice taking three-knotters. Achieved statistics for the day: 260km at 114km/h, and a first place at my first comp by four kilometres per hour. A huge thanks must go to Fujifilm Australia and the Biloela Digital Photo Express, Internode, St George Bank and many others for providing such outstanding day winner prizes and giveaways to brighten the days up even more. Fujifilm's quick-snap flash disposable cameras sure captured the ecstatic atmosphere created by the event. Every morning juniors were greeted with a giveaway to remember the competition by.

Day two and I was getting into a really good routine – rising each morning at 0630,

filling, washing and preparing the glider for the days flying. Everyday I was ready to tow out before briefing, which helped me to relax and get focused for the day's task at hand. A huge secret was heading to the bakery with my crew and Heath L'Estrange for a couple of sausage rolls each morning!

I and Millan Youngman had a tasking and met briefing with Paul Matthews at 0830. One of the first things we noticed were towering Charlie-Bravos about 50km away. The BOM didn't release a severe thunderstorm threat because there were so many localised storms in our area that wouldn't grow large enough. So another AAT was set to avoid the storms as best as possible.

I launched on the start of the grid to get as high as possible before heading on task. It was evident early before the start-line opened that we needed to depart, round the first AAT to the south and get the hell out of there! A massive thundery developed and nearly cut off the first sector (even though it was a good 50km radius!). Did I mention that there were 20kt coming from the north? After nearly final gliding into a paddock, I picked up a weak climb to drift me into the sector by a couple of kilometres. I turned for the second turnpoint via Temora airfield, topping up in three-knot climbs to get into a safe height band before heading straight for the sunlight. The walls of storms behind me were in hot pursuit and were linking up with others in the area.

After I don't know how long, I chanced a six-knot climb to base and made a long-term decision. Do I head between the two cells in front, and go for maximum distance? Or do I run in front of the line developing to the north-east corner for good distance and under time? I decided for the low-risk points, and found myself running under this storm shelf at 140kt, maintaining height and running for 40km! You little beauty! I saw another competitor turn early and decided to go for the outer limits in the dyeing sky. This turned out to be a good decision as I came in a very close second to Garret Willat by 0.4 of a kilometre, and 0.3 of a point off the lead for the day!

I turned around to see a very murky and electric sky on the last leg. The beauty of it all was that I had 45 minutes to cover 60km, so I decided to glide to the sunshine some 20 to 30km off track, dump the water at the bottom of the climb, get to base slowly and figure out my run home. As I was climbing though the cloud was getting greener and greener – I had to get moving. I elected to run back to the dead side, which had just passed Temora. The run home was very smooth and at a good pace! Soon after land-



Approaching storm

Photo: Mal's net

ing, I was shoe-less and de-rigging just in case another severe storm came through. A very exciting day with an unbelievable sky – five juniors received scores with the winner taking it home with 283.6 points!

The following day was a write off due to overcast skies.

Contest day three, was another interesting one. The met briefing each morning consisted with localised thunderstorms in the area, with early finishes recommended. There was also a hammering 20kt northerly with the same task as the day before. A nice difference today was that I went 20km into the first turn with good sky back towards the second. The wind was playing havoc on my flight, I couldn't seem to find the climbs. Each cloud I went to didn't work, so getting

lower and lower I selected a paddock from which to work. Head out of the cockpit I saw a kite circling so I quickly went over to find a weak climb which built into four knots up. The downfall was that I was now so far off track that I had to take the weaker-looking street to the north which quickly ran out of clouds.

Managing to get one climb in the blue, I turned for home. Here I was again, low and looking for that climb to get me home. The AAT time had run out and I needed to be on final glide, so I darted over to a rocky hill, slightly off track and was rewarded with a four-knot downwind climb, arriving home seven minutes over time, but in one piece and a semi-good distance. A fourth place today, 40km behind Garret, the day winner.

The following day looks extremely grim with little chance of soaring. All the same, we were told to prepare ourselves and be on the grid at 10:30 hoping to get a fourth day in. Since the weather was that miserable, we were briefed on the grid and set off into the wild blue (overcast) yonder. A run task of 87km was set with a time limit of an hour-and-a-half. Did I mention that there was a 20kt wind blowing from the north again!

Nearly outlanding on the first glide out, I got a low save and drifted towards the first.



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How to Support This Year's Junior Team

Adam Woolley and David McManus, have been selected to represent Australia in the Junior World Gliding Championships at Husbands, Bosworth, UK, 2005.

They hope to do Australia proud and achieve an extremely good result. Rivals such as the Pommies, Germans and French are better funded and are able to practice unhindered together.

In order to beat the best, the Aussies are seeking sponsorship to train abroad before the comp. To raise the profile of the team and gliding in Australia, they have put together a website [www.joeyglide.com] and a brochure.

If your interested in sponsoring the Aussie Junior World Team, contact their team manager, Paul Mander, on 0417 447 974, or email him on <paul@mander.net.au>.



Australian Junior National Champion, Adam Woolley with GFA Vice-president David Conway
Photo: [www.joeyglide.com]

and enjoyable event! Thanks mate. Paul Matthews, Lisa Turner and Nick Gilbert were instrumental, again, in the lead-up and during the event. Without the main help from the above people this event wouldn't have been as big as a success as it was. After chatting to many juniors just after getting home, it was evident that this will be an internationally-recognised event! There is already talk that we'll see 30 Australians competing in single-seaters next year, with hopefully a half dozen international guests to test our best!

The presentation night was absolutely superb: everything ran smoothly and I think everyone who turned up got a prize by the end. Everyone let down their hair yet again at the end of the comp and proceeded to our local watering hole (we were such regular visitors that we're getting sponsored by them next year!). At the stroke of midnight, we went back to the airfield to finish off the party with a game of 'goon-of-fortune'. But we won't go there...

Thanks everyone for a UNREAL event! Days after returning home, I was longing for next year's event, which I'm sure will be even bigger (both juniors and weather!) and more enjoyable again!

Peter Trotter called me the following day after JoeyGlide '04 with fantastic news. David McManus and I have been selected to represent Australia in the UK 2005 Junior World Gliding Championships, alongside Paul Mander as our team manager/coach! Congratulations Dave, I look forward to working and flying with you over the next few months!

'A win for one pilot, is a win for the Team/Australia!' Husbands, Bosworth!



Sub-editor's note: Congratulations to Adam and David on their selection, and best wishes for a safe and enjoyable championship.

After that small time-waster I was soon at the first turn, but getting low again. I saw Hugh below me and circling around on the second leg so, deciding to join him, we ended up behind the first turn! We were literally being drifted back 10km, then ahead 20km, and getting drifted straight back. There were many thermal markers in the air, so I pushed on in search of something decent.

Then before I knew it time had run out and I had only covered 60km! Crazy stuff, but I guess we can expect this when in overseas contests. Fortunately, I caught up with four other fine gentlemen fighting their way back home as well. This is one of the most memorable flights I've encountered – well, except for beating Bruce Taylor on the first day!

David McManus, Robert Bull, Adam 'Charlie' l'Anson, Andrew Maddocks and I battled from 30km out, 600ft below glide, into the 20kt northerly. Making it home took another hour to get onto final glide, an extra 30 to 40km in and around the place, including flying downwind 180-degrees to track, then finally making it onto glide some 55km out after two-and-a-half hours on task. It took a further 30 minutes to actually make it home. Unfortunately, Charlie dropped off the bottom after a low save and made a successful outlanding alongside Garret (who had landed 20 minutes prior.).

This flight will stand out in my memory as we were all working together, after the task had been completed, to make it home. In the final 40km we ended up being in a

diamond formation for the run home with Dave and I landing wingtip to wingtip on a straight in approach and Andrew and Robert following in close. A very magical flight, fortunately, but unfortunately we were the only four out of 20 to make it home that day and not one competitor made 100km – so it was rendered a no contest day... Not to worry, hopefully we'll get another opportunity. Many experiences occurred that day and I'm sure we took a lot home from that flight.

We launched on the final day only to be called back before start, due to severe thunderstorms in the area. All juniors were commended on their safe flying that day, by not mucking around and getting on the ground as soon as possible. Most gliders were de-rigged in time before the storm of a hundred years came through. It was great to see everyone pitching in and helping out.

A phone call later and we found out that there has been a rule change from the GFA. To constitute a seven-day competition, we only need three days! I was then given the biggest handshake of my life by Nick Gilbert congratulating me on my win. I couldn't believe it – all the preparation and relaxing paid off for my first ever contest – I had won the inaugural Junior Australian Nationals by 15 points!

A huge thanks must go to our fearless Contest Director, Mitchell Turner. His effort and excitement from the lead-up and during the event was phenomenal, a very successful

GFA TROPHIES AWARDED IN CURRENT SEASON

24TH CLUB CLASS NATIONALS, WAIKERIE, JANUARY 2005

National Club Class Contest

Club Class Champion Trophy

Bruce Taylor (NSW)

Club Class Second Place Trophy

Peter Temple (SA)

Team Contest

National Club Class Teams' Trophy

'T-Cubed' – (T3)

Bruce Taylor, Lisa Trotter, Peter Trotter

Two-Seater Contest

Riley Aeronautics Trophy

Cathy Conway, Simon Hackett (SA)

Comm. Bank 2-Seater 2nd Place Trophy

David Cleland & Colin Adam (Victoria)

Handicap Speed Contest

John S Holst Memorial Trophy

Terry Cubley (SA), Day 1-128.45km/h.

Novice Contest

Beaurepaires Corowa Trophy

Don Woodward (10th Place) (WA)

Libelle Pilot Contest

Westpac Bank Perpetual Trophy

Tom Gilbert VH-GCK (NSW)

Mentor and Pupil Contest

T & J Sailplane Services Trophy

T.Cubley / David Long

Best Trier Contest

Laurie Watkins Best Trier Trophy

Jeff Woodward (WA)

Best Wooden Glider

Renmark Gliding Club Trophy

Derek Spencer (SA)

Australia v New Zealand

The WA Iggulden Tasman Trophy

David Wilson, Australia

43 AUSTRALIAN MULTI- CLASS NATIONALS, DALBY, OCTOBER 2004

Standard Class Champion

The Doc Heydon Trophy

Miles Gore-Brown

Standard Class League II

The Tim and Joy Shirley Trophy

Not contested

15 Metre Performance Class Champion

The Fifteen Metre Trophy

Shane McCaffrey

15 Metre League II

The QEII Silver Jubilee Trophy

Not contested

Open Performance Class Champion

The Dr Mervyn Hall Trophy

Bruce Taylor

Open Class League II

The Austraglide Trophy

Not contested

18 Metre Class

The Roger Woods 18metre Trophy

Tomas Gostner

State Teams Contest

The GFA Teams Shield

NSW Team, P Matthews, B Taylor, D Weston

Novice Award

The Sir Donald Anderson Trophy

David McManus

'Best Battler' Award

The Edmund Schneider Trophy

Peter Bell

Over 60's Contest

The Masters Trophy

Bob Ward

AUSTRALIAN JUNIOR NATIONALS, TEMORA, DECEMBER 2004

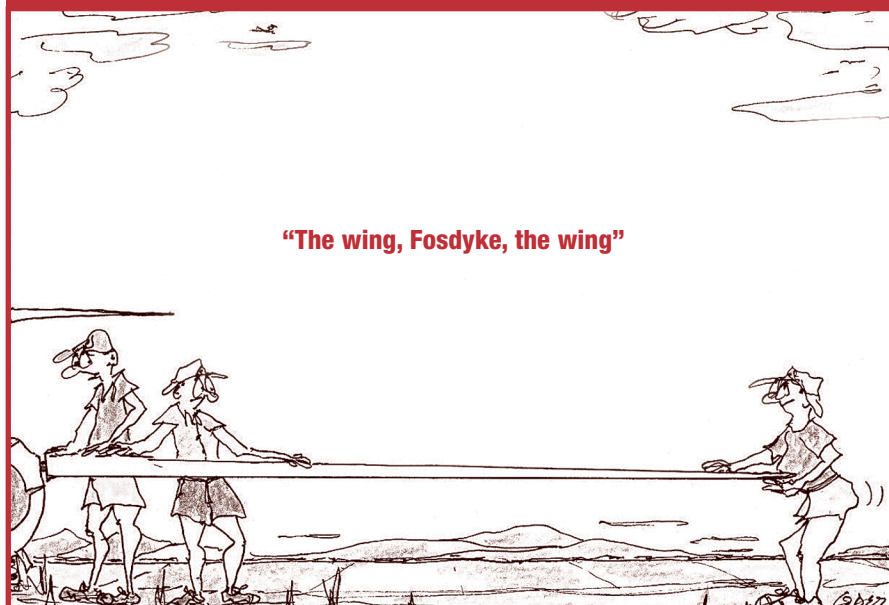
Junior Champion

The Maurie Bradney Junior Champion Trophy

Adam Woolley



Cartoon by Codez



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White Mountains

The Owens is sort of a Mecca for mountain hang glider pilots, the Waimea Bay of flying.

Memorial Day long weekend in early June kicks off the start of the flying season for "The Big O". This is the annual pilgrimage for many Californian pilots. So I decided to team up with some mates from San Diego and loaded up my VW Kombi for the flying trip of a lifetime.

The Owens Valley is where 14,000ft high Sierra Mountains meet the hot California Desert, exposing over 10,000ft of vertical rock face, huge granite spines and spires, with endless snow capped peaks. Spectacular hanging valleys support active mountain glaciers, tranquil lakes and majestic alpine meadows.

This hot desert valley runs over 100 miles with the Sierras to the west and the White Mountains to the east running over to Death Valley. The Sierras' southern-most launch from Horseshoe Meadows is Walts Point at over 9,000ft, and off the northern end of the Whites is the landing zone at Janie's Ranch, 102 miles away. This is the classic cross-country route.

The Sierras get the morning sun and easterly winds to generate the early thermals, and the Whites get the hot afternoon sun and westerly winds, creating thermals



Walts Point Launch (9,040ft)

"THE BIG O"

Craig Dorich

WE ARE TOLD AMERICA IS THE GREATEST LAND ON EARTH,
SO THEREFORE THE OWENS VALLEY MUST BE THE GREATEST
FLYING SITE ON THE PLANET?

Photos: Courtesy Preston Holms

famous for tumbling gliders. The westerly winds themselves can be a killer, if you find yourself still on the Sierras as they come through – 14,000ft mountains generate a lot of rotor. I am told a good rule of thumb is when your thermal starts to drift to the west it's time to leave the Sierras and cross over to the Whites.

Landing and retrieval are easy: Highway 395 runs right up the middle of the main valley with small towns and rest stops dotted along the way. If you find yourself lower than 8,000ft, it's usually time to start heading out to the valley or you could find yourself landing out in a bone yard of lava fields or sage bush.

Memorial weekend is a spectacle to behold at the 9,000ft Walts Point launch. Over 50 pilots of all experience levels, with everything from oxygen to space suits, and every glider type from floater to ridged wing. And yes, the old kingpost is still very fashionable in the Owens.

We get up there early, before 9am, just to get a spot to rig. The first day looks good, no clouds but plenty of sun, and everyone gets away safely. Base was low at 11,500ft, so most people land at the Lake Diaz bomb-out in the home town of Lone Pine. Being an Aussie tourist without oxygen or a flying suit, I thought an 11,000ft day was pretty good, so I kept on flying to the next major town of Bishop, 65 miles away. This turned out to be the longest flight by anyone for the whole long weekend.

Flying well below the 14,000ft-plus Sierra peaks means you meet the thermals low at granite spines and vertical rock faces rather than at the peaks, and this makes for some exciting climbs with the glider fully banked and the vario screaming off the scale. I had never experienced anything like this before – it was pure adrenaline flying – your mind and body functions on a whole different level.



Base camp, Owens Valley



Home away from home

We set up camp at Tuttle Creek in the Alabama hills at 4,000ft in the shadow of Mt Whitney (14,495ft, the highest mountain in the Continental US). This area is famous for the filming of old spaghetti western movies, and makes for some spectacular mountain biking. Sitting around the camp fire out in high desert with the San Diego Posy sure makes you feel like you're in a Western, though I was happy to trade a sleeping blanket for my VW camper.

After the weekend only three of us stayed on for the rest of the week, and with no driver we had agreed to take one day off each. By this stage we were all feeling pretty relaxed and the flying conditions were improving every day, so we took an early lunch by a cool mountain stream. Preston, our nominated driver, got the model plane out to test the conditions. As the first thermal came through we nearly lost the model,



Setting up



Alabama Hills camp site



Sierra Mountains

sky out of range. On this day I am flying with Jessie, a pilot who has only been flying 10 months, and borrowed a high performance glider and oxygen just for this trip. I watch him sky out at 14,000ft as I listen to the thermal rip through the mountains like a freight train. I knew this was my last day to fly, so I wanted to go for it, but at the same time I wanted to help out Jessie who had not managed to fly more than 10 miles. I also wanted to fly deep into the Sierras to get a good look at the incredible scenery.

The day turned out to be good enough to do everything. The climbs were high, starting at 14,000ft, so I was able to go back and get over all but the highest peaks. The

scenery was just unbelievable: snow capped peaks, alpine lakes, wild water falls and flowering meadows. I was still able to keep in close contact with Jessie and guide him through the tricky mountain crossings, all the way to Bishop, smashing his ten mile record by 55 miles.

At 10,000ft over town I just kept flying, crossing over to the White Mountains and climbing to 15,700ft. The lift was good and consistent, so I just kept going to the end of the mountain range where the clouds started to drop verger, so I glided out to land at a rest stop where the car was waiting for me at the 100 mile mark.

As we celebrated with margaritas in a Mexican Cantina in town, I knew that this was one day I'll never forget. Even now that Florida-style flight parks with swimming pools are finding favour, I still believe there is a place for the Owens Valley experience.



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ATTACK OF THE WARRA WEDGIE

Peter Barwise

ON THE SCALE OF DALBY CROSS-COUNTRIES THIS HARDLY RATES A MENTION, BUT FOR ME, A 63-YEAR OLD GRANDFATHER, IT WAS PRETTY MEMORABLE.

Photos: Peter Barwise

It started with a great tow behind Phil Pritchard flying Don Creamer's (Doggy's) trike. Phil waved me off at 1,650ft, putting me straight into a nice thermal that took me up to 6,000ft a couple of kilometres down the Chinchilla Road. The lift was pretty consistent and I just drifted along, topping up wherever I stumbled into a bubble, at one stage getting to 9,500ft.

Before taking off, Phil gave me a bit of a pep-talk that I think really helped: after a while (the first time I have consciously done it) I started to look for my next cloud and tried to estimate how much height I would lose getting to it. Sure enough, when I got upwind of the cloud the lift kicked in again and I was on my way up after only losing around 1,000 to 1,500ft on glide. By this time I was starting to think I was a bit of a "gun" as I drifted past Macalister, 23km out of Dalby, but then the lift seemed to disappear and I called in that I looked like landing at Macalister. Unfortunately this got translated into, *"I've landed at Macalister and am packed up waiting for a pick-up"*, so Blaino jumped in my car and headed out to pick me up.

The reality was I was managing to struggle on down the road, and soon found myself coming up to Warra (a further 20km on), though not getting any decent height. I was still trying to spot promising looking

clouds, but was starting to wish for a lucky break, a real boomer or something. That's when a huge wedge-tailed eagle turned up. How lucky, I thought, just what I wanted – a friendly local come to show me a house thermal or two. But after getting into formation above and behind me, he started attacking my glider! As his talons hit my leading edge, again and again, I realised he must be the infamous 'Warra Wedgie', one that has terrorised many a Dalby club pilot heading into his territory.

Despite some desperate evasive action on my part and bellowing at him at the top of my lungs, he wouldn't leave me alone. After hitting me a couple of times he disappeared for a while and I thought he had gone, but then I spotted him cruising a couple of hundred metres away and in an instant he swooped in and was at it again. He just kept hitting my leading edge and I was having serious concerns as to what damage he was doing. I finally got out of his territory and was relieved to get back to the task at hand. I was still having trouble getting good height, but decided to be more careful what I wished for.

I passed over Brigalow (59km from Dalby) but by now I had been flying for around two and a half hours and was pretty tired. Even though I could see Chinchilla in the distance, I decided to just follow the road and only take thermals that I ran into on course. At around 3,000ft I noticed that the glider seemed to be flying really strangely and seemed to want to tuck. I pictured half of the top surface torn to shreds. The thought went through my mind that I might have to chuck the chute, so I had a quick look to confirm the position of the handle. On first glance I couldn't see it, and at that moment I remembered I had removed it when I last flew up at Rainbow Beach. After a moment of panic I looked again, and to my relief it was there.



I continued on down the road and decided on a landing field, but on final approach a bubble caused some dirty air down low and I was bumped off course just before touch-down, which ended with me upside down in the paddock. By this time I had been in the air two hours and 45 minutes – my longest thermal flight – and I was absolutely buggered. I would have liked to just lay there a few minutes as I didn't have the strength in my fingers to get myself out of the harness, but some people had seen me wack in and were madly hopping fences to render assistance, so I had to move a bit to show them I was okay.

I ended up landing 13km short of Chinchilla for a 65km cross-country flight – my personal best. Despite the sail having sustained some pretty bad tears from the Warra Wedgie, and busting an upright when I whacked in, I was pretty happy.

Of course, we all know the end of a flight isn't necessarily the end of a hang





Peter inspecting some of the damage to his Climax 14 sail

gliding day... By failing to take into account increased fuel consumption with the fully-loaded trailer I'd agreed to pick up on my way home, I managed to run out of fuel on Ipswich Road.

So there I was, walking along Ipswich Road, wishing for a service station and something to eat (I'd hardly eaten all day). That's when a guy by the name of John turned up, stopping to ask if he could assist. When I told him I had run out of fuel he responded, "No problem, I've got a jerry can full on board." Not only that, but he also had a carton of sandwiches, which he proceeded

to offer me... How lucky... Almost too lucky... The last time I'd wished for something it hadn't turned out too well. If this local turned half as nasty as the Warra Wedgie he'd soon be pulling a knife and body bag from the trunk...

Not so. After driving me back to my car he even refused payment for the fuel, insisting that he had been helped out on many occasions and was more than happy to assist. He only asked that if ever I'm in a position to do so, I "pass it on". What a guy! I think he must have been one of them Christians or somethin'.

When you haven't eaten all day and are walking along a highway looking for a service station after running out of fuel, what do you think the chances are of someone with a drum of fuel and a carton of sandwiches stopping to lend a hand? I must have someone looking down on me after all – someone besides that eagle!



Author's note: Dalby, the home of the Dalby Hang Gliding Club, is the central hub of a vast farming area on the Darling Downs, situated 240km west of Brisbane. If you'd like to come fly with us, please feel free to contact me <peterbarwise@logan.qld.gov.au> and I'll be more than happy to "pass on" a helping hand!

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6-14 August 13-21 August 20-28 August

URGENT:

Please note on 7-14 September 2005 the Bali Paragliding International Ridge Racing Event will be held. The Indonesian Federation has asked Lee Scott to be the meet director for this event. Be a part of a great event – you can fly in your glider's class!

Deadline to be included in our Packages is 31 May 2005.

Remember August is peak season for Bali and you best get in early with airfares and accommodation!



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ASK 21 Now Available as Self-launcher

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NO OTHER FIBREGLASS TWO-SEATER HAS TURNED A LARGER
NUMBER OF STUDENTS INTO SOLO PILOTS AND NO OTHER GLIDER
HAS CARRIED MORE NEW PILOTS THROUGH THEIR FIRST FLIGHT AND CROSS-
COUNTRY TRAINING TO COMPETITION FLYING THAN THE ASK 21 FROM SCHLEICHER.

Motorised version of ASK 21

It's very attractive appearance paired with low maintenance and pleasant flying characteristics has already led to more than 750 orders for this timeless, robust and versatile aircraft. Although the demand is still as strong as ever a motorised version of the ASK 21 was recently introduced. It comes as no surprise to insiders that Schleicher has stayed well clear of a two-stroke engine and has instead opted for the rotary engine first developed by Mid West and now produced by Diamond Aircraft. After all, it is powering all self-launching gliders made by Schleicher including their Open Class models ASW22 BLE and ASH 25 Mi.

Now in production for over 10 years the rotary engine has earned itself a first class reputation for reliability and dependability. Its very high power output for their weight and size is complimented by a compact design and simple engine operation. On top of all that there is a complete absence of vibration. The engine not only comes with dual ignition and internal forced air cooling but is much more user-friendly by not burning special fuel such as AVGAS or two-stroke mixture. Engine lubrication is accomplished by an oil pump which injects oil where needed. All these advantages make this rotary engine ideal for a glider like the ASK 21. The mechanical propeller stop makes the extension and retraction of the engine easy

and avoids a dependence on sensitive electronics, sensors and switches. For training dual engine controls in front and back seat are provided. The drive belt is only put under tension when the propeller is extended. This design avoids a permanent load on engine and belt and also allows the engine to remain stationary mounted in the noise shielding fuselage. This brilliantly simple and convincing concept also allows the engine to be permanently connected to a large volume silencer which further reduces noise emissions. A big step forward, not only for the environment but just as importantly for maximum pilot comfort. In fact noise levels were measured to be well below the already stringent limits in Germany.

The fuel injected engine delivers a generous 56hp of power and together with a new propeller the ASK 21Mi features an impressive take off performance. For example, the ground run on a grass runway is only 250m and the initial climb rate at maximum take off weight is as high as 2.7m/s (five knots). Extended power cruising for ferry flights or even flying through controlled airspace at an assigned altitude presents no problem to aircraft or engine – another most welcome advantage over conventional two-stroke technology.

Fuel consumption might not be a decisive issue on a motor glider, but a fuel burn of only 14 l/h of standard unleaded fuel is

very welcome news indeed. It makes the ASK 21Mi by far the most economical self-launching glider and gives it a range of 500km on the standard 26 litre fuselage tank using the saw tooth method. If that is not enough, additional wing tanks are available on request. When required the entire drive unit can be easily removed from the fuselage in just a few minutes. Removal requires undoing three mounting bolts, unplugging the electrics and separating the fuel line. However, 10 years of operating experience with hundreds of such drive units all over the world has already earned this power plant an enviable reputation. Contrary to conventional two-stroke technology it is not subject to a time limit and it is also not necessary to dismantle the engine for an inspection after six years. Instead, after 150 engine hours (1,800 launches of five minutes each) only a detailed external inspection is necessary which includes an examination of the combustion chamber through the exhaust outlet. Provided no wear is found on the rotor seals the engine can be operated for another 150 hours up to its total design life of 1,000 hours. All in all, the rotary engine and drive assembly are a huge step forward in terms of maintenance, power to weight ratio, reliability, fuel consumption, noise emission, power output, ease of operation and pilot comfort.



A low wing loading of only 32.6kg/m^2 (at a payload of 90kg) ensures that the ASK 21Mi retains its tolerant low speed behaviour and forgiving flight characteristics. While on the ground the aircraft rests on both main and nose wheel aiding directional stability during take off and landing run and easing trainee workload. When empty the glider is finely balanced on its main wheel eliminating the need for a tail dolly for groundhandling.

The glide ratio of the ASK 21 was independently measured as 34:1. However, more important than the glide ratio in a training aircraft are operating speeds and maximum payloads. Even when flown dual the ASK 21Mi has a stalling speed of approx. 68km/h (37kt) – quite remarkable considering that the aircraft is certified for 150kt. A low empty weight of only approximately 440kg and maximum payloads of 205kg clearly put the ASK 21 in a class of its own. The aerobatic capabilities of the trainer are not compromised by the engine retrofit.

MAINTENANCE AND SERVICE LIFE

After an extensive evaluation of the ASK 21's service history it was recently granted a service life extension, becoming the first glider ever to be certified for 18,000 hours of service – clear proof of the high quality standard of Schleicher gliders in general and the ASK 21 in particular.

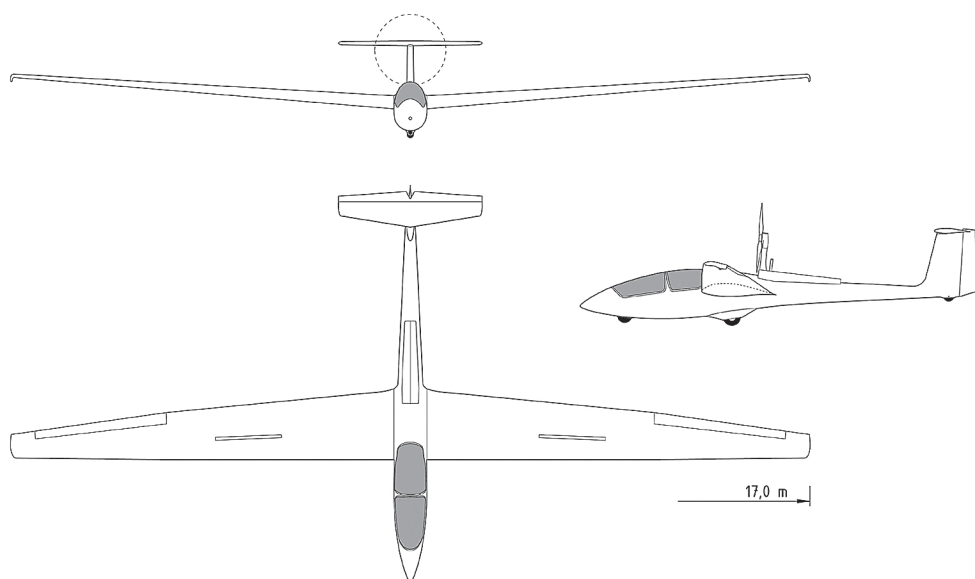
Well over 750 ASK 21's are already serving as basic trainers at clubs and flying schools around the world. Despite this large production number no maintenance problems have emerged and no airworthiness directives have so far been issued by the authorities.



TECHNICAL DATA OF ASK 21MI

<i>Span</i>	17m	<i>Maximum speed</i>	280km/h
<i>Wing area</i>	17.95m ²	<i>Minimum sink (single-seated)</i>	0.65m/s
<i>Wing aspect ratio</i>	16.1	<i>Glide ratio (@ 90km/h)</i>	34
<i>Fuselage length</i>	8.35m	<i>Engine Power</i>	41kW (56hp)
<i>Cockpit height</i>	0.90m	<i>Engine displacement</i>	294m ³
<i>Cockpit width (clear width)</i>	0.68m	<i>Volume of fuselage tank</i>	26l
<i>Empty mass with minimum equipment</i>	approximately 495kg	<i>Take off distance on grass</i>	50m
<i>Maximum take-off mass</i>	700kg	<i>Climb rate (single-seated)</i>	2.9m/s
<i>Wing loading (90kg payload)</i>	32.6 kg/m ²	<i>Climb rate (double-seated)</i>	2.7m/s
<i>Wing loading (maximum)</i>	39.0kg/m ²	<i>Cruising speed</i>	140km/h
<i>Maximum payload in cockpit</i>	205kg	<i>Fuel consumption in full climb</i>	19l/h
		<i>Fuel consumption in cruise</i>	14l/h
		<i>Range (using saw-tooth method)</i>	00km

DIMENSIONS



The Maurie Bradney Trophies

Fred J Foord – GFA Trophies Officer

GFA HAS TWO NEW PERPETUAL TROPHIES FOR CONTEST BY JUNIOR PILOTS (DEFINED AS “UNDER THE AGE OF 26 AT THE CLOSE OF THE RELEVANT ANNUAL CHAMPIONSHIP”). THESE TWO FINE TROPHIES ARE DONATED IN MEMORY OF MAURIE BRADNEY WHO WAS AN HONORARY LIFE MEMBER OF GFA, AND, IN RECENT YEARS, ITS NATIONAL COACH.

Over the last third of the 20th century Maurie was CFI and Manager of Waikerie Gliding Club. He made a tremendous contribution to the sport, training and coaching a huge number of young pilots to follow his lead as a top class competitive pilot, whether it was just enjoying soaring above their home club, or competing in State and National championships right up to World championship levels.

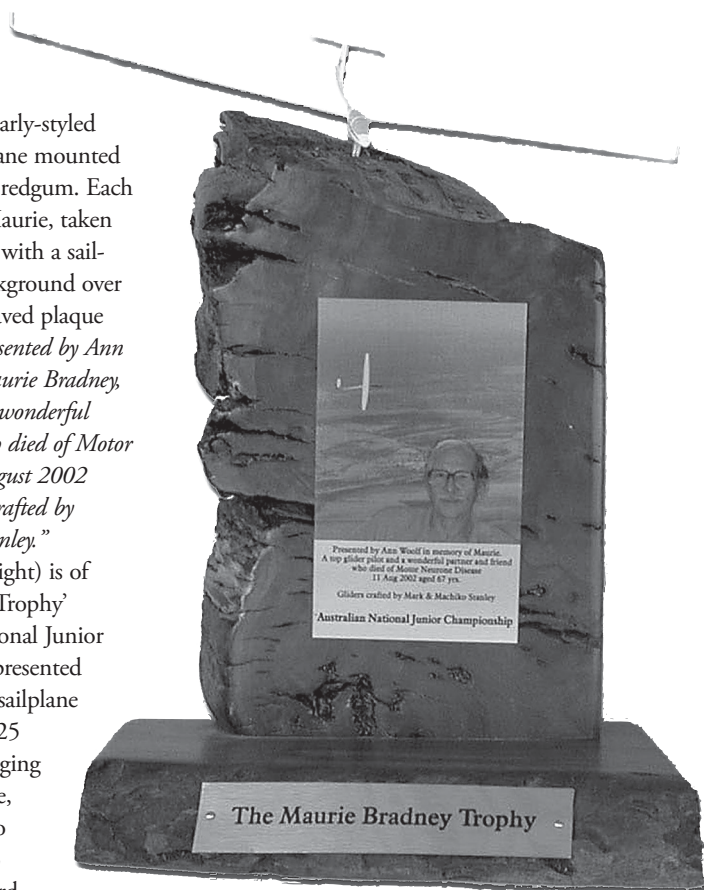
The trophies are for competition at two annual events: the Australian National Junior Championships, which were inaugurated in 2004, to be won by the Champion, and the Australian FAI Club Class National Championships to be won by the highest placed junior in the first 15 positions.

Both of these similarly-styled trophies depict a sailplane mounted on a block of polished redgum. Each has a photograph of Maurie, taken shortly before he died, with a sailplane flying in the background over Waikerie, and an engraved plaque bearing the words *“Presented by Ann Woolf in memory of Maurie Bradney, a top glider pilot and a wonderful partner and friend, who died of Motor Neurone Disease 11 August 2002 aged 67 years. Gliders crafted by Mark and Machiko Stanley.”*

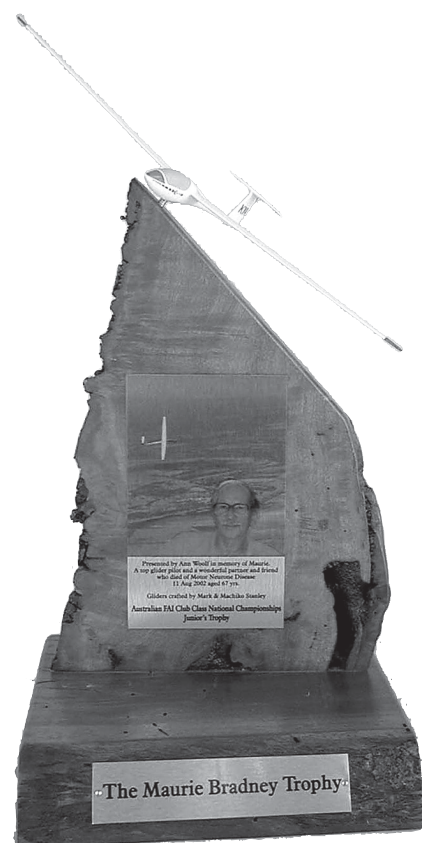
The first picture (right) is of ‘The Maurie Bradney Trophy’ for the Australian National Junior Championship, to be presented to the champion. The sailplane is a model of the ASH25 ‘HW’, originally belonging to Hans Werner Grosse, then to Dr Shimazu, to Waikerie Gliding Club and currently to Bernard Eckey.

Maurie flew this aircraft, with Dr Shimazu, at the 1995 Nationals at Dalby and the 1996 Nationals at Gawler.

The second picture (right) is of ‘The Maurie Bradney Trophy’ for the Australian FAI Club Class National Championship, for the highest placed junior contestant (but within the first 15 places). The sailplane is a model of ASW20 ‘KYA’ which was owned for many years by Waikerie Gliding Club. Maurie competed in this sailplane many times, notably to third place in 1978 at Narromine, and to first place in 1979 at Cunderdin and 1980 at Benalla.



‘The Maurie Bradney Trophy’ for the Australian National Junior Champion, won by Adam Woolley



‘The Maurie Bradney Trophy’ for the Australian FAI Club Class National Championship, for the highest placed Junior contestant

Both of these new trophies were contested in the current season. The inaugural Australian Junior National Championships held at Temora in December 2004 saw Adam Woolley become the first Junior Champion.

At the Club Class Nationals held at Waikerie in January 2005, the highest placed junior did not satisfy the requirement to be in the first 15 places, therefore the trophy was not awarded.



Nominations Sought for Awards

Nominations are requested by no later than 30 July 2005, for the following awards:

Bob Muller Memorial Award: For the most outstanding contribution to the promotion or publicity of gliding in the past year.

W.P. Iggulden Award: For outstanding service to gliding – administration.

The Ryan Award: For outstanding service to gliding – airworthiness.

The Hoinville Award: For outstanding service to gliding – operations.

The Wally Wallington Award: For outstanding service to gliding – sporting.

Nominations can be made by any GFA member and forwarded to your State association for initial selection. (State association contact details can be found at [www.gfa.org.au/contact/regcommittee.php])

Each State association will short list the nominations they have received and forward these to the GFA Awards Convenor together with a summary of the nominee's achievements.

Final selection for each award is made by the GFA executive. The Awards are presented at the GFA Annual Council Meeting in September.

It is not uncommon for an award not to be presented, if there are no suitable nominations in any year.

It is helpful to provide adequate supporting background information to allow the GFA to make reasonable comparisons and to measure against previous recipients. It is also useful to remember that these are GFA awards and whilst gliding is rich with many dedicated and long serving members who tirelessly contribute to our sport at club level, the purpose of these awards is principally to recognise those GFA members who have contributed to the sport in their way at a level which benefits gliding in total.

Details of each award and past recipients can be found at [www.gfa.org.au/trophies/]

GFA Awards Convenor, Peter Robinson
<robinsonp@onesteel.com> or 08 8645 3794 (h)

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CIVL Plenary Meeting – Guatemala

TWENTY DELEGATES REPRESENTING 27 NATIONS CONVENED IN PANAJACHEL, GUATEMALA, DURING 19-20 FEBRUARY FOR THE 30TH PLENARY OF THE CIVL (COMMISSION INTERNATIONALE DE VOL LIBRE, OR INTERNATIONAL HANG GLIDING AND PARAGLIDING COMMISSION). THE PLENARY WAS PRECEDED ON 17 FEBRUARY BY A BUREAU MEETING, AND ON 18 BY A FULL DAY OF WORKING BY THE DIFFERENT WORKING GROUPS (SAFETY, HANG GLIDING AND PARAGLIDING). THE ORGANISATION WAS EXCELLENT THANKS TO GIOVANNI VITOLA, PRESIDENT OF THE ASSOCIATION NATIONAL DE VUELO LIBRE, AND HIS VERY EFFICIENT AND FRIENDLY TEAM.

The Participants

Australia, Austria, Canada, Croatia, Czech Republic (proxy to Slovak Republic), Denmark, Finland (proxy to Iceland), France, Germany, Guatemala, Iceland, Japan, Korea (proxy to Japan), Latvia (proxy to Lithuania), Lithuania, Netherlands, New Zealand (proxy to Australia), Norway, Romania, Serbia and Montenegro, Slovak Republic, Spain, Sweden (proxy to Denmark), Switzerland (proxy to France), Turkey, UK, USA.

Safety

Great emphasis was put throughout the plenary and preparatory meetings on safety. Our record on this has not been very good in recent years, and firm action had to be taken.



Godfrey Wenness being congratulated by CIVL President Olivier Burghelle

It was therefore decided to appoint a Safety Director at every Category 1 competition (Continental and World championship), and to strongly recommend that one be appointed at every Category 2 meet.

The Safety Director's one and only responsibility will be to monitor all aspects of safety. These include, but are not limited to: addressing all pilots at a specific safety briefing; attending the task advisory committee and the safety committee; monitoring the setting of routes and goals; checking the meteorological conditions and especially the windspeed; checking in-air crowding at take-off and presence of dangerous air traffic; preventing pilots launching with unsafe equipment; checking that all pilots have reported back; collecting any accident reports; discussing the accidents with the Steward and presenting the conclusions at the pilot briefing. The Safety Director may stop a task at any point for reasons of safety. Any decision taken by him will be reported to the Jury President.

The Safety Director will be nominated by the organisers and accepted by the CIVL Bureau. He will have knowledge and experience of the site being flown and ideally he must have experience in appropriate competitions.

Other Safety Decisions Taken:

- Section 7 of our sporting code will declare that the purpose of the championships is to provide not only fair and satisfying contest flying, but also a safe one.
- A mandatory safety briefing must be organised for all pilots before the start of the competition.
- All pilots must have at least a radio receiver.
- All pilots will have the responsibility to monitor the flying conditions and should report to the Competition Director or Steward, directly or through the team leaders, when conditions become unsafe on course. This should be done using the phrases Level 1 (safe), Level 2 (strong) and Level 3 (too strong) to avoid confusion.
- The Steward and Safety Director should set a maximum windspeed for the competition if it is possible. If it is not possible, it is up to the Safety Director to stop the competition if it is deemed too windy.
- Towing standards will be collected from various experienced nations and consolidated into a CIVL minimum towing standard. All pilots will be required to show a recognised tow rating or attend a mandatory tow training session prior to a towing competition.



- In classes I, II and V, the limit for all equipment (without glider), clothes and ballast is to be set at 25kg. In all cases, pilots must comply with the weight limitations set by the glider manufacturer and the authority who gave a certificate of airworthiness. Any pilot's weight can be measured at take-off or landing (lightly clothed and shoeless, then equipped) by the organisers at the request of the stewards or of the organisers. Pilots not complying with those rules will be removed from the meet.
- Category II competitions – a route to being qualified for a Category I event – will have to have at least 15 competitors.
- Exemptions to the qualification rules will be the exception.

Bids

Bids were presented from Slovakia and USA for the World Championships in 2007; Manilla (Australia) and Greifenburg (Austria) for Paragliding; Big Spring (Texas, USA) and Podbrezova (Slovakia) for Hang Gliding; Trakai (Lithuania) for Paragliding Landing Accuracy; Villeneuve (Switzerland) for the Aerobatic World Championships. The championships were awarded to Big Spring, Trakai, Villeneuve and Manilla.

(Sub-ed note: For more information on the successful Manilla bid, please see the HGFA News section this issue.)

Administration

The 2004 Plenary minutes, 2005 Plenary agenda, president and treasurer reports were unanimously accepted. Max Bishop, the FAI Secretary General, gave an address stressing the importance of safety in CIVL competitions. He introduced Pierre Portman as the new FAI President, whose first priority was to upgrade FAI's standing at ICAO (International Civil Aviation Organisation), and the other new FAI board members. He also presented the new FAI logo and Centenary celebration events.

Modifications were made to the Section 7 of the FAI Sporting Code and adopted.

Reviews

Reviews were made of the recent Category 1 competitions: World Hang Gliding Female and Rigid Championship in Austria; first Continental Asian Championship in Korea; European Hang Gliding in France; European Paragliding in Greece; World Hang Gliding in Australia.

Safety issues were underlined. The Representative Jury used in Australia

was considered a failure and will not be tried again (all other airports have abandoned it).

Subcommittees

Subcommittee and Working Group reports and proposals were examined as follows.

Safety and Training

Work has been addressed throughout the year; details can be seen at [www.ehpu.org]; all relevant subcommittees had safety as their main topic.

Hang Gliding

In Category 1 meets, the provision of a Safety Director and an outline of his duties; mandatory pilot safety briefing, radio receivers and flight report; limitation of ballast; change to remove the additional weighting for European Championships in the WPRS; removal of the 30-day deadline when qualifying for Category 1 events.

Paragliding

Requirement for pilots safety briefing and a Safety Director; requirement to set maximum windspeeds at launch, landing and strategic places; mandatory emergency requirements.

Aerobatics

A handbook of manoeuvres has been produced; rules for the forthcoming events were decided.

Paragliding Landing Accuracy

Budget to train more judges was granted; Centenary Air Games in Poland discussed.

Record, Badges and Flight Verification

A complete overhaul of requirements was made to make them more achievable; 3D GPS will be acceptable for records. After different amendments, the reports were approved.

Olivier Burghelle presented his environmental report; there is a need for representation from hang gliding or paragliding. The future of the World Air Games was

outlined by Max Bishop. There will be no WAG 2005, but it is hoped to resurrect it in future.

Awards

The Hang Gliding Diploma was awarded to Mr Song Jin Seok from Korea. The Pepe Lopez Medal was awarded to Philippe Broers. Olivier Burghelle was made a Companion of Honour by the FAI.

Elections

Elected were:

President – Flip Koestsier (Netherlands);

Vice Presidents – John Aldridge (UK),

Agust Gudmundsson (Iceland), Scott Torkelsen (Denmark) and Jim Zeiset (USA);

Secretary – Leonard Grigorescu (Romania);

Treasurer – Stephane Malbos (France).

Olivier Burghelle was warmly elected CIVL president of Honour.

The next CIVL Plenary will be in Lausanne, Switzerland, on 11-12 February 2006.



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Wollongong NSW to Gawler SA

Ian Forsyth

WELL, I WAS GETTING EDGY AGAIN,
AND NEEDED TO GO CROSS-COUNTRY,
SO I SELECTED A NEW DIRECTION,
SET A MANAGEABLE DISTANCE,
BOUGHT NEW MAPS AND
STARTED PLANNING.



Above: Sturt Highway through the plains west of Mildura, left: Gobdolga on the Murray, west of Berri SA

South Australia sounded really good, and apart from the prevailing headwinds, I could see no impediment to the trip. The trike was in good order, the time was available, and my father had engineered his health to a level permitting him to drive the support vehicle safely. And, of course, with our combined enthusiasm, we were (this time) well prepared.

DAY 1

It was a clear morning, probably blowing more southerly than westerly. Paul Haines, the local CFI, was up before me, instructing, so I waited until he passed by, and then lifted off, climbing towards the escarpment. Passing over Robertson, the headwind became noticeably stronger, giving me plenty of time to take in the Fitzroy Falls reservoir and the sheer majesty of the Shoalhaven Gorge. White mist was rolling out of the valleys and on to the highlands, and the sun enhanced every detail – a great start to the trip. Where is my camera!

At Goulburn the wind was a little crossed, but the landing on runway 22 was easy. Leisurely, I refuelled, rechecked the trike and prepared for the next leg. A mild headwind was forecast, and we decided to try for Narrandera, diverting to Cootamundra only if the wind became too strong. Narrandera is about 160nm from Goulburn, and over this distance the wind strength and direction, and the weather in general, can change considerably. As Narrandera was going to take a while, I decided that for this leg I would wear my “in-flight relief system” – a urine drainage bag, connected to an external catheter (see your local chemist). You just strap the bag to your leg and when you’re ready to use it, attach the catheter like a condom (quite an art in strong thermic or turbulent conditions). The bag has a one-way valve, so once it’s in, it stays in (the urine, that is). I put the bag on at the field prior to take off, and got some really funny looks from passers by. It must have looked a bit odd, but I’d rather be odd than cross-legged in flight.

That done, I lined up on Runway 22 again and took off for Narrandera. As expected, there was a light headwind (4 to 5kt) and I lazily ascended to around 5,000

to 6,000ft and followed the Hume highway. The air was soft and easy, and I just sat back and enjoyed the view. Passing just north of Junee, the fields were opening up and the ever-changing countryside became more expansive, flattening out on the approach to Narrandera airfield. I circled the field and put her down reasonably on the brown gravel runway 23.

This leg, Goulburn to Narrandera, had taken four hours 40 minutes, covering 159nm (thanks to Ned McIntosh’s in-flight refuelling system); this is my longest distance and time to date in one leg. I was not long on the ground before the boys from Narrandera Flying Club had thankfully ushered me into their hangar. I pushed my trike through the hangar door (with no height problems), and to the back of the hangar, fully rigged, past aircraft on both sides. I’d say from the time I’d landed, to the time that the trike was locked away, was all of 20 minutes – thanks guys. So at the end of the first day, we had a good meal and a motel bed for the night.

DAY 2

The wind was about 10 to 15kt WSW and this meant a fairly slow trip, so I chose to do just one short hop for the day – about 84nm

to Hay. At 10am I took off from Runway 23 and climbed to 2,500ft, and at just five nautical miles west of the field relaxed and did some slow and gentle 360's to take in the feel of the area. I could see open fields, patches of mallee, and the tree-lined Murrumbidgee River snaking its way west towards Hay. This time I remembered to take up my camera – a four megapixel Olympus C750 digital. Just push the button, and it does the rest. The only problem I found was that it takes so long to auto-focus, that by the time it takes the shot, the distance travelled and the thermal activity pretty much ensures that the picture you get isn't the one you necessarily meant to take – but the shots turn out great. Dropping down to 1,500ft, with the Sturt highway on my left and the Murrumbidgee on the right, I continued on, pushing into the headwind. As expected the groundspeed was low, but I was not in a hurry. I had all day to make Hay. Penetrating further west, I noticed that the cloud formations were different from the east coast, impressive in their simplicity, stretching so far. Everything was so vast – the sky was huge, the fields went for 'miles', and the landscape seemed endless.

Eventually I found myself approaching Hay airfield, where the thermals were "on" a little. One on the downwind leg sent me up 200ft almost instantly, but apart from that, the slightly crosswind landing was uneventful. As no hangarage was available, we resolved to stay at the field for the night, and pegged the trike down behind some large bushes near the club house. With the kind permission of Hay Aero Club President, Jack Heaney, my father put a mattress down in the terminal building/club room for the night and I stretched out in the back of the stationwagon – quite comfortable.

DAY 3

The next morning the wind was lighter, so we decided that our refuelling stop would be Robinvale – about 100nm west. I prepared the trike, and waited for the local mail plane to land and settle into his parking spot for the day. Those tin wings have it so easy – this pilot taxied up, did a 360 in front of me (with me hanging on to the trike with my teeth) quickly unloaded the aircraft, and drove off to town. He didn't have to tie his aircraft down, or worry about prop-wash or wind, or any undue attention – easy! After ensuring the club house was "as we found it", we popped something in the fridge to show our appreciation, and departed Hay, heading... well, yes... west. The countryside was quite interesting – very dry, but with little patches of mallee dotted here and there, and every now and then you'd come across a large lake with a little community growing alongside. Soon I

was giving a radio call as I passed just north of Balranald. Here, I said goodbye to the Murrumbidgee as it meandered SW to meet the Murray, about 20nm away, and I continued on towards Robinvale, where all of a sudden the countryside changes from dry and brown to green and inviting. The Murray curves and twists almost aimlessly into little dead-ends, winding through the lush mallee and neatly laid out irrigated farmland. What a change. After taking more photos, I sat up, settled into approach mode and landed at Robinvale. The airfield was a bit lonely. There was one locked hanger, no people, and my father was still on the way. I was now a little pushed for time. I was hoping to make Renmark before nightfall, but by the time my father arrived, and I'd refuelled, had a quick lunch and jumped into the trike, we were really running late. I was in such a hurry to get off, I was accelerating whilst in the taxiway and airborne within only a few metres of hitting the runway.

Finally in the air, I then set course for Renmark. That is, until I realised my oversight... In my haste I had forgotten to clip the saddlebags together underneath the trike base. Both my saddlebags are used to carry fuel, and the right saddlebag was full of fuel. The airflow pressed the saddlebag out against the pod sidewire, significantly increasing drag and fuel consumption. However, the left saddlebag was empty, and the airflow had lifted the saddlebag and flipped it up over the pod sidewire, taking the empty jerry can perilously close to the prop – a couple of millimetres... if that. From where I sat it looked a little dicey, so I contacted my father and made a gentle turn back to Robinvale. After landing, I clipped the saddlebags together, and settled down again to wait for my father. From that point on, I decided that if I have to rush anywhere, I won't go. (The saddlebag clip is now one of my first pre-flight checks). Now, since I was too late for Renmark, and the wind was picking up (18 to 20kt headwind), Mildura was only 42nm away and looked good.

Departing Robinvale for the second time, I headed NW over a mix of mallee and irrigated farmland. The farms were getting even greener as I approached Mildura, and from the air it looked like vineyards were everywhere. But the landing options were fewer. I imagined having an engine-out and having to put down in these fields of 50 to 60 year old vines – I'd probably survive the landing, but certainly not the farmer's temper and wrath.

Approaching Mildura MBZ, I made my inbound call, and after a while received a call from another aircraft, wondering where I was. He had travelled from Adelaide, had



Camping near the Adelaide Soaring Clubhouse at Gawler



Preparing to join circuit at Mildura MBZ



Murray River east of Robinvale



Approaching Waikerie Airfield



Town of Redcliffs, in the Mildura Irrigation area



My father at Robinvale Airfield



Arrival at Gawler Airfield (at last)

age. After the usual preparation I was soon rolling along runway 36, then airborne – it was so smooth. The trike climbed effortlessly, and at 500ft above the field I did a right turn, climbed above circuit height and flew back over the field, to follow the Sturt out of the lush irrigated farmland and back into the dry. The air was magic – at least for a while. Soon the headwind had increased to 10kt, and with a destination of Gawler, via Waikerie (a bit over 170nm), I pulled the bar right in, and experimented with flying heights, to maximise groundspeed. The Sturt soon became dead straight for some 45nm, except for a little kink around lake Cullulleraine, and the area being quite flat, I dropped down very low, to further reduce the headwind.

Then, as suddenly as it had come, the dry land disappeared and the Murray re-appeared from the north near Renmark. I was now in the waterlands, and I stayed at around 3,000ft, as again, landing options were few. The Murray was everywhere; twisting and winding through even more irrigated farmland. And flying over huge Lake Bonney – a deep blue lake set in amongst a mixture of light and dark green fields – was quite a spectacle. The whole area was very impressive. Pressing ahead, however, I was soon approaching Waikerie, and the thermals were firing. Circling the field at 1,500ft, to check it out, I was suddenly dropped down to circuit height at 1,000ft. Since I was now effectively in circuit, wondering what had just happened, I joined downwind and put her down on the sealed runway 26.

My father had already arrived, with a huge bunch of grapes from the local area, so we had a quick mini feast and a short rest. More than satisfied, I refuelled and waited for an air ambulance to land, pick up a patient and take off again. After a reasonable wait for turbulence to dissipate, I departed for Gawler. The thermals hadn't lost any of their energy, and the headwind was now 15kt. So with 70nm to go it was bar full in and fly as efficiently as possible.

At times the groundspeed was down to 12 to 13kt (and for a while 8kt) with the bar full in (what time was last light again?). I dropped down as low as I could to minimise the headwind, staying down as long as possible behind the hills, climbing only to avoid the rotor on the east side, and to cross the hills themselves. The country was generally greening up now, broken only by a huge open cut quarry near Penrice, then into more vineyards. From Nuriootpa (15nm from Gawler), the flight ceiling is 1,500ft, and being aware of the pressure variance, inland to coast, I checked the QNH at Adelaide Freq 128.6 and reset my altimeter

again. As expected, there was a 500ft difference in height. And, I wanted to stay out of controlled airspace, I really did. But the thermals were strong, and I apparently found myself popping in a number of times, having to consciously power down.

I gave my inbound call for Gawler, five nautical miles out, and a lady from the Adelaide Soaring Club radioed that there were no gliders in the air. I was getting quite tired from holding the bar in since Waikerie, and fighting the thermals all the way, however, pretty soon I was in circuit lining up for a cross-strip approach on runway 31. The wind on landing was a bit here and there but not as bad as expected, and I was just glad to be down. Hangarage was not available, so we pegged down the trike near the gliding club office and spent the night at the gliding club. Next day, I taxied around to the Gawler Microlights hangar area and packed up the trike. The local boys graciously offered us copious amounts of chilled water (the heat was draining), some local hospitality, and were keen to show us evidence of their triking ingenuity (very impressive) – all of which was appreciated. But the weather was looking ominous and we were now ready to go home. Saying goodbye to Adelaide, we sedately drove back via the Great Ocean Road, through Melbourne and past Eden, following the coast all the way to Sydney – lovely.

Our preparation was far better than the last trip. Both of us had muffin bars and lollies to keep the energy levels up. And fluids – the best thing in my trike was the Platypus drink container from the Australian Geographic shop. A very light, reasonably strong soft plastic container (which I slipped inside my flying suit just prior to take off), attached to over a metre of clear plastic tube, with a clip on the end, and a leak-proof mouthpiece. It was just so easy to use. I still took a lot of spares, but had drastically reduced them from the last trip. (I used none of them, this time.)

The trip had been fantastic. Four straight days of flying, most of it quite relaxing (except for the last few hours). The flight was from Albion Park to Gawler SA, against the wind all the way. We had hangarage two out of the four days, had no trouble with the trike or the car, and ate and slept well. My father had driven all the way, meeting me at each airfield within half an hour of my arrival (usually there before me). Not too bad for a 79-year old.



FINAL TRIP STATISTICS:

Distance flown	610 nautical miles
Hours flown	21.9 hours
Trike fuel	202 litres
Average speed	28nm/h
Fuel rate	9.2 litres/h

somehow come around behind me, and with the sun in his eyes had difficulty identifying my position. He was faster than me, and wanted to overtake me to join circuit. He advised his altimeter pressure setting and, as there were no other aircraft in the vicinity, I changed the setting on my altimeter to suit. This changed my indicated height from 2,000ft to 1,500ft – a 500ft difference. He then knew my height in relation to his own, and could fly past safely. In hindsight, and/or if there had been any other aircraft around, it would have been better for his altimeter to have been changed to my pressure. I had only set mine 42nm away, and he had come from the coast – you'd expect his atmospheric pressure to be incorrect. (Also, after landing, my altimeter indicated that I was underground). I watched as he joined circuit, flying underneath me on downwind. A very nice ultralight – fast and smooth in the air.

Circling over the field, I was contacted by a Rex and a Qantas aircraft. They were only about 15nm away, so I slipped quickly into circuit and landed ASAP. Looking around the field, I couldn't help but notice the Aviation Training School Hangar, with CFI, Jack Funnell, and his friend, Gabrielle, sitting in the doorway, relaxing and enjoying an ale. So I wandered over to see if hangar space was available. Jack is one of the true gentlemen in aviation, and kindly helped us out; all his help and advice was greatly appreciated. With the trike safely away, we were free to have a look around Mildura, sample the cuisine and relax in comfort.

DAY 4

It was a great morning, but we were running late. We'd told Jack that we wanted an early start, but 10am was the best we could man-

South Australian Performance Coaching Week

Emilis Prelgauskas

THE FOCUS ON IMPROVING PILOT SKILLS AND EMPHASIS ON CROSS-COUNTRY AND CONTEST FLYING CONTINUES TO BUILD IN SOUTH AUSTRALIA.

Firstly, under the guidance of original RTO/S SA Catherine Conway and, more recently, with Bernard Eckey taking on this position.

Catherine instituted a winter program of lectures each year between May and September, open to sporting coaches and glider pilots more generally. And, with her, began the process of accreditation of coaches in clubs. These elements continue.

Bernard has extended this past work by encouraging a wider participation from general club pilots and particular coaches, both in the classroom and on performance flying oriented camps. And, in particular, by including more two-seat sailplane experience opportunities alongside traditional lead and follow flying.

Andrew Wright continues, as in previous years, to provide coach emphasis to the 'basic' section of the course and wider general base support to the week as a whole as do others, including Ann Woolf.

In 2005 the principal course once again was held at Waikerie between the second and eighth of January. This time the aerodrome accommodated both aerotow and winch launch.

Tugs participated from Waikerie and Renmark Gliding Clubs, with the Adelaide club tug at the end of the course period leading into the Club Class Nationals. Winches came from Barossa Valley and Balaklava gliding clubs.

The Balaklava Gliding Club came to the camp as a club. This relocation for the purposes of cross-country flying has not been a tradition in South Australia as it has been in other states over the decades. But this may well be a trend clubs consider worth developing, since the coaching resources available at the event are broader and more structured than they can be in individual club activities. More than 20 direct course participants were supplemented by coaches and further participants from a number of the region's clubs. During the week, additional participants and coaches came from pilots staying for the Club Class Nationals at Waikerie for the period following on from the course.

The participating sailplanes ranged from the ES59 Arrow from the Adelaide University April 2005

Gliding Club, brought by pilots to fly Silver C flights, through to the "Herr Direktor's" ASH25. As South Australia encompasses a dearth of current generation sailplanes, most sailplanes present were of the Cirrus to Mini-Nimbus era in performance range.

Morning and evening de-briefs and lectures included weather, safety, ops, and logger sections to match in with each day's flying. Teams of lead and follow pilot pairs or triples were allocated, and tasks set both in fixed and assigned area forms. Triples were either single-seat coach and two followers or two-seat/single-seat team.

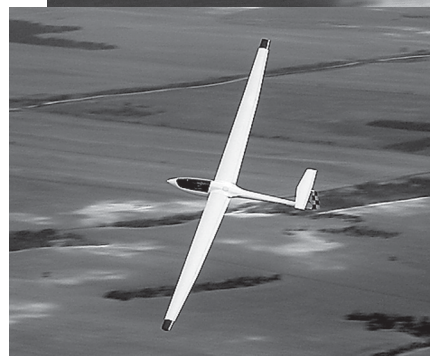
Bernard arrived in his ASH some days before the week began with the personal items he could carry. One day during the week itself saw shear wave which some pilots used to rise to 13,000ft.

I have a distaste for de-rigging my two-seater. The Friday before the course began ended the old year with a blue hot day and strong thermals to initially 8,000ft, and higher late in the afternoon.

My IS32 flew in from Monarto, 140km done in good time. The launch at home was provided by Catherine Conway, who lives within striking distance of the airfield. She and David brought my overnight bag when they brought their Ventus by trailer that night. The anecdotal jest is that she only came because her boss made her. I know from her track record the fun committed glider pilots get from seeing other's goals secured just as much as their own.

The IS32 was teamed with Simon Holding in his Cirrus from the Alice Springs Gliding Club. We had the fun of flying together on courses during the week. The 'spare' seat in the '32 was used in turn by Alban, Tim, Steve, Andrew, Jade, and Colin. This included days of southerly wind and daily lowering convection with increasingly broken thermals. Not weather to gladden the heart of aileron challenged wings.

On the following Saturday the '32 was flown home to Monarto on just such a day, but still the best way to deliver and collect a sailplane. Steve McGuinness collected me from home to allow me to not miss the wind-up dinner.



Top to bottom: The ASK-21, VH-BXC, flown by Colin Strauss (front) and Ulrich Strauss (rear) of the Balaklava Gliding Club
The Hornet, VH-GHT, flown by Andrew Horten, also of the Balaklava Gliding Club
The PIK-20D, VH-WVA, flown by Mark Newton of Adelaide University Gliding Club

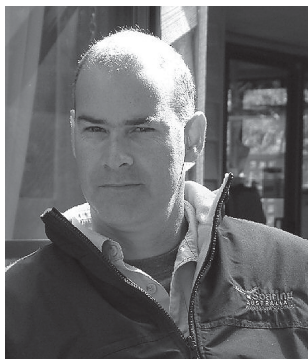
Photos: Justine Thompson (from the front seat of a Bergfalke 4, VH-GZQ which she shares with Anthony Smith)

The course's success can be measured in part by several Silver C and numerous personal best flights (in increased cross-country distance, speed and confidence), celebrated by the participants. Bernard physically received the National Muller Award from the GFA Vice-president in recognition of material supporting the sport prepared by Bernard and published, as voted by GFA at its annual council meeting the previous year.

The course participants themselves clubbed together to provide thank you trophies of the quaffable variety for the coaches and course supporters. Everyone had reason to finish the course feeling well.



HGFA General Manager's Report



Six months into the role. This is a natural benchmark for any new manager. By this stage I should be having a fair handle on the job and all its diversity. I cannot really admit to having achieved that as

yet. I do however have a much greater appreciation for my predecessors and the job they did while in this office. I have also gained awareness of the many members whose labour provides such great support to the various aspects of our aviation activities. Much of what we do would not be possible without their contributions.

Over the last six months I have managed to meet representatives of each of the aerial craft currently administered under our organisation, and through them I feel that I now have a fair knowledge upon which to build a plan going forward. The objective of the month ahead is to document this plan and put it against a budget to present at the April Board meeting. The difficulty in getting that piece of work done is the need for time to deal with the ever persistent daily issues that arise from activity within the membership.

Some of these activities are outlined below, but really what is written here only represents a small amount of the overall challenge of this office.

Self-regulation

This aspect of our activities is something that I want to continually impress upon each of you as the primary reason as to why this organisation exists. I see my own position as a facilitator role working with the many stakeholders to provide outcomes that protect our privilege of self-regulation and to promote that privilege in the eye of the membership and the onlooker as being something to continue and encourage. My work will never be totally effective if you as members of this organisation are not willing to commit to the concept of regulating your local operations through club and peer management with the development of local site procedures and protocols.

Our individual role under this self-regulation system is to conduct our own operations in accordance with the Operations Manual and local flight procedure guidelines. If

we see divergence from these guidelines by other pilots then we are beholden to try and gain their compliance either through direct request or to report their non-compliance to the local Safety Officer or to my office so that our disciplinary process can be put to work to regain their compliance from a more directive approach. Should we choose to let things go on because we don't want to "dob anyone in", then we ourselves suffer the consequence as has now been seen in a number of locations around Australia where the local authorities have taken control by closing the site down.

On the other hand, if we all do our part in respecting the procedures then we really do have the freedom to access the skies with a minimum of oversight from the authorities. Safety in our operations is, after all, all that is being asked of us.

CASR Parts 103, 149 and 115

I attended a meeting with all Recreational Aviation Activity Organisation (RAAO) and CASA representatives for the recreational sector on Monday 21 February to discuss the progression of CASR Parts 103, 149 and 115.

As you may be aware, Part 103 deals with the regulations that will replace current CAR 98.5. Part 149 will govern the RAAOs in terms of their legality to exist and operate as an administration body for the various recreational aviation activities. Part 115 is designed to cover those aircraft and activities that are not currently contained within the operational manuals of the RAAOs, particularly aerial work and the carrying of paying passengers.

There was some discussion as to whether this Part is really needed if an RAAO can write these sorts of activities into their operations manual. Each of the RAAOs is now required to look at their activities and list those types of activities that will not be incorporated into their ops manuals and thereby have those activities placed under the Part 115 regulation.

Each of these parts is at various stages of development, with Part 115 still being developed at a conceptual level, Part 103 being very close to a final draft and the development of Part 149 somewhere between these two extremes. It was expected that these parts would come into effect sometime this year (2005) but I would tend to suggest that this is more likely to extend into early 2006. Progress on each of these Parts can be viewed from the CASA website: [<http://rrp.casa.gov.au/casr/index.asp>].

Waiver

The generic waiver remains temporarily illusive, needing to walk its final steps through the legal tests which hopefully in the end will produce a robust document that will stand in a court of law. It was anticipated that this document would be implemented by now. I can only ask for your ongoing patience while these final touches are being made.

There is little sense in producing something that will not in the end be of any benefit to any of us. We need also to consider the means by which this waiver will be implemented. It has not been drafted without cost, some of which may need to be recaptured through the use of the document.

There is, in addition, an issue regarding the document's intellectual property value. If we post it on the internet and others decide to copy its contents then we have paid dearly for others to plagiarise and gain a free ticket to print their own version. The intent of this waiver is to have it utilised as a standard by all aviation recreation organisations, thereby making it more persuasive in the courts. If adopted by all RAAOs the waiver will support us in a much improved manner legally and also portion the cost of its making.

Perfecting Your Airtime

During the last month I had the great pleasure to attend a Comp/XC Skills Clinic presented by Craig Collins, formally of New Zealand, but now residing in Bright, Victoria. Through the course Craig introduces a conceptual flyer, breaking down the various aspects that we might attribute to being a good pilot. Along with a multitude of tips and techniques, Craig passes on a wealth of knowledge that he has gained not only from flying but also from other aspects of his sporting and general approach to life that contribute to proficiency in airmanship.

I think Craig's conceptual flyer is something we can all use as a tool to learn from and use to improve our own approach to the way we fly and enhance our personal enjoyment of our respective sports. I encourage any pilot to undertake such a course, to seek a coach or mentor that can assist us in becoming an all-round safe and competent pilot. Thank you Craig and Viv for such a well run course. Craig, if you're reading this, any chance of a small article to further everyone's appreciation of the proficient pilot?

Perfecting Our Instruction

The following incidents reflect a current concern with our training product. Each incident indicates that the instruction may have been lacking in some aspect, either in theory or by presenting too many new variables for relatively low airtime experience. Although each report needs more investigation to confirm this, there is indication that some improvement needs to be made in the way training is conducted. This is an aspect that our Safety and Operations Committee will be looking into over the coming year, with a view to revise the training procedures and licensing system with the aim to lower the student incident rate.

I hope to see a program evolve which will provide a high level of product coming from our schools both in terms of our newcomer pilots and training instructors.

Accidents Reports

Number 1

Pilot: Restricted

Experience: 40 hours total, eight hours last 90 days

Aircraft type: Hang glider

Pilot injury: Nil

Bystander injury: Ruptured knee

Aircraft damage: Two uprights require replacement

Location: Coastal site

Conditions: 20kt head-on to coastline

Description:

Flying a coastal site with an onshore breeze of approximately 20kt. Take off and flight went well, and after nearly two hours of flying the pilot began a descent toward the landing area on the beach, approaching with about 100ft of height. The intent was to make a standard circuit approach. The pilot underestimated the distance that would be covered in the downwind leg of the circuit and overshot the intended base leg to the landing area. The pilot drifted low over a tree line separating the beach from a grass area behind the beach where additional sink was encountered. While coming in to land the left wing hit a tree, forcing the glider to pitch to the left and stall.

There were several bystanders in the grass area and even though the pilot tried to warn them of the approach one bystander was unable to move out of the way and was hit on their leg by the right wing of the hang glider. It was later found that the bystander suffered a major injury to their leg.

Comments:

Our primary concern in operations around public should be the safety of the public. Through inexperience, the pilot has severely misjudged the intended landing approach and

ended up causing injury to a bystander. In making any downwind turn the pilot needs to be aware that they will increase their overall groundspeed by adding the tailwind component. This is particularly important when turning at low altitude or coming into land and if the landing needs to be achieved in front of obstacles such as a tree line or buildings.

Although this pilot had some 40 hours airtime to their credit they are still learning the various effects and techniques of flying in different conditions. A restricted pilot is required to fly under supervision of an instructor or a more advanced pilot, preferably a Safety Officer. Radio contact during this landing with someone watching over them may have resulted in a different outcome here.

Number 2

Pilot: Student undergoing solo consolidation

Experience: 32.6 hours, 11 hours last 90 days

Aircraft type: WM Aquilla Rotax 582

Pilot injury: Nil

Aircraft damage: Severe damage to wing and prop, some damage to base

Location: Coastal grass strip

Conditions: Approximately 7kt crosswind

Description:

An apprentice instructor had flown with the student through four circuits during a training session of unassisted touch and go solo consolidation. Conditions were good, light and even with the customary mild 7kt crosswind regularly experienced at the site.

The apprentice instructor alighted and gave the student a briefing before the student commenced a solo flight. The student took off and completed two touch and go circuits. While coming in on their third touch and go the student landed hard and the aircraft bounced sideways. The pilot (in their own words) "froze" making no corrective action. The aircraft came down heavily a second time nose first, causing it to roll over the nose and tumble into the leading edge of the left hand wing. The aircraft then slid down the runway without further rotation until it came to a halt. The pilot walked away without even a graze. The damage to the aircraft was extensive.

Following a debrief of the accident it was deduced that the pilot had pushed the aircraft onto the runway through the last 3 to 5ft without allowing the aircraft to float above the runway and bleed off the remaining airspeed and without controlling the rotation to guide it gently onto the runway.

Comments:

The student had failed to react and apply power/throttle immediately upon becoming

airborne following the first bounce and had pushed the aircraft back onto the runway rather than floating and rotating the aircraft along the runway. Action taken by the apprentice instructor was to extend the instruction period and practice a series of landing situations in order to teach the student to react appropriately. The CFI will also be taking the apprentice instructor through similar training situations to improve the instructor skills on how to better prepare the student for awkward type landings.

Number 3

Pilot: Student undergoing soaring training

Experience: 2.5 hours, 2.5 hours last 90 days

Aircraft type: Paraglider

Pilot injury: Sore knee, no major injury

Aircraft damage: Broken lines and small tear to upper surface

Location: Coastal ridge

Conditions: 13kt head-on to coast

Description:

Student pilot under instruction had made five previous soaring flights greater than 20 minutes each. On the day the instructor went over soaring strategies prior to launch. The student launched and started soaring without too much need for further instruction. The pilot was new to the site but was told to soar the ridge much as they had on the previous days at other sites. The student was told to continue to follow the shape of the hill and fly to the right. The student drifted over the back of the ridge and behind houses, getting caught in rotor and finally crashing into a garage door. Some damage was done to the door, with minor injuries sustained by the student.

The accident report states that the student failed to follow instruction and should have turned the wing into wind to avoid the drifting while turning that took them over the back of the ridge.

Comments:

The student had a total of 2.5 hours experience. The site was new to the student. Pre-flight briefing was undertaken, but no mention in the report if the pilot was then left to their own experience to fly the craft unsupervised via radio. If there was radio contact there is a chance that this pilot could have been informed at the correct moment to take the proper corrective action and turn their wing into wind. It is imperative that all students remain under direct supervision when being introduced to a new site and while still holding minimal airtime experience.



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Kings Langley NSW 2147.

Bathurst Soaring Club

PO Box 1682, Bathurst NSW 2795.

Byron Gliding Club

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

Byron Soaring Centre & Aero Club

PO Box 549, Byron Bay NSW 2481
02 66844244.

Canberra Gliding Club

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

Central Coast Soaring Club

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

Cudgegong Soaring Pty Ltd

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

Forbes Soaring & Aero Club

PO Box 267, Forbes NSW 2871,
02 68523845.

Goulburn Gliding Group

57 Munro Rd, Queanbeyan NSW 2620.

Grafton Gliding Club

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

Greenethorpe Gliding Club

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

Harden Gliding Club

78 Badenoch Crs, Evatt ACT 2617, 02
62585554, 02 62578280, 0418 670291, Sec:
Richard Hart 02 62585554.

Hunter Valley Gliding Club

PO Box 9, Newcastle NSW 2300.

Lake Keepit Soaring Club

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

Leeton Gliding Club

PO Box 607, Leeton NSW 2705,
02 69536970.

Narromine Gliding Club

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

NSW AIRTC Gliding Club

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

NSW Police Gliding Club

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

RAAF Richmond Gliding Club

RAAF Base, Richmond NSW 2755.

RAAF Williamstown Gliding Club

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

Royal Australian Naval

Gliding Association

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

Scout Association NSW Gliding

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

Soar Narromine Pty Ltd

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

Southern Cross Gliding Club

PO Box 132, Camden NSW 2570,
02 46558882.

Summerland Gliding Club

PO Box 820, Lismore NSW 2480,
Sec: David Wright, 02 6621 6495 (w),
<wrights@nor.com.au>

Sydney Gliding Inc. (Concordia GC)

PO Box 633, Camden NSW 2570,
0412 145144.

Temora Gliding Club

PO Box 206, Temora NSW 2666,
02 69772733.

Wee Waa Gliding Club

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

Queensland Soaring Association (QSA)

Boonah Gliding Club

PO Box 107, Boonah QLD 4310,
07 54632630.

Bundaberg Soaring Club

PO Box 211, Bundaberg QLD 4670,
07 41553158.

Caboolture Gliding Club

PO Box 920, Caboolture QLD 4510,
0418 713903.

Central Queensland Gliding Club

PO Box 953, Rockhampton QLD 4700,
07 49371381.

Darling Downs Soaring Club

PO Box 584, Toowoomba QLD 4350,
07 46637140.

Gympie Gliding Club

PO Box 103, Gympie QLD 4570,
07 54867247.

Kingaroy Soaring Club

PO Box 91, Kingaroy QLD 4610,
07 41622191.

Moura Gliding Club

PO Box 92, Moura QLD 4718,
07 49973265.

North Queensland Soaring Centre

PO Box 1743, Aitkenville QLD 4814.

No. 229 Squadron Australian

Air Force Cadets

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

Southern Downs Aero & Soaring Club

PO Box 144, Warwick QLD 4370,
07 38923473.

Tarwan Soaring

PO Box 34, Wandoo QLD 4419,
07 46274080.

SA Gliding Association (SAGA)

Adelaide Hills Soaring Group

PO Box 1, Bridgewater SA 5155.

Adelaide Soaring Club

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

Adelaide University Gliding Club

Adelaide Uni Sports Association,
the University of Adelaide, SA 5005, 0412
870963.

Air Cadet Gliding Club

PO Box 2000, Salisbury SA 5108.

Alice Springs Gliding Club

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

Balaklava Gliding Club

PO Box 257, Balaklava SA 5461,
08 88645062.

Barossa Valley Gliding Club

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

Bordertown Keith Gliding Club

PO Box 377, Bordertown SA 5268.

Millicent Gliding Club

PO Box 194, Millicent SA 5280.

Murray Bridge Gliding Club

PO Box 1277, Victor Harbor SA 5211.

Northern Australian Gliding Club

PO Box 38889, Winnellie NT 0821.

Port Augusta Gliding Club

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

Renmark Gliding Club

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

Scout Gliding Club

22 Burford Crescent, Redwood Park
SA 5097.

Waikerie Gliding Club

PO Box 320, Waikerie SA 5330,
08 85412644, 08 85412761.

Whyalla Gliding Club

PO Box 556 Whyalla SA 5351
08 86452619, 0413 876642.

Victorian Soaring Association (VSA)

Albury Corowa Gliding Club

PO Box 620, Wodonga VIC 3689.

Beaufort Gliding Club

116 Tennyson St, Elwood VIC 3184.

Bendigo Gliding Club

62 Lawson St, Bendigo VIC 3550.

Corangamite Soaring Club

Kurweeton, Derrinallum VIC 3325.

Geelong Gliding Club

PO Box 197, Bacchus Marsh VIC 3340.

Gliding Club of Northern Tasmania

58 Hales Street, Wynyard TAS 7325,
03 64422108.

Gliding Club of Victoria

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

Grampians Soaring Club

PO Box 468, Ararat VIC 3377,
03 53524938.

Latrobe Valley Gliding Club

PO Box 625, Morwell VIC 3840.

Mangalore Gliding Club

PO Box 80, Avenel VIC 3664.

Mount Beauty Gliding Club

44 Roper St, Mount Beauty VIC 3699.

Murray Valley Soaring Club Ltd

PO Box 403, Corowa NSW 2646.

RAAF East Sale Gliding Club

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

Soaring Club of Tasmania

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

South Gippsland Gliding Club

PO Box 475, Leongatha VIC 3953.

Sportavia Soaring

PO Box 78, Tocumwal NSW 2714,
03 58742063.

Sunraysia Gliding Club

PO Box 647, Mildura VIC 3500.

Swan Hill Gliding Club

PO Box 160, Nyah VIC 3594.

Tumbarumba Gliding Club

Mundaroo, Tumbarumba NSW 2653.

Victorian Motorless Flight Group

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

Wagga Wagga Gliding Club

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

Wimmera Soaring Club

PO Box 158, Horsham VIC 3402.

WA Gliding Association (WAGA)

Beverley Soaring Society

PO Box 136, Beverley WA 6304, 0407
385361.

Gliding Club of Western Australia

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

Morawa Flying Club

PO Box 276, Morawa WA 6623.

Narrogin Gliding Club

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

Stirlings Gliding Club

c/o Post Office, Lower King WA 6330.

WA Squadron Australian Air Force Cadets

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

HGFA

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

HGFA National Office

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

HGFA General Manager

Chris Fogg, PO Box 258, Helensburgh
NSW 2508, ph/fax 02 4294 9300, 0417
766356, <general.manager@hgfa.asn.au>.

Information about site ratings, sites and
other local matters, contact the appropri-
ate State associations, region or club.

Board Members

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

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

Sec: Carla Pierce 33 Edmonds St,
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Trs: Stewart Dennis PO Box 118, Dickson
ACT 2602, ph/fax 02 62470008, 0429
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2024, 02 93875114, fax: 02 93693342,
<Bill.Moyes@hgfa.asn.au>.

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NSW 2481, 0428 666843, <Andrew.
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Ravenswood WA 6208, 08 95376204,
<Kathy.Robinson@hgfa.asn.au>.

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

Microflight Public Relations

Paul Haines ph/fax: 02 42941031.

GFA MEMBERSHIP FEES 2005

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

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

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

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

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

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

States & Regions

ACTHGA

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

Hang Gliding Association of WA

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

NSW Hang Gliding Association

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

North Queensland HG Association

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

Queensland HG Association

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

South Australian HG Association

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

Tasmanian HG & PG Association

19 Christella Rd, Kingston TAS 7050, [www.thpa.net]; Pres: Anthony Mountain (Sth HG pilot) 0407 299011, <president@thpa.net>; Sec/Trs: Mico Skoklevski (Sth HG pilot) 0418 398624, <secretary@thpa.net>; PG contact: Rob Steane (Sth PG pilot) 0418 146137, <paraglide.info@thpa.net>; Bill Brooks (Nth PG pilot & HG info) 0409 411791, <northern@thpa.net>.

Victorian HG and PG Association

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

Clubs

New South Wales

Blue Mountains HG Club Inc.

Pres: Peter Burkitt 0418 435204, <pburkitt@ozemail.com.au>; Sec: Andrew Paterson 0425 305984 <apaterso@bhsc.nsw.gov.au>; Trs: Allan Bush 02 47738037, <fairallan@pnc.com.au>; SSO: Allan Bush, Paul Hunt 0408851876 <hntp@ozemail.com.au>; Newsletter: Paul Hunt. Comp Director: Alan Bond 0408470544 <skybond@iprimus.com.au>. Meetings: 4th Wed of Jan, Mar, May, July, Sep, Nov, at the Blue Cattledog Tavern, Banks Dve, St Clair.

Dusty Demons Hang Gliding Club

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

Hunter Skysailors

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

Illawarra Hang Gliding Club Inc.

27a Paterson Rd, Coalcliff NSW 2508. Pres: Frank Chetcuti 0418 252221 <chcetuti1@bigpond.com>; Sec: John Parsons; SSO: Tim Causar 0418 433665 <timcau@ozemail.com.au>.

Kosciusko Alpine Paragliding Club

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

Manilla SkySailors Club Inc.

PO Box 1, Manilla 2346, [www.FlyManilla.com]. Pres: Brian Shepard 0401627830; V-Pres: Suzy Smith 02 6785 6545; Sec/Trs: JJ Bastion 0427 161504; SSO (HG): Patrick Lenders 02 67783484; SSO (PG): Godfrey Wenness 02 67856545, SSO (Towing): Rhett Rockman 0428 428962; Trikes: Will Ewig 02 67697771.

Mid North Coast HG and PG Club

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

Newcastle Hang Gliding Club

PO Box 64 Broadmeadow NSW 2292; [www.nhgc.asn.au], <fly@nhgc.asn.au>. Pres: Mick Walmsley 0425 735784; V-Pres: Glenn Selmes 0425 275549; Sec: Matt Olive 02 49423131; Trs: Tash McLellan 0428 278 867; SSOs: Al Giles 02 49430674, John O'Donohue 02 49549084, Tony Barton 0412 607815. Meetings: Last Wed/month 7:30pm Souths Leagues Club.

Northern Beaches HG Club

Pres: Steve Phillips 0408 662608, <stephenphillips@optusnet.com.au>; Trs: Jim Gaal 0414 799822, <jimg@acay.com.au>; SSO (HG): Glen Salmon 02 99180091; Wayne Fitzgerald 02 99827094; SSO (PG): Wayne Fitzgerald 02 99827094. Meetings: 1st Tue/month, 7pm, Mona Vale Bowling Club.

Northern Rivers HG and PG Club

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

Stanwell Park HG and PG Club

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

Sydney Hang Gliding Club

Pres: Bruce Wynne 0417 467695, <bwynne@bigpond.net.au>; Trs: John Selby 02 9344 7932, <johnselby@idx.com.au>; Sec: Steve Hocking 02 93274025, <nswhga@s054.aone.net.au>; SSOs: Bruce Wynne, Doug Sole; SSO: Ken Stothard. Meetings: Endeavour Hotel, Botany, monthly 7:30pm.

Victoria

Dynasoarers Hang Gliding Club

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

Melbourne Hang Gliding Club Inc.

PO Box 8057, Camberwell North VIC 3124; [www.hgfa.asn.au/~melbourne/], <melbourne@hgfa.asn.au>. Pres: Hugh Alexander 03 97101214 (h), 0417 355578, <wurundjeri.lane@bigpond.com>; Sec/VHPA rep: Steven Ross 0410 600595, <steven@pchelpathome.com.au>; Trs: Leif Gorander 03 97080136 (h); 0407 540502, <leif.gorander@varianinc.com>; SSO: Peter Batchelor 03 97353095 (h), <pbatch@netspace.net.au>. Meetings: 3rd Wed/month at 6:30pm at the Palace Hotel, 893 Burke Rd, Camberwell.

North East Victoria HG Club Inc.

[www.hgfa.asn.au]. Pres: Paul Harrison 0428 356239, <snowyckr@netc.net.au>; Sec: Brian Webb 0417 530972, <brianwebb@bigpond.com>; Trs: Isla Christian; Web: Barb Scott 0408 844224; Meetings: Check [www.hgfa.asn.au/~nevnhgc/].

Sky High Paragliding Club

[www.skyhighparagliding.org]; Pres: Colin

ALL CLUBS PLEASE CHECK DETAILS IN THIS SECTION CAREFULLY

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

Page 0411 555128; V-Pres: John Styles

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

Southern Microlight Club

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

Western Victorian Hang Gliding Club

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

Queensland

Caboolture Microlight Club

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

Cairns Hang Gliding Club

Pres: Russell Krautz <krautzrl@yahoo.com.au>; V-Pres: Joe Reyes 07 40555553, <reyes@ledanet.com.au>; Sec: Lance Keough 07 40912117, 31 Holm St, Atherton QLD 4883; Trs: Nev Akers 07 40532586, <nevjoy@ozemail.com.au>.

Canungra Hang Gliding Club Inc.

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

SSO (HG): Ken Hill 07 55435631, 0418 188655, <kenhill@iprimus.com.au>.

Central Queensland Skyriders Inc.

915 Yeppoon Rd Iron Pot Qld 4701. Pres: Bob Pizzev 07 49387607; Sec: Grant Suthers 07 49361790; SSO: Alistair Dixon 49861984; Towing Biloela: Paul Barry 07 49922865, <prbarry@tpg.com.au>.

Conondale Cross-Country Flyers Inc.

[www.entrypoint.to/conondale-x-country-flyers] Pres: Peter Buch 07 54352421, <buchy9@bigpond.com>; V-Pres/SSO (PG): Graham Sutherland 07 54935882, <grahamsu@mail.cth.com.au>; Sec: Sue Buch, 531 Balmoral Rd, Maleny QLD 4552, 07 54352421, <spbuch@bigpond.net.au>; Trs: Kim Hodson 07 33541910, <khod@samford.net>; SSO (HG): Russell Groves 07 54450084.

Dalby Hang Gliding Club

27 Van Gogh Pl., Mackenzie QLD 4152, [www.hgfa.asn.au/~dhgc]; Pres: Daron Hodder 0413 515160, <daron@powerup.com.au>;

Sec: Rod Flockhart 07 32193442, 0412 882639, <flockhartrod@hotmail.com>; SSO: Jason Reid 0418 771400; Trs: Cameron McNeill 07 38913457.

Sunshine Coast Hang Gliding Club

PO Box 227, Rainbow Beach QLD 4581; <intheair@ozemail.com.au>. Pres: Geoffrey Cole 0408 420808, 07 54554661 (h); Sec/SSO (PG): Jean-Luc Lejaille, 0418 754157, <rainbow_flyer@hotmail.com.au>; Trs: Gary Allan 0417 756878; SSO (HG): David Cookman 07 54498573.

Whitsundays HG Club

Pres: Graham Lee 07 49546726, <gdsrlee@hotmail.com>; Sec/Trs: Ron Huxhagen 07 49552913, fax: 07 49555122, <sitework@mackay.net.au>

North Territory

Alice Springs HG and PG Club

Pres: Ricky Jones 08 89551088, 0402 805 099, <paragliding02@austarnet.com.au>. Please contact for paramotoring, PG ridge soaring & thermal flying.

Western Australia

Albany HG & PG Club

Pres: R D Jones, 1/14 Lyndavale Dr, Alice Springs NT 0870, 08 89551088, 0402 805099; SSO: Simon Shuttleworth 0427 950556; Sec: John Middleweek 08 98412096, fax: 08 98412096.

Cloudbase Paragliding Club Inc.

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

Goldfields Dust Devils Inc.

9 Broadarrow Rd, Kalgoorlie WA 6430. Pres: Richard Breyley <richard.breyley@harmonygold.com.au>, 0427 778202; Sec: Andrew Talmage <jodandrew@bigpond.com>, 0413 992960; Trs: Nick Holthou se<nick.holthou se@harmonygold.com.au>; SSO: Mark Stokoe <Mark.Stokoe@health.wa.gov.au>, 08 90911297.

Hill Flyers Club Inc

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

South West Microlight Club

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

Western Soarers

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

International Gliding Competition Update

Peter Trotter – Chair, International Teams Committee

The International Teams Committee is made up of a representative from Multi-class (Frank Turner), a representative from Club Class (Gary Stevenson), and a chairperson (Peter Trotter). The purpose of this committee is to select Australian pilot representatives for World Gliding championships.

The new structure of classes for the World Gliding championships will exist for the 2008 competition. This change in structure has been described by Terry Cubley in Soaring Australia.

Multi-class

The next Multi-class World competition will be held in Eskilstuna, Sweden in July 2006. Four pilots have been selected on the basis of results from the Multi-class Nationals held in the 2003/04 and 2004/05 seasons. These pilots are Tony Tabart, Bob Ward, Tom Claffey and Andrew Georgesen. The Pre-worlds, Viking Glide, will be held in July 2005 and attended by Shinzo Takizawa and Aaron Stroop. Team manager for Viking Glide is Keith Gateley. The team manager for the Worlds in 2006 has yet to be decided.

The 2008 competition will have the new structure of classes with a maximum of two pilots in 15-metre, 18-metre and Open Classes. Standard Class will be held at the Club Class and World Class competition and have a maximum of two places. The number of places funded is yet to be decided.

Club Class

The next World competition will be held in Vinon, France in July 2006. There are three places available for this competition and pilots will be selected on the basis of results from the Club Class Nationals held in the 2004/05 and 2005/06 seasons. There are two places available for the pre-worlds being held in July 2005. Bruce Taylor and Peter Temple have been selected to represent Australia at this competition. Mandy Wilson is the team manager for the Pre-world team.

The 2008 World competition will have the new structure of classes with a maximum of two Club Class and two World Class places available. The number of places funded is yet to be decided. The National Competition Committee and the pilots' meeting held at the recent Club Class Nationals supported a proposal to base team selection on Nationals held every second year. Pilots will be selected for this competition from the 2006/07 Club Class Nationals.

Women

The third Women's World competition is being held in Klix, Germany in July 2005. Lisa Turner and Lisa Trotter were selected on the basis of 2003/04 Club Class and Multi-class Nationals' results. The team manager for the Women's Worlds is Catherine Conway.

Juniors

The fourth Junior World competition is being held in Husbands, Bosworth, UK in August 2005. Adam Woolley and David McManus were selected on the basis of results for the junior Nationals held in the 2004/05 season. Paul Mander is team manager for the Junior Worlds.

Tasman Trophy

The Tasman Trophy is contested on a two-year cycle at the New Zealand and Australian Nationals. In New Zealand the competition is held in the South Island one year and the North Island the next. In Australia the competition is held at the Multi-class Nationals one year and the Club Class Nationals in the other year. The Tasman Trophy will be contested next at the Multi-class Nationals in the 2005/06 season. In the following season (2006/07) it will be contested in the South Island of New Zealand.

Multi-class Team Selection Ladder

The Multi-class team selection ladder is based on the results from the last two Multi-class Nationals.

POS.	NAME	POS.	NAME
=1	Matthews, P	=17	Teese, I
=1	Tabart, T	=19	Gateley, K
=1	Weston, D	=19	McCallum, I
=1	Ward, B	=19	McCaffery, S
=5	Georgeson, A	=22	Wade, B
=5	Claffey, T	=22	Mander, P
=7	Takizawa, S	=22	Kolb, G
=8	Taylor, B	=25	Turner, F
=8	Gore-Brown, M	=25	Dodd, L
=10	Trotter, P	=25	Wilson, D
=10	Turner, L	=28	McLean, R
=12	Stroop, A	=28	Grosser, J
=12	Buchanan, J	=28	Andrews, N
=14	Feeg, M	=31	Medlicott, H
=15	Webster, M	=31	McManus, D
=15	Henderson, R	=33	D Hanson/M Sly
=17	Trotter, L	=33	Allerby, B

FAI World Gliding Championships

Competition	Location	Dates	Selection seasons	Classes#
29th FAI World Gliding Championships	Eskilstuna, Sweden	5-17 June 2006 (Pre-Worlds 12-23 June 2005)	2003/04 2004/05	Standard (2), 15M (2), 18M (1), Open (1)
FAI World Gliding Championships	?	2008 (Pre-Worlds 2007)	2005/06, 2006/07	15M (2), 18M (2), Open (2)
4th FAI World Club Class Gliding Championship	Vinon, France	14-29 July 2006 (Pre-Worlds 20-29 July 2005)	2004/05 2005/06	Club (3)
FAI World Gliding championships	?	2008 (Pre-Worlds 2007)	2006/07	Club (2), World (2), Standard (2)
3rd FAI Women's World Gliding Championship	Klix, Germany	30 June -13 August 2005	2003/04	Club (3), Standard (3), 15M (3)
4th FAI Women's World Gliding Championship	?	2007 (Pre-Worlds 2006)	2005/06	Club (3), Standard (3), 15M (3)
4th FAI Junior World Gliding Championship	Husbands, Bosworth, UK	6-20 August 2005	2004/05	Club (3), Standard (3)
5th FAI Junior World Gliding Championship	?	2007 (Pre-Worlds 2006)	2005/06	Club (3), Standard (3)

Maximum number of places are in parentheses. This number is set by the competition organisers and may differ from the number of GFA funded places.

GFA Badges & Certificates

28 February 2005

A BADGE

DOWNES, Ryan James 11070 Narrogin GC

A & B BADGE

FONOVIC, Franko P 11078 Adelaide Uni

C BADGE

HOWELL, Adam David 11008 Beverley GC
PALMER, Jade 10902 Adelaide SC
COLWELL, Matthew B 11016 Balaklava SC

B & C BADGE

SHIRAIISHI, Masao 11048 Gympie GC

A, B & C BADGE

PAINE, Peter John 11066 Waikerie GC
BOYLE, Ashley Colin 11067 Beverley GC
RICHARDS, Pamela A 11068 Adelaide SC
GREGORY, Nathan S 11069 Bundaberg GC
TUCKER, Robert John 11071 Bathurst GC
DIXON, Laurence C 11072 Beverly GC
SCHONENBERGER, C 11073 Sportavia SC
ARMSTRONG, Richard B 11074 Darling Downs SC
WAGNER, Alexander 11075 Murray Bridge GC
SCHLITTING, Christoph 11076 Murray Bridge GC
BOSMAN, Mart 11077 Mt Beauty GC

SILVER C

PAINE, Peter John 4572 Waikerie GC
BOYLE, Ashley Colin 4573 Beverley GC
COCKS, Neil John 4574 Southern Cross GC
PAIN, William 4575 Southern Cross GC
LAUB, Manfred 4576 Central Coast GC
SEGAFFREDO, Matteo 4577 Southern Cross GC
SCHONENBERGER, C 4578 Sportavia SC
COYLE, Dennis C 4579 Central Coast GC
RADO, Keiron 4580 Kingaroy GC
JORGENSEN-DAY, Sean M 4581 Adelaide SC
FRANKLIN, Robert C 4582 Sportavia SC

GOLD C

NEALE, Richard C 1601 Southern Cross GC
WILLIAMS, Francis E 1602 Geelong GC
SANDERCOCK, M C 1603 Hunter Valley SC

DIAMOND GOAL

McLEAN, Glenn Robert RAAF Richmond GC
PAIN, William Southern Cross GC
WILLIAMS, Francis Edward Geelong GC
JORGENSEN-DAY, Sean Michael Adelaide SC
OKA, Masaaki Sportavia SC

DIAMOND DISTANCE

McLEAN, Glenn Robert RAAF Richmond GC

DIAMOND HEIGHT

TAYLOR, Giles Crispin Byron Bay GC

600KM DISTANCE

DAVIS, Jo 91 Darling Downs SC

750KM DISTANCE

BUSHER, Peter G 124 Beverley GC
MOGENSEN, Bent S 125 Sportavia SC
ANDREWS, Nigel 126 Warwick GC

800KM DISTANCE

BELLAIR, Terry 10 Bendigo GC

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>.



Classifieds

GFA

NOTICE TO ALL GFA ADVERTISERS

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IS29D. 1/3 share or full sale. Excellent cond. Hangared at the Southern Downs Aero & Soaring Club, Warwick, Qld. C/w groundhandling gear & trailer. Ph: Graham 0410 705488, 07 32794271.

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PILATUS B4 PC11 AF, VH-GJV. Excellent cond, 2,231 hours with fresh 30-year survey completed by T&J Sailplanes. Cambridge vario, oxygen system, towing gear & registered enclosed trailer. It has a blue tinted canopy & is ideal for early cross-country, wave or aerobatics. \$18,000.
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Two-seater Sailplanes

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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 9439 8947, <rogdruce@optusnet.com.au>.

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Powered Aircraft/Tugs

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PAWNEE PA25-250-A9. Two-seater.
Ph: 0412 145144.

Wanted

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Ph: Pierce Mitchell 0414 727222.

MOTORGLIDER. Ximango or Dimona.
Ph: 0411 042175.

General

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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Instruments & Equipment

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

BEST PRICE for the new range of Garmin GPS. New GPS 96 \$795. GPS 196 \$1250. Yaseu VXA150 VHF handheld transceiver \$495. Parachutes ATL 88/90 Short Pack \$1925.

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Classifieds

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Ph: 03 93673694, [www.geocities.com/capecanaveral/hangar/3510].

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

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

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

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

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

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



HGFA

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

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

All aircraft should be suitable for the intended use; this includes the skill level required for the specific aircraft being reflective of the Pilot's actual Rating and experience. All members must adhere to the maintenance requirements as

contained in section 9 of the Operations Manual and as provided by manufacturers. Second hand equipment should always be inspected by an independent person, an instructor wherever possible. Advice should be sort as to the cond, 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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Soaring Calendar

AUSTRALIA

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.

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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 Hang Gliding Club. Entry fee \$350. This includes comp entry, T-shirt, presentation dinner, and all tows on comp days. Practice day tows \$25. Limited to 30 aerotow endorsed pilots. GPS mandatory. Enquiries phone XT John on 0417 507 906 or 07 3289 8275 or email <rip_ripley@hotmail.com>. Register online before 25 March to secure your place [www.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. Come and enjoy the "DALBY BIG AIR".

Eungella Fly-in

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: email <fly@highadventure.com.au> or phone 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).

HGFA Schools

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Dune-gooning at Ledge Point near Albany, WA

Photo: Mirek Generowicz





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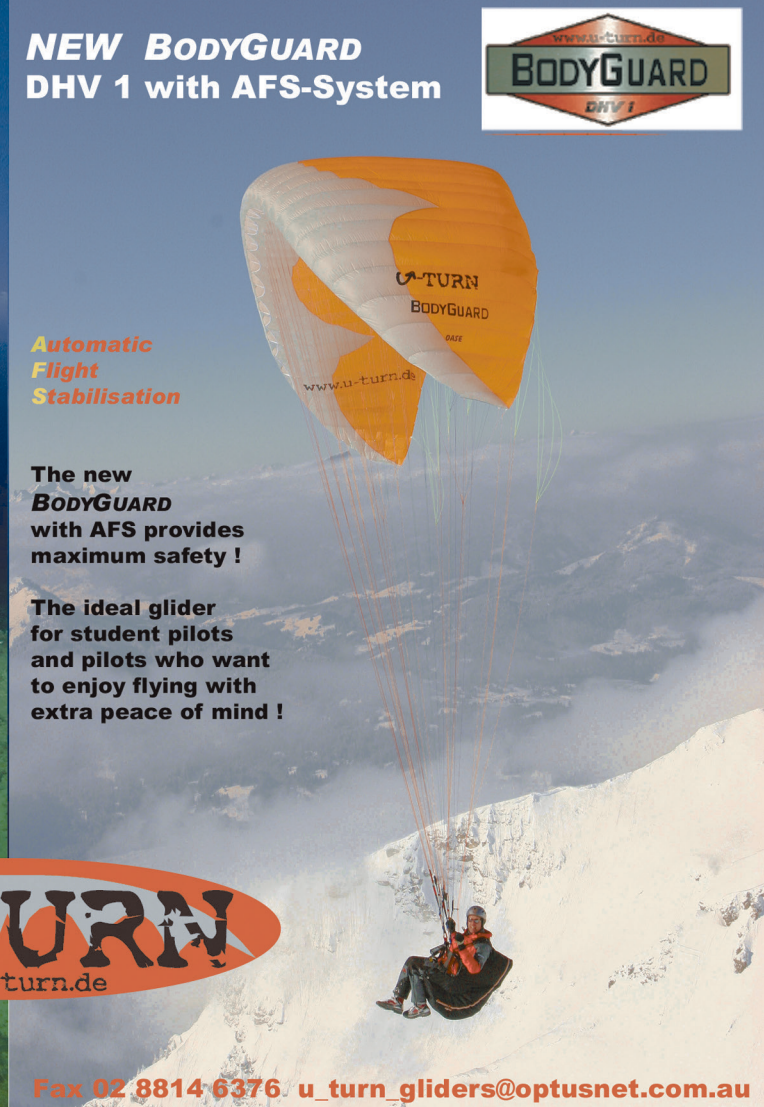
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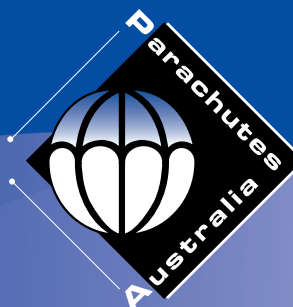
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