



Soaring AUSTRALIA

May 2005



**New Zealand's
South Island**



**Hang Gliding
Without Sight**

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VMFG glider LS3a CQP viewed from Mt Buffalo, pilot: John Fawcett

Photo: Andrew Rigby

Soaring AUSTRALIA



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NOTICE TO READERS AND CONTRIBUTORS

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

Contributions are always needed. Articles, photos and illustrations are all welcome although the editors and the GFA and HGFA Board reserve the right to edit or delete contributions where necessary. Materials 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 gloss paper either in black and white or colour or submitted on CD. 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.

Views expressed in this magazine are not necessarily those of the GFA, HGFA nor the editors. They are strictly the views of the contributor. Any GFA officer quoting his title will be responsible for submitting an official article.

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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>.

Display Advertising

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.

HGFA WEBSITE CONTRIBUTIONS

Email Club News to <clubnews@hgfa.asn.au>
Email Competition News to <compnews@hgfa.asn.au>
The information is forwarded to Soaring Australia and the maintainers of the HGFA website.

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Classifieds & Display Advertising

GFA members wishing to submit a classified should do so via the GFA Advertising Representative, Fiona Rowe. See GFA Classifieds section rear of this magazine for more details.

Club Executive and Member Updates

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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.



ISLAND OF THE GODS

Peter Christian

Erik Fearné soaring the golden sky • Photo: Erik Fearné

THE AIR PARADISE A330 AIRBUS BANKS TO THE RIGHT AS THE PEAK OF AGUNG SLIDES INTO VIEW; ITS MAJESTIC VOLCANIC CONE TOWERS HIGH ABOVE THE THICK BANK OF CLOUD: A SOLITARY SENTINEL STANDING GUARD OVER THE ISLAND. THE PRIMAL BEAUTY OF THE SCENE SPARKS A CHILL THAT RACES DOWN MY SPINE. I SHIVER WITH PLEASURE: MAYBE THIS YEAR I WILL MAKE THE EARLY MORNING TREK TO THE PEAK, ARRIVING TO GREET THE SUNRISE, AND LATER DARING TO FLY THE VOLCANO.

The plane enters a slow descending turn to the left and we creep past more volcanic peaks. I am descending into a different world – lowered from the sky toward a rich tapestry of volcanic peaks, terraced rice paddies, tropical rainforests and idyllic beaches: toward the Island of the Gods, the land of smiles: Bali.

The plane descends into the cloud and banks to the south-west. I hear the familiar whir and clump as the undercarriage extends. Again the plane banks to the left onto final approach and we drop through the cloud. Shafts of multi-coloured sunlight glisten on the wings; wispy clouds slide over their perfect airfoil shape. The anticipation is magic.

My heart skips a beat as I look across the shimmering ocean toward Uluwatu; the black lines of the legendary reef break peel off the south-west corner of the island; the familiar surf breaks of Balangan and

Impossibles are in the foreground, and sandy beaches arc off to the south-west. I scan the ridge to the left of Uluwatu, my eyes seeking the familiar sight of a paraglider, but the ridge drops from view, obscured by the Jimbaran hills as the plane touches down amidst the roar of reverse thrusters. I sink back into the seat as we taxi across the tarmac towards the terminal and think about flying this afternoon, while my stomach, grumbling with delight, begins making plans for lunch and dinner.

After an hour in immigration and customs, Scully and I stagger out the front of Ngurah Rai International Airport and tumble into a seething mass of porters, taxi drivers, and hotel hawkers. Then, with our usual predictable and almost perfect co-ordination, we amble obliviously away in opposite directions. I hear a familiar voice shout “*Selamat sore Scully,*” and then laugh,

“Hey Mullet, stick with Scully if you don’t wanna’ get lost.”

Five minutes later I am sitting in the shade across the road, gear spread everywhere, inhaling deeply on a Sampoerna. What a relief to have escaped the mad bustle at the front of the airport so easily. But that was all part of the grand plan – all part of the complimentary service provided by Bali Paragliding. And to top it off, our car is just 20ft away and our accommodation already booked. I stub out my cigarette and stand up. It’s time to fly. Not before lunch, grumbles the Asian worm that resides in my stomach.

Two hours later, after a quick Nasi Goreng for lunch, lips still smacking of chilli, I am standing on Timbis launch, gazing out over the Indian Ocean. Cool trade winds revitalise travel-weary bones, as warm tropical sun dances pleasant on my face. Paradise! Conditions are perfect:



Soaring the Bali Cliff Resort

Photo: Colin Page



Brett Robinson soaring the Nikko Hotel

Photo: Robin Gauld

10kt and slightly east of south...

The new glider leaps skyward, arcing upward and into the wind, yearning to fly. I turn, take a step, and exhilaration floods me. The wing greets the trade winds and I am lifted, climbing fast. I peel off to the left of launch and fly towards the Temple, then turn, sweep back over launch and on toward the quarry. As I cross launch again, quite high by now, I see the familiar gold and blue Syntax climbing out from launch.

I head toward the Temple, and soon the Syntax has climbed to join me. We sit back and soar our way along the escarpment. The tide is nearly out. A colourful mosaic of seaweed farms fills the space between the white sand beach and the reef. The roar of the breakers carries to us on the trade winds. Beyond the reef break, the sun dances on the surface of the azure ocean. Paradise! I settle back in my harness and absorb the magical vistas as the Artax slices eastward through the air.

We turn at the Temple, cross Payung, and I glance to the north-east. Agung, from

her home among the clouds, is still watching me. I can't get the smile off my face. Chills of pleasure engulf me again. We turn slightly north of east at the black Temple, and begin to lose height as the ridge drops away beneath us. But the lift is good: we maintain ample height with an easy glide to the beach.

We track away from the ridge toward the Nikko: a 10-storey, luxury resort that marks the eastern end of the Bukit peninsula. And then we are soaring back and forth along this man-made ridge, doing wingovers above tourists lazing around the pool. I position the shadow of my paraglider above some sunbathers, and chuckle as they peer upward, looking for the cloud. We pass more gliders as we cruise the three and a bit kilometres back to Timbis launch. Crossing launch with heaps of height, we follow the ridge to the west. Around the corner from the helipad, we turn back to check our penetration. Our groundspeed is good. We turn again, and run for the Bali Cliff: another five star resort.

At the Temple cries of "Halo, halo," rise

to us. I spiral down, and fly past the smiling laughing Balinese children. They giggle and shout as I climb back to join the gold Syntax. Again we are wheeling and soaring the ridge in front of a five star resort. This time we drop down level with the people lazing around the pool perched on the cliff top. I recognise some of the people as partners and family of pilots on the 'Paraglide Bali' tour. We are close enough to hear them speak, as their faces gaze toward us.

More gliders join us on the ridge in front of the pool. I track off to the east in pursuit of the gold Syntax. We pass the helipad, and I cut back to the ridge that leads to launch. Soaring far higher than expected, I glance out to sea. White caps have formed: the strength of the trade winds has increased, producing the resultant surge in lift. Ahead and below the figures on launch are just dots. I watch the Syntax gradually losing height as it tracks out from the helipad and along the beach. Scully is setting up for a top landing. I feel a twinge of anxiety: her first top landing this year.

It has been a long travel weary day, and the lift is strong: this is not going to be easy. My heart bangs away in my chest as I watch her wing edge in towards launch.

Suddenly the radio on my chest crackles into life as a familiar voice reaches out to her. "Hey Scully, there's a truckload of lift comin' through here, you're gonna' need to get well below the ridge and come in fast through the lift band." I sigh with relief and relax back into my harness, all the time listening to Ted's instructions and watching her final approach. I'm going to have to land too. She loses more height and then turns and races headlong at the cliff. The Syntax hits the lift band and rises fast, lifting her easily over the lip to the right of launch. She pulls the glider around into wind and zeros her groundspeed. Slowly the shadow of her wing comes up to meet her. I see the wing drop gently behind her: a perfect landing. Thanks, Ted!

I settle back into my harness and cruise over launch: soaring the trades, floating high above the Island of the Gods. Entranced by Agung, and led on by panoramic vistas, I am unwill-



Warung Timbis inflight catering – Timbis launch

Photo: Ted Jenkins



Timbis launch – cool tradewinds revitalise travel-weary bones
Photo: Peter Christian

Above: Erik Fearn soaring eastward from Timbis launch
Photo: Erik Fearn



ing to land for another hour. I head back to the Nikko under the protective gaze of Agung.

Later, we sit on the cliff edge, gazing west past Uluwatu toward the island of Java. The sun has already dropped behind a huge bank of cloud. Crimson, orange, and gold tipped clouds fade breathtakingly to a deep blue sky overhead. The first Bintang barely touches the sides but still I can't avert my eyes from the sunset. Fortunately someone slips another cold one into my hand.

What a perfect end to a perfect first day. I can't get the smile off my face. Who would believe that just over 12 hours ago I was boarding a plane in the midst of a bitterly freezing Melbourne winter: a different world: a lifetime away.

That smile is still etched into my face the next morning as we head eagerly toward breakfast – banana and honey pancakes, banana and pineapple smoothie, and sweet Indonesian coffee. Paradise! What will today bring?

"Pagi," Ted chuckles from behind his roguish grin. "Pagi," we grin back in unison.

He rubs a hand across his face. "Gonna be a good day today." "How the hell does he know that?" I think to myself. 'He has only just crawled out of bed.' "Cloud drift is due May 2005

south. Might even get a bit of west in it later," he answers as if reading my mind. The same exhilarating thought descends on the three of us. "Uluwatu!"

The mad scramble starts as we hastily throw our gear in the back of the Kijang and make our way to Timbis launch. The conditions are as forecast: eight to 10kt slightly west of south. I grin to myself: is he ever wrong? No time is wasted, and soon our gliders are climbing out from launch.

We track along the escarpment to the west and cruise past the Bali Cliff resort, losing considerable height as the cliff drops away beneath us. There is no turning back now: in this wind strength, we are committed. We pass the ghostly deserted village, cross the gap, and begin to climb with the escarpment. Ahead, Ngala, the highest point on the ridge, thrusts its menacing buttress into the ocean. At the base of the sheer one thousand foot buttress, the sea explodes with fury. It is a spectacular sight, but not a good place to bomb out if you like staying alive.

We cross Ngala with ease, and run for Uluwatu: the western-most tip of the Bukit peninsula, 11km from launch. Uluwatu on the second day; I can't believe the conditions; and I still can't get that smile off my dial. Victoria's freezing winter exists in another world.

The trip back to launch is magical. Riding the trade winds above the Island of the Gods: blue sky and ocean surround us. Our wings slice through the air as we enjoy

the spectacular views, and the Island slides beneath us. And still Agung is watching: the Gods are happy and we are ecstatic: Uluwatu on day two! Unbelievable!

What I had always called boring coastal soaring kept presenting me with new challenges each day. What you could achieve some days was impossible on others, but on the special days you could do the lot. Maybe that's one of the reasons why everyone keeps coming back every year. Or maybe it's the after-flight massages. Or maybe it's the inflight catering – courtesy of Warung Timbis!

I have described only the first two days of my Bali experience. There is not enough space to mention the other spectacular sites such as Candi Dasa, Batur, Agung, and the other volcanoes. I guess you'll just have to find out for yourself!



Author's note: If you want to have a great time, gain heaps of flying hours safely, and learn how to do so with expert tuition, you can contact Ted on the web at [www.paraglidingbali.com] or [www.baliparagliding.com] or email him at <ted@paraglidingbali.com> or <info@paraglidingbali.com>. A special note to those who think they know all about coastal flying. In the past few years I have seen even experienced pilots come to grief on this very safe coastal site: they thought they knew it all. Simple mistakes here can result in serious consequences – we've seen it happen occasionally over the years – so it is very reassuring to have the experienced and ever watchful Ted looking after you. Paragliding Bali provides expert tuition, support, and truckloads of fun, and teaches you how to fly safely on this spectacular site. See you in Bali.

TWO DAYS AT WAIKERIE

Terry Cubley

DAY ONE NATIONALS

The task was an assigned area task, first to the west towards Burra (50km radius) and then south-east to Alawoona (also 50km) with a slight dog leg to Woolpunda to make sure that everyone comes home from the same direction. The scratch distance was something like 400km, but potentially up to 600km. Given a three-hour task time, this wasn't going to be a problem. I expected to fly something like 330 to 350km, giving an average speed of over 110km/h. (LS3 but without water).

The weather briefing looked great, with potentially thermals to 14,000ft, but in the blue. The major issue at briefing was making sure that we didn't infringe the 12,000ft airspace around the Burra turnpoint.

I started with Peter Buskens and Lisa Trotter at approx 10,000ft to the north of the river. This meant that we didn't have to cross the river near Morgan, a notable sink hole. The route to Burra is quite desolate, lots of low scrub, a single road and an occasional smoother section of scrub that could possibly be landed on. There is an airstrip at The Gums (50km out) and then nothing else until near to Burra. However, at 10,000ft the world takes on a better complexion.

A couple of six to seven-knot climbs had us well on the way. There was a band of high cloud coming over the task area, and a really thick band that hinted reduced climbs. Peter and I decided to fly north of track ahead of the band and we were rewarded with some quite good climbs, and areas of good air – not too much sink – which means that you can extend your glide. Lisa Trotter and a few others turned early but Peter and I continued on until a little north east of Burra. Time to go back – with the joy of a tailwind. We turned at the top of a climb at 11,000ft and achieved a ground speed of 220km/h for the next 50km to The Gums with a climb of seven knots to 10,000ft again. Crossing the river at Morgan, there were a few gliders down low and we picked a good climb across the river to top up height and then decided to head south of track to a few cumulus clouds.

This was a bit of a detour, and the first cloud dissipated just as I arrived. I pushed on to the second cloud and was rewarded with an eight to nine knot climb back to 11,500ft. All of a sudden, there was a great street towards the second turn at Alawoona, with even better looking clouds beyond. I

was starting to wish that we had turned Burra earlier.

I was able to glide 65km for only 3,000ft loss of height, achieving over 200km/h over the ground. I was now doing the calculations as to when I should turn back to Waikerie so as to achieve the minimum task time of three hours. With 45 minutes to go, and at 3km per minute (180km/h) I should be able to travel 135km. This would mean no more climbs, but there appeared to be good streeting on the way home. I took a seven-knot climb to 12,500ft and then pushed south of Alawoona under the streets until 40 minutes and 120km to travel with 13,000ft. I turned 30km past Alawoona and headed home.

Heading north, now into a headwind, there was good streeting to the East of track but well worth the detour. I caught up to others who elected not to make the detour and who were previously 10 minutes ahead of me.

The glide home was uneventful but not quite three kilometres per minute, arriving home three minutes over time, but feeling pretty good. There was a lot of sink over the last 20km which caught a few people out, with a couple outlanding. No reason for it, sometimes the glide can just be a problem. Final result was 139km/h for just on 420km in three hours. A good Waikerie day.

DAY 5 NATIONALS

This was a three-and-a-half hour assigned area task, fairly complex with six turnpoints. The weather predicted good lift to 12,000ft or more, but with a front coming through at the end of the day.

At launch time it was blue with fairly thick bands of high cloud coming through, but we were still getting up to 9,000ft. The lift was quite weak below 3,000ft, and although there were large areas of lift, the actual cores were quite hard to find. I decided to stay above 3,000 and realised that if

I only found weak climbs that it would be worth searching around a little to find the proper core. There appeared to be some weak thermal wave at 9,000ft but I only manage to reach 9,300.

I started at 8,300ft and headed directly to Notts Well, 35km to the south-west. With cloud shadow out to the west we decided to just go into the turn point and then head south-east to Meribah. I managed to meet up with Peter Buskens in the first climb – seven knots for 2,000ft – and we

turned Notts Well and headed straight to a small gaggle just east of the turn.

Chasing after the lead gliders, it was obvious that there were long glides, and when coming under other gliders, quite often there was no lift at the lower altitudes. A 50km glide and a six-knot climb enabled me to stay above 4,000ft. There were small cu ahead but every time I approached they would disappear.

The task really required that I go to the bottom of the assigned area at Meribah, with the next leg over a large section of scrub (40km wide) so getting high near to the bottom of the sector was important. There were a couple of nice looking clouds in a direct line from the bottom of the sector. It was going to be critical to get a climb here, otherwise there would be problems in getting through the scrub.

There were three of us heading to the small cloud at the bottom of the sector. Rolf Buelter flew under the edge of the cloud, found nothing and headed off toward the scrub. I pulled up under the cloud and decided that a search was worthwhile. There were three gliders and eventually we found the core, starting at five knots and then gradually increasing to eight knots through to 9,000ft. Peter Buskens missed the main core and was 2,000ft below when I left. Jarek Mosiejewski in the DG300 and I flew straight over the thickest scrub towards the main cumulus 20km away and found a good climb. Jarek eventually found the main core which was 10kt, and we climbed to 11,000ft. I headed off at 95kt over the scrub toward the far edge of the next turn sector. A couple of small cu provided good lift which helped me to glide to the far edge of the sector near Lake Cullulera, arriving at 7,000ft.

The leg back west was under shadow and I flew fairly conservatively through this sector, topping up a few hundred feet in each four-knot climb that I went through. Over the Victorian border scrub at 3,500ft I finally found a five-knot climb and then a small cu formed just to the south. Throughout this section I noticed that cu were forming behind me – very frustrating – so it was good that one had finally caught up. As the thermal turned into eight knots. Peter Buskens and Tracey Tabart pulled in overhead – they had caught up 20km over the past 60km.

The sky looked rather threatening ahead. Bands of heavy cloud, some high cu, also in

bands, and towards Waikerie the front was rapidly approaching. With clouds over 10,000ft there is good potential to glide through the darker areas, but how quickly was the front coming? Three turnpoints to go.

We climbed to 11,000ft and flew to the back of the Taldra sector, and then along a few cu towards Lindsay River in the North. The sky and ground were dark but there were good looking cu over Renmark, off to our left. We just touched the next turnpoint sector and turned towards Renmark. After a 70km glide we arrived in a thermal over Renmark aerodrome at 5,000ft. What a climb, eight to 10kt which we worked to 10,000ft.

Once again the calculations. Twenty minutes to go, 60km to the finish line, but more than enough height. I decide to drive further into the last sector to gain some kilometres, but flying at over 100kt – keeping an eye on the distance to Waikerie and height available. Turn too soon and you get back too early or too high, turn too late and you are below glide with pressure to find another climb. As it was, there were great climbs and clouds – the best part of the sky. 120 knots on final glide, I finally came in

three minutes over time, but with 126km/h for approximately 440km. Another exciting Waikerie day.



Author's note: The other days at Waikerie were not as good as these two days, but these were the two days that I won and therefore fixed in my memory.

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2005 GFA Best Distance and Height Flight Awards

The GFA Trophies Officer is calling for applications for the three flying trophies contested annually for outstanding flights made between 1 May 2004 and 30 April 2005 – the Wally Wood, Martin Warner and Bob Irvine Trophies.

The Criteria

Wally Wood Trophy – for the greatest outright distance achieved in one flight within Australia
Martin Warner Trophy – for the greatest height gain in one flight within Australia
Bob Irvine Trophy – for the greatest distance points score after application of the appropriate handicap factor in one flight within Australia.

The awards are for solo flight: the pilot must be alone in the aircraft even though multi-seater sailplanes are not excluded.

The outright distance trophy is for any category of sailplane. The handicap distance trophy is intended to give pilots of less competitive sailplanes a chance, therefore it

will not be awarded for the same flight as the outright distance. The handicap factor will be that published on the GFA DCE website. If you know someone else has made a longer or higher flight than you, do not be deterred from putting in your application as that other pilot might choose, for whatever reason, not to make a claim by the published closing date.

Applications must include normal verification details by an FAI Official Observer.

Note that these awards are not a part of the Decentralised Competition, they are not administered by the DCE Convener, so separate applications are necessary.

Send your application to the GFA Trophies Officer, Fred J Foord, 18 Fremantle Road, Port Noarlunga South SA 5167, or email fjfoord@senet.com.au.

The closing date, which will be strictly enforced, is 31 May 2005.



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**

Performance Week 2005 at Waikerie

Catherine Love

ON NEW YEAR'S DAY I WAS FULL OF EXCITEMENT AND NERVES AT THE PROSPECT OF PARTICIPATING IN THE SOUTH AUSTRALIAN COMBINED PERFORMANCE WEEK/BASIC CROSS-COUNTRY COURSE. WITH THE BALAKLAVA GLIDING CLUB'S MINI NIMBUS TRAILER IN TOW I WAVED GOODBYE TO MY HUSBAND, AND DROVE TO WAIKERIE.

On arrival I found my fellow Balaklava Gliding Club members sitting underneath the vine-covered pergola, just as excited but swilling some fine red. The prospect of flying out of a new airfield and learning new skills would have long-lasting benefits and improve our confidence of flying cross-country, but for now it was time to relax before a memorable and action-packed week! This is my record of this very enjoyable time.

First, a little background about these two courses. The Basic Cross-country Course (BXCC) is geared towards early solo pilots aiming for their Silver C up to the more advanced pilots who are planning their first 300km. This week presented an opportunity to develop vital skills and improve knowledge.

The Performance Week (PW) is for pilots who may have previously participated in the BXCC and are now ready to attempt more challenging cross-country tasks. The extent of pilot experience found in this particular group ranged from those with their first 300km under their belt to Australian champions, various record holders and international competitors. All told we had close to 50 participants, partly due to the fact that some pilots would also be competing in the National Club Class comps the following week. I had just completed my first 300km and was hoping to improve my average speed to 80km/h.

Bernard Eckey, event co-ordinator and South Australian head coach, assembled a remarkable team of coaches and support staff. Bernard and David Conway headed up the PW team, and the BXCC was in the very capable hands of Andrew Wright and Terry Moore. Each pilot was asked to provide information about their flying experience and what they wanted to achieve from the week. Based upon this information and perhaps some discussion with the pilot, the coaches could then advise the participant on which course would best suit their needs. In

most cases, the decision was clear-cut, but I made the choice to straddle both courses as I had identified gaps in my knowledge that the BXCC could fill while attempting some of the PW tasks. This fluidity was encouraged by all the coaches to maximise participants' enjoyment and learning experience. Each pilot was then paired with a coach flying a similar performance aircraft, or, in a few cases, sharing a two-seater.

Every day started with weather and safety briefings at nine o'clock in the club-rooms followed by a morning lecture. This routine was adjusted depending on the weather. Between 11 and 12 noon, we would have lunch and prepare our gliders for afternoon flying. After dinner (put on by members of the Waikerie Gliding Club), we'd re-assemble for a debriefing with our group and then further debriefing at the bar, followed by a lecture or watching gliding DVDs, and even further debriefings at the bar...

Through excellent safety management, Bernard's appeal to hold an event that was "free of scratched gliders and bent pilots" was achieved. Almost all participants deserve a pat on the back for maintaining diligence and good airmanship. This also applies to the many Japanese pilots flying at Waikerie at the same time. During the whole week we saw fantastic consideration on the part of the hotshots for the greener ones! The event was also testing combined aerotow and winch launching operations. Apart from a few minor incidents early in the week this went remarkably well. David Conway, who had accepted the role of duty instructor for the week, promptly and effectively addressed these minor issues to everyone's satisfaction. He also ensured that new arrivals were thoroughly briefed and kept informed of all safety issues.

Bert Heath from BGC and various Barossa Gliding Club members did a fantastic job driving the winches. Other volunteers



Bernard Eckey receives the Bob Muller Award for his outstanding contributions to "Soaring Australia" and the promotion of gliding from GFA Vice-president, David Conway

co-ordinated take-offs, ensuring that we were all launched quickly, efficiently and safely. Their combined efforts allowed low cost launching which enabled pilots with limited financial resources to attend and hence increased the number of participants.

LECTURES AND DEBRIEFINGS

Theory is necessary if you wish to improve your flying; if it wasn't some of us might never attend a lecture! Thank goodness we had some very informative, enlightening and interesting speakers to bring us up to speed.

We were spoilt for choice with two lectures offered each morning and most evenings. The topics were broad ranging, comprehensive and contemporary. Subjects included team/pair flying, pre-flight planning, thermal wave, height bands, flight computers and Macready, final glides, cross-country psychology, increasing your cross-country speed, how to improve your gliders' performance, block flying speeds and identifying thermal sources.

I floated between both courses, tailoring my theory to fill the gaps in my knowledge.

Debriefings also proved extremely valuable because you were able to compare your performance with others. Inevitably, you learnt more from a less successful flight.

FLYING (THE BEST BITS)

The first day was reserved for rigging, check flights, getting organised and for local soaring. Unfortunately Monday's flying was aborted as great forks of lightning speared the sky as thunderclouds loomed ominously from the west. The threat of squalls and hail sent pilots scurrying to de-rig and box aircraft. Balaklava de-rigged two ASK 21s and



Performance Week participants

Photos: Catherine Love

two single-seaters in record time, making it inside their boxes just as the first spots fell. The worst of the storm skirted the northern boundary of the airfield, a relief to those brave souls who had left gliders out in the elements. The organisers quickly changed the program and put on some lectures originally scheduled for later that week.

Tuesday's weather briefing told us that the forecast 45kt westerly would produce textbook "thermal wave". Bernard Eckey gave a lecture on the theory of this phenomenon to prepare us for the possibility of contacting the wave! However, most of us had to be content with playing around cloud base at 6,000ft, in very gusty conditions, at times making contact with weak wave-like conditions at the windward side of the cloud. We struggled to find space between the clouds and as a result gave ourselves little chance of getting near that elusive wave. Bernard and Hayden Dunn achieved the only real success of the day, soaring along bands of thermal wave at 13,500ft!

Wednesday's weather briefing was more promising for cross-country soaring, with light to moderate south-westerly winds and scattered cumulus. David Conway was my coach for the day and despite a late start we had a great flight with eight-and-a-half knot thermals to 6,500ft. Our task was 245km but due to my relight and the resulting delay we cut the task short in the end. David is such an easygoing guy and later reassured me that he was enjoying the thermal practice while he was waiting for me. I doubt I'd be so patient! Our first leg was very fast but by far the best part of the flight was the final leg. Thanks to David's advice and a tail wind, I enjoyed a turn free, and fast, final leg. Woohoo, what a blast!

Thursday's forecast was for a mild mostly sunny day, with a mild south-westerly wind and maximum convection height of 7,500ft. Today I sat in on the BXCC lecture to brush up on task planning. My coach for the day was Terry Moore and his co-pilot in the Twin Astir. Due to delays at the launch I had to wait an hour-and-a-half until my coach

caught up with me, but fortunately we found good lift to 6,000ft on task. However, poor radio contact made it impossible to maintain effective communication, so I made the decision to go it alone. The weather was looking a little claggy and when I got tired I turned for home at Maggea. Along the way I dug myself out of a hole from 1,300ft, my lowest point so far on a cross-country flight. Just as well I had a thermal marker – three eagles to be precise. Thank you eagles!! Today had not been a successful one for me but others in the BXCC managed to complete the task. Some encouraging remarks from our club's CFI, John Wheatcroft, helped to ease the disappointment.

Friday's forecast was similar, but minus the clouds. I put theory into practice and spent some time in planning my task, and practiced some pre-launch meditation/relaxation/visualisation. I even imagined seeing the turnpoints and completing the task. This was a first for me, prompted by a suggestion from Andrew Wright. I don't know what was going on in my head but by the time I was in the cockpit on the grid I was itching to go, eagerly anticipating the flight.

Today was my day. This may sound a little fluffy but the task seemed to unfold itself before me. I felt comfortable all day, never dropping below the second height band of 2,000ft (thanks to a Peter Busken's lecture) and staying mostly above 3,500ft on a 6,000ft day. Before breakfast, Andrew Wright had coached me in using Macready and the final glide computer. The National Coach, Bruce Taylor, had arrived the day before and promptly presented a lecture on finding and using the best thermals. He talked about locating thermal sources, urged us to take our time in making decisions, fly positively and believe you will get to a thermal. With these sage words in my head, I flew well and achieved my personal best of 77km/h, not a bad result for the day.

Fine, sunny and warm conditions for Saturday, another 'blue' day as we set out on a 200km speed task set for both groups. All got around at least once in reasonable conditions.

PRESENTATION NIGHT

Everyone attended a fantastic final wrap dinner. Wine and chocolates were awarded to people who had made significant contributions to the week's operations, including coaches, lecturers, catering staff and airfield staff.

David Conway, GFA Vice-president, presented the "Bob Muller" award to Bernard Eckey, for his series of articles in Soaring Australia, and for his promotion of gliding in Australia. Bernard also deserves huge praise for his outstanding effort pulling this event together. Gratitude and thanks also go to the unsung heroes of the week, the crews, who assisted with rigging, de-rigging, towing and retrieving, and pilot maintenance.

Some further achievements during the week are worth noting. Tim Bates and Albon O'Brien from Adelaide University Soaring Club each gained their Silver C distance and height in the club's Arrow with a glide ratio of 24:1.

Colin Stauss, on only his third solo flight with Coach Merv Lindner, (both members of the Balaklava Gliding Club) flew a 240km task in the ASK 21. Colin flew most of the time while Merv navigated with a 1960s map!

It was the first time the Balaklava Gliding Club had brought their entire fleet and probably a first in the clubs history to have so many club members attend such a course.

CONCLUSION

I attended my first Performance Week in 2004 as green as you could imagine with just 45 hours flying time. This year I felt a little more capable and yet was still blown away by the depth of knowledge and experience demonstrated by the participants. The support and encouragement we received from our coaches and more experienced pilots was fantastic, and will continue to inspire us as we practice our newly acquired skills. This is a brilliant event and I can't wait for it to happen again in January 2006!



Catherine Love in Balaklava Gliding Club's Mini Nimbus at the start of the week

NORTH BROTHER RECORD

Jason Turner

THE DAY AT NORTH BROTHER HAD STARTED A LITTLE ORDINARY LOOKING, WITH CLOUDS ALREADY OVER-DEVELOPING AT 9:30AM AND A LOW CLOUDBASE OF 2,000FT. BY THE TIME THE DAY'S PARAGLIDER PILOTS ASSEMBLED ON LAUNCH IT WAS 10:30AM AND THINGS DIDN'T LOOK MUCH BETTER.

After briefing the pilots on what to expect I helped launch Dave, one of our recent students. He quickly found some good lift and was joined by a couple of visiting French pilots. I had planned to drive to Queensland after lunch to visit my mother, so I hastily set up my paraglider for just a quick fly, launching to discover some nice one to two metres per second climbs.

For those who haven't flown North Brother before, it's a 1,500ft north-east facing launch about four kilometres from the coast, with spectacular views stretching up past Port Macquarie, NSW. Endless beaches, tidal lakes, coastal headlands, and the Camden Haven River snaking through the town of Laurieton and out into the sea, make this one of the most beautiful flying sites on the east coast.

After cruising around for about 45 minutes the sky had cleared over the back to reveal a sea of cumulus stretching inland down past Taree, about 30km away. Hmmm... Drive to Queensland to visit my

mother, or turn tailwind and fly towards Sydney? Sorry, mum!

Big Jeff from the Central Coast had only just launched and was still climbing; he was keen to follow, but I just couldn't wait any longer. After an easy glide over the back I stayed on the east side of Middle Brother Mountain. Cloudbase was slightly higher at 2,500ft as I headed down the highway, avoiding some over-developing cloud to the west.

The clouds were working well and I hopped easily from one to the next, still following the highway towards Taree. Up until now I hadn't really considered where I was going – I was just bouncing along enjoying the view – but the further I went the more I realised that my dream flight of reaching Gloucester, 85km from North Brother, could finally be achieved. But now I was low. Really low. I'd hit nothing but sink on the last glide and was about 300ft off the deck! I could see by the wind on the Manning River that the seabreeze was in so I had to get further inland fast. Just when

I needed it the canopy kicked around and I stumbled into some weak zero lift, allowing me to drift slowly closer to some scary looking clouds over downtown Taree. Suddenly the lift turned to two to three metres per second up and I climbed to base at 3,200ft.

I made my way past Taree, joining up with the Wingham to Kramback road. Now I was having some serious fun. At 45km out and no higher than 4,000ft asl, I had long since lost radio contact with the others, but was enjoying the peace and quiet. I waved goodbye to the coast and wiggled my toes to try and get them warm because I had only worn sandals. Ahhh, you idiot!

Base was getting higher now and at Kramback I was able to climb to 4,500ft. I looked back towards Taree, only to see cloud closing in behind me 1,000ft below. With nothing but sunshine and scattered cumulus ahead I stretched out on the speed bar and closed in on the last ridge before Gloucester.

After a rowdy climb into the Gloucester Valley I heard the jump plane for the parachutists climbing out and realised I had about five minutes before they dumped the next load of meat bombs on the airstrip. The sky still looked great, and I'm sure another 30km would have been easy, but I needed to pee and the thought of a human being hitting my canopy at over 200km/h helped me decide that it was time to get down. After a few spirals and wingovers I couldn't resist nailing the big 'X' in front of the hanger, to a round of applause from the jumpers who had gathered to watch.

Chris the jumpmaster, who I had met previously while aerotowing hang gliders at the strip, recognised me and congratulated me on my flight. There I was, 85km from home, a North Brother record flight on the score board, and an extra two hours drive from Queensland... Maybe I'll go visit mum tomorrow... Or the next day...



Jason checks out conditions at North Brother

Thanks to Michael Cameron for giving up his afternoon, and a chance to fly Katabunda for the first time, just to pick me up.

HGFA Editor's Choice

This issue brings us up to date with Angelo d'Arrigo's Metamorphosis Project, showing a side of hang gliding as seen through the eyes of some young crane fledglings (Siberian Migration). We also get a glimpse of hang gliding through no eyes whatsoever – Adam Thomson explains what it's like to literally fly blind (Hang Gliding Without Sight). Kerry Bradley might need to get his glasses checked (Top Landings – Irish Style) – don't try this at home! Jason Turner, on the other hand, flies far from home, setting a new North Brother Record in the process. Also far from home is Peter Christian, making us wish we were soaring the Island of the Gods with him. More exotic still, Taff takes us to a land far, far away, Terry Pratchett style (The Birdman of Ankh-Morpork), while John Shannon discovers that there's no place like home (Journey Home).

This month's \$100 prize goes to Lisa Miller, conquering all personal challenges in her journey to become a competition pilot (Ever Thought of Competition Flying?).

The bright ones among you will be aware that our year of \$100 prizes is coming all too quickly to an end... Let's make you work a bit harder for the last carrot or two: the July issue prize (deadline 25 May) will go to the best "technical" article submitted (exploring, in an informative and educational way, an aspect of our sport or equipment).

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

2005 Paragliding Worlds

Taking place 13-27 March in Governador Valadares, Brazil, 600km north of Rio de Janeiro, the comp had the following results:

GENERAL RANKING

1 Steve Cox (SWI)	Advance Omega
2 Christian Tamegger (GER)	Gin Boomerang 4
3 Stephan Wyss (SWI)	Gin Boomerang 4

FEMALE

1 Louise Crandal (DAN)	Gin Boomerang 4
2 Ewa Cieslewicz (GER)	Advance Omega
3 Elisabeth Rauchenberger (SWI)	Gin Boomerang 4

COUNTRY

1 Switzerland	2 Germany
---------------	-----------

Advance congratulates Steve for his victory and Ewa's second place in the female category, on their Omega wings. Thanks to Steve's victory, Advance has become the first brand to twice win the PG Worlds: 1993 in Verbier, 2005 in Brazil.

In the tenth and last task, after a very long fight, Steve Cox was able to change the final ranking of the world championship. Consistent since the beginning of the competition, Steve passed, during the first nine tasks, from 4th to 2nd



Steve prepares

place, and then to 1st. After numerous second places in international events (2nd in PWC, Vice-European champion) and a title of Swiss champion, Steve arrived "on top" of the world elite by winning this difficult competition.

The "rising star" of last year, German Ewa Cieslewicz also changed her ranking in the last task from 4th to 2nd position.

The Advance Team also congratulates all its pilots and all pilots and persons who were involved in the success of the 9th Worlds.

For further details and task rankings visit [www.abvl.com.br].

Valéry Chapuis, Advance Team

CLUB NEWS

NEVHGC Annual General Meeting

Notice of Annual General Meeting for the North East Victorian Hang Gliding Club Inc.

Where: Wandiligong Pub

When: 7 May 2005, 7pm sharp

Agenda as per normal. Notice of motion to adopt constitution. Constitution available at [www.hgfa.asn.au/~nevhgc].

Paul Harrison, President NEVHGC
Ph: 03 57501613 or 0428 356239

High Adventure

Flights are filling quickly for Bali and the travel agent says 'get in early, otherwise package rate will change by 7 May.'

We are also in the process of arranging a PG tour to New Caledonia. Flights are from \$690 including taxes, and accommodation is from \$50 per night twin share. I've hired a French-speaking guide to show us around the island. September is their best month and they do a lot of XC flying during this period. Please register your interest with Lee Scott on 1800 063648.

NEW PRODUCTS

Pro-Design Thesis

Production of the THESIS 60, the smallest size in the new THESIS series, has started. First gliders out soon!

DHV test reports for the Thesis 80 and 100, as well as the B-Safe BI tandem reserve, can be found on the website [www.dhv.de/typo/Technik_Datenbanken.438.0.html].

For more information visit [www.pro-design.at].

FAI NEWS



Red Bull X-Alps

850km along the Alps, day and night, on foot or by paraglider, gruelling hours, tremendous pain – one of the world's toughest adventure races.

On 1 August 2005, 20 athletes will launch into the air from Austria's Dachstein. Participants have to cross the Alps from east to west by paraglider or hiking and without help of other means of transportation. Monaco, the destination, is about 850km from Dachstein and must be reached via Zugspitze and Mont Blanc in three weeks or less.

Red Bull X-Alps is a teams competition (the pilot and support person). The supporter can use any means of transportation except flying and help with the supply of food, equipment and information.

Media coverage will include mini DV cameras, MMS mobile phones carried by competitors for website diaries; a helicopter with Wescam following the teams' progress; real-time website GPS team positioning.

Online registration for athletes opens 25 April on [www.redbullxalps.com].

Ratified World Record

Claim number: 9951

Sub-class 0-3 (Paragliders) – General

Type of record: Straight distance to goal

Course/location: Patu, RN (Brazil) –

Independencia, CE (Brazil)

Performance: 308km

Pilot: Marcio Nascimento Pinto (Brazil)

Paraglider: Sol Paragliders Dynamic AR

Date: 29/10/2004

Previous record: 285.2km (22/06/2003, Josh Cohn, USA)

FAI congratulates the pilot on his splendid achievement.



Ever Thought Of Competition Flying?

Lisa Miller

WHEN I FIRST BEGAN FLYING BACK IN MARCH 2003, I WAS OVERWHELMED WITH THIS NEW EXPERIENCE AND THE FREEDOM AND ENJOYMENT THAT FLYING A HANG GLIDER PROVIDED. HOWEVER I SOON BEGAN TO HEAR ABOUT COMPETITION FLYING AND MY COMPETITIVE STREAK SPARKED INSIDE ME.



Lisa (right) and driver Monica Barrett after reaching goal at Sportavia

Photo: Carol Binder

The big question that plagued my mind for a long time was how on earth was I going to become part of this? After all, I only had about 30 hours at the time and was flying a Sting 140. Was I worthy of competition flying yet? All the competition pilots I knew were flying a high performance glider. So my quest began in September last year. I heard that a group of pilots were heading to Queensland to compete in the Canungra Classic. I sheepishly rang up Stuie Coad and said, *"I heard that you are going to Canungra."* He gave a very enthusiastic response and asked if I was interested. I explained that I didn't believe that I was confident enough to fly, but did they need a driver? This is where the journey began...

For any of you that are interested in competition flying, I recommend that being a driver for a competition is one of your first steps. I had no idea what to expect heading up to Canungra, but what unfolded was one of my greatest learning experiences and a wonderful introduction to competition flying.

On a brisk morning in September, Rohan, Paul, Stuie, Meeks, Andy, Sammie and myself loaded our gear into a mini bus and made the trek to sunny Queensland. It was a very long trip, so I armed myself with a million questions that I planned to ask along the way. After all, I had no idea how to use a GPS, what they were going to say to me and what they expected of me. By the end of the trip I felt a little more at ease as to what I would need to do, and as Paul kept saying, 'Lissie, you will be fine,' I figured that I would be okay.

The first day of competition had passed and even though I was not flying I was just

as excited to be a part of this team. Being the first person to a pilot when they have landed somewhere by the side of a road is something very exciting. They are just bursting to share their experience, being a tale of woe or excitement. I just loved hearing what each person had to say. There was always so much to learn from these stories, the reasons why someone landed so early, the little mistakes that were made, how each flight could have been made better.

As I collected each pilot along the way, we were always headed for goal. This was always done in anticipation by all of us, as we could not wait to hear the stories and probe the pilots that made it with questions as to how they got there. Having a pilot such as Rohan Holtkamp on your team is something very special again. Someone whom you have held in admiration for their awesome ability, now sitting on the bus with you sharing the struggles and successes of their flight. As I was not flying in the competition I felt that I was able to absorb more information and ask more questions by being stress free.

By the end of the Canungra Classic I was totally hooked and couldn't wait to fly a competition myself. I now understood what competition flying was about, knew all the rules, knew about a GPS, understood what was expected as a pilot and felt confident that I would be able to do this someday.

I had also overcome the belief that competition was only for advanced pilots with their advanced gliders. Competitions are for anyone who wishes to have a go. Floater pilots are encouraged to compete and even have a class of their own, which means

that you actually compete against gliders with the same performance.

So on returning home the first thing I did was enter my first competition: the Australian Open in Deniliquin. It was not going to be until January, however that gave me time to prepare and even have another chance to be a driver at the competition in Gulgong.

By the time I arrived in Deniliquin, I felt really comfortable with the notion of flying in my first competition. I understood what flying to goal meant, what a turnpoint was, how to report my position to my driver, what to pack, and what it would be like in the first gaggle leaving the start gate (this was often very hectic!). I felt that so many hurdles had been overcome and many lessons learnt already through my experiences as a driver.

On the second day of competition, after landing out, I stood at goal and said to Monica, *'One day this will be me'*. She laughed and said, *'I know, chick'*.

On the third day of competition I managed to climb out on my first tow to 8,000ft. As I looked around at the other pilots I realised that I was in the main gaggle that was about to leave the start gate. This was exciting in itself. As they all headed off at a million miles an hour on the open task, I headed off towards goal on the task that was set for the floaters. The flying was beautiful this day, and I remembered everything that was said to me in the bus and in the car as I retrieved pilots. Never leave lift, look for certain triggers, search in a certain pattern.

Two and a half hours passed, and as I looked at my GPS I saw I had flown 62km,



which meant I was only eight kilometres from goal. The excitement was unbelievable; I could not believe that I was going to make my first goal. As I circled above the landing I could see Monica run out onto the strip at Sportavia. "Oh my god, it's the pink Sting," she screamed as she waved her arms around. I landed and collapsed absolutely exhausted, but I had done it, and as we jumped around in exhilaration the first of the open guys began to land. Johnny, Kraig and Curt all flew in, landed, and greeted me and shared in all the joy. This was one of the greatest moments of my life.

After competing in another competition at Manilla, I now have 80 hours airtime. Hence flying in competitions has allowed me to almost triple my airtime in under three months. Manilla provided me with many more wonderful learning experiences, and after winning my first hang gliding trophy, I am looking forward to the next season more than ever.

As I look back, this was the beginning of my obsession with a life that is full of dreams, fun and an achievement of goals that are far beyond what I ever thought I could once achieve. This is the life of flying, and I know that you all, as fellow pilots, will totally understand where I am coming from, but for the general public who have not experienced such a life changing experience it is a difficult concept to grasp. I always enjoy the comment from my peers, 'When are you returning to the real world?' I shake my head, and with a big grin on my face, reply that this has now become my real world. For me, the experience of competition flying has provided more personal challenges and the opportunity to achieve more personal goals than I otherwise may have achieved in my life time. I have challenged my fears and beliefs further than I thought possible, and as I now integrate back into my work and school life, I feel a new sense of power and direction.



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TASK DECLARATION FORM
Task: *World mountain launch Distance Record*
Date & Time: *13th March 2005 930am*
Pilot: *Jonny Durand Jr*
Glider: *Moyes Litespeed S 4*
Departure Pt: *Beechmont QLD*

TASK DECLARATION FORM
Task: *Australian Distance*
Date & Time: *13th March 2005*
Pilot: *Jonny Durand Jr*
Glider: *Moyes Litespeed S 4*

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Flying the ASW 28-18E at the Junior Nationals

Hugh Hofmeister



IN EARLY DECEMBER LAST YEAR I HAD THE OPPORTUNITY TO FLY IN THE FIRST AUSTRALIAN JUNIOR NATIONALS SOARING CONTEST, AFFECTIONATELY KNOWN AS "JOEY GLIDE". I WAS FORTUNATE ENOUGH TO BE GIVEN THE OPPORTUNITY TO FLY THE LATEST AND GREATEST STANDARD CLASS SHIP OUT FROM THE

ALEXANDER SCHLEICHER FACTORY IN GERMANY, CURRENTLY ON A DEMONSTRATION TOUR DOWN UNDER. THE ASW28-18E IS A 15M/18M SHIP THAT CAN BE FLOWN IN EITHER THE STANDARD CLASS WITH 15M SPAN OR IN THE 18M CLASS. THE GLIDER THAT I WAS FLYING WAS THE "E" VERSION THAT COMES WITH A SUSTAINER (OR TURBO) ENGINE.

Prior to the Dalby Nationals, discussions arose about the ASW28-18E being brought to Australia by the Schleicher agent Bernard Eckey. I heard that Bruce Taylor was planning to fly the glider at the Club Class Nationals in Waikerie and thought it was certainly worth a shot to see if I too could fly the glider at a contest. After contacting Bernard he kindly agreed to hire the glider to me for the competition. It so happened that the glider would be visiting my home club (Darling Downs Soaring Club) on arrival from Germany which would provide me with an excellent opportunity to get some time in the glider before heading to Temora.

I had one short flight in the glider the weekend it arrived in 18m configuration and was instantly impressed. I was certainly going to be spoilt flying this glider with its fine leather interior and cockpit comforts to match its equally amazing performance both in cruising and climbing. I also arranged to fly the glider mid-week in 15m configuration. This was to be the configuration that I would have to fly the glider in at Joey Glide. I had two flights for the day, one unballasted and one ballasted for over six hours flying. There were a mix of conditions on the day, starting weak at 9 o'clock in the morning developing into thunderstorms in the after-

noon when I was flying with water. At times I had to fly through dead air caused by large areas of rain having to do one 70km glide through still air to get home. My thoughts after flying the glider were that it was a super machine and once I had become familiar with the glider I was sure it would really go. Unfortunately by the end of the contest I had only spent about 25 hours in the aircraft and was still not hitting and centring thermals as well as I do in my own glider (Kestrel 17), this is to be expected though.

After a couple of flights in the glider in Queensland I was beginning to feel comfortable about competing, despite the uncertainty caused by bureaucratic paperwork right up until a couple of days before the contest scheduled start. It really taught me a lot about planning and preparation required when flying borrowed gliders. I was lucky enough to have the company of Garret and Renee from the US along with my crew (brother Rowan) for the approximately 15-hour trip to Temora. I had met Garret a couple of years earlier when he attended the George Lee Plain Soaring Course. We had kept in loose touch over the past couple of years and I was excited to hear that he was coming to Oz to fly the junior Nationals. Garret and Renee spent some time catching

up with the Lee's, scuba diving in Cairns and chilling in Brisbane before heading to Temora with us.

Unfortunately the contest became an anticlimax to all my preparations, with only three contest days, all being devalued. This was made even worse for me, with a terrible first day result. This flight however provided me with many valuable lessons to lock away in my contest flying memory bank. The day was affected by storms and the launch time was delayed significantly. When we finally launched the day proved to be quite good in areas.

Soon after the start I found myself in the company of Adam Woolley and Dave McManus in an LS8 and ASW20 respectively. We flew together about halfway down the first leg until we separated nearing the decision point of when to fly into the first sector. The turnpoint had a 40km radius circle around it and was in completely dead air. I chose to follow a cloud street along the left edge of the circle which, according to my instruments, had me four kilometres from the sector edge. I planned to clip the sector once I had found a good climb to get me back up to base.

While continuing along the cloud street what I didn't realise was that I was quickly



Photos: Hugh Hofmeister

throwing away all chance of doing well for the day and the contest. What I was soon to find out was that I was misinterpreting distance data from my PDA. I was in fact 17km outside the sector and would require an over 30km round trip glide into the sector and back to soarable weather conditions. A much different picture to the planned eight kilometre round trip. As soon as I had realised my mistake, whilst climbing and preparing for the glide into the sector, a cold shiver instantly went down my spine. As I set off on my long glide into a stiff 15kt headwind through dead air I could do little but sit tight and contemplate the mistake I had made and its implications on the rest of my contest. I persevered though and put this to the back of my mind as it would require my full attention to get out of this situation and home again.

I already knew that all racing speed points had been lost and that I had to avoid outlanding at all cost in order to save as many points as possible for the remainder of the contest. I struggled in climbs of less than two knots between 900 and 2,500ft to get back to good soaring conditions. When I finally did reach the edge of the cumulus I was at 1,000ft with cloud base at 8,000ft. This made it hard to find the core going up, which below 3,500ft was very broken. After struggling for about half-an-hour with great patience and persistence I finally made it back to cloudbase.

All this time I could see pretty good conditions heading home, however they were slowly deteriorating as every minute passed and I still hadn't made the second sector. Finally at cloud base I had about 140km to run and the time was about 6:45. It was going to take patience and some good decision-making still to get home. From cloud base I was able to glide into the second sector where I topped up for the long glide

home. The cumulus were well spread apart with only the odd cumulus located over rocky outcrops and hills on the ground. I glid over 100km to home at 65kt, carefully following any lines of zero lift.

Gradually I started to make up my final glide till I had a bare 0.2kt Macready setting. With fading light and some less than ideal terrain to cross in the final 10 to 15km I wanted a slightly healthier final glide. There was a dying cloud street starting about 25km

from home which I had been watching carefully for the past half hour. This I hoped could provide me with the last bit of height for a safe final glide. I reached it at 2,000ft and carefully worked a couple of knots thinking that has got to be the best I would find low at 8pm. It was at this time the sun disappeared behind clouds on the horizon so I figured I should continue along the cloud street and hopefully pick an energy line. I was worried that I might not beat last light home and would lose all points that I had saved. To my surprise the street worked quite well for 8pm and I flew through about five kilometres of four knots up to finish at 130kt. What a flight. My thoughts as I exited the glider were mixed. I was completely exhausted and relieved to be home however I knew that I had really ruined all chance of success and could not wait to find a bed and some sleep and to forget my ordeal of the past five hours.

The following days were flown with storms, with one heavily devalued day and a scrubbed day where no one flew further than 100km. We finally had another racing day, which was day three and it turned out to be our last. I managed a third place with



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a reasonable flight and a speed of 97km/h. The racing was certainly not as fast as I had hoped and, after Dalby and finally with a glider that could achieve a reasonable wing loading, I was hoping to have flights where we could average 140km/h. Unfortunately the big days didn't come till the day we drove home. Well, that's gliding I guess. On the two storm-affected days I got to use the 28s motor and can say with confidence that it is a great setup and very easy to use. On both occasions I started the motor at 1,000ft and did not feel flustered at all. I just kept flying the glider with my right hand and


operated the engine start-up sequence with my left hand, which is a very simple four-step method. Anybody can operate the engine and no previous powered aircraft or glider experience is required.

I certainly consider myself privileged to have been given the opportunity to fly an ASW28-18E in the first Australian Junior Nationals soaring contest. The 28 is certainly a high performance dream machine and had I more time to become as familiar with the 28 as my beloved Kestrel I'm sure I would only become more convinced that it truly is the ultimate standard class glider. The cockpit comfort is great and you really do


feel a part of the machine. The cockpit is also very well sealed so high speed cruising becomes quite relaxing with only the odd rough bump that reminds you that you are cruising well over 100kt.

Schleicher claim that the best L/D of the ASW 28 is 45. I had to push some long slow glides and can certainly say that it glides and glides and glides. Unfortunately, with low contest numbers I spent nearly all of the time out on task on my own and could not really compare the glide performance to other gliders. I did get one opportunity to glide with an LS8 and ASW20 on the first day, I was certainly gaining in the glide however I was losing a little in the climb due to trouble I was having with getting my 302 vario working properly and finding the correct C of G location. I have total confidence though, after having achieved a better glider setup later in the week, that it would have easily climbed with its competition. On those booming days it would have to be the glider of choice with its thin high aspect ratio wing fully ballasted. I certainly know which standard class glider I will be putting on my shopping list when I have some lazy cash to play with.

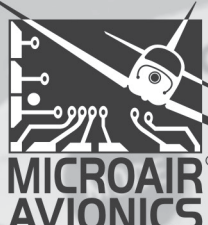




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FINAL GLIDE

Ray Baird

13 NOVEMBER 1925 TO 14 FEBRUARY 2005

A tribute by Kevin Saunders

There are many words used to describe those who have made significant contributions in their particular fields.

Very few people can truly be described as legends or pioneers, but Ray Baird was one of that small group.

A founding father of the gliding movement in Western Australia, his efforts were vital in establishing not only GCWA, but other clubs that later evolved in the State. Ray wasn't just involved, he had a lifetime commitment.

I first joined GCWA in November 1969.

During four years gliding in the UK, I had amassed around 100 launches and a longest flight of 26 minutes. I thought I didn't really have much more to learn. I met Ray shortly after that: introduced to me as 'the instructor's instructor'. He had just flown the club's new Blanik, GXP, for the first time, and was asked what he thought in particular of the 3,000ft per rev altimeter that was fitted. He replied, "it's a fruit salad". That was Ray, straight to the point.

Ray and his team soon showed me there was plenty more to learn, in fact it was over two months before I was sent off solo again, much the better pilot for the experience. Ray expected a high standard, both in effort and flying proficiency. If you did something wrong, you were left in no doubt as to what you needed to do to lift your game. If you did something right, he was just as quick to recognise, to compliment, and to encourage.

He was also good at fixing gliders to keep them flying, but always with safe airworthiness in mind. On one occasion, someone suggested they fix a battered wingtip between flights with a handkerchief, but Ray insisted on a proper job. He didn't blow his trumpet, he let his actions speak for himself.

After he was elected to Life Membership of GCWA in 1963 he did very little personal flying, since he somehow felt uncomfortable flying aircraft that other members had to pay to use.

Ray liked things to be shipshape, and came onto the committee again in 1999, as amenities officer because he felt he could May 2005

Ray Baird
with his GB2
at Caversham



make a difference – 55 years after he was first on the committee. He took to the job with his customary zeal and in no time at all the hut floors were cleaned up and re-varnished during one of a series of working bees.

He led from the front. Both he and Gloria could often be seen tidying the hangar, amenities block and anything else that needed doing.

Ray was a natural public speaker. Whether it be running a gliding course or giving a eulogy for a dear departed gliding friend, he would hold everyone's attention.

It was great to see Ray and Gloria at the club's recent 60 year celebration.

That Ray left us on St Valentine's Day was just the way things turned out, but surely no greater love had any man for his family, his friends and his chosen sport of gliding.

His legacy will always be with us, and our sport is much the richer for his efforts.

Significant Dates

1944-46: Treasurer of the then Perth Flying School, just formed and based at Lake Pinjar, north of Perth. The title was later changes to Perth Gliding Club and then, in 1944, it became GCWA.

1949: Vice-president of the GCWA, based at Caversham.

1950: President of GCWA.

1958-1964: Chief Flying Instructor of GCWA.

1978-79: Chief Flying Instructor of GCWA, making a total of nine years.

1999-2001: Committee member and Amenities Officer.

Some Notable Achievements

27 December 1945: First logged glider flight at Caversham.

1 September 1951: First aero tow in WA in GB2 VH-BEK at Caversham behind a DH 82 Tiger Moth piloted by Jim Pekin.

8 September 1951: Flew first cross-country aero tow in WA, from Caversham to RAAF Pearce for their air display.

June 1952: Performed a record number of 39 loops in GB2 from 4,000ft at Caversham.

4 January 1953: First aero tow over Perth in GB2.

15 February 1953: Ray Baird flew the longest aero tow to date, from Maylands aerodrome to Busselton via the city foreshore in his GB2. The tow plane again was the Tiger Moth, this time piloted by Cyril Flood.

1958: Designed the first winch ever to be used in WA.

1958: Attended the first National Gliding School at Gawler to represent WA along with Neville Wynne. Attended further schools in 1965 and 1968.

1959: Active in the club's move to Cunderdin and the re-establishment of gliding operations there.

21 January 1962: Ray and Neville gained the national two-seater goal and return record in Kookaburra GLA (26 miles).

1963: Elected to Life Membership of GCWA.

1964-1965: Organised instructors and aircraft to establish the operation of Narrogin Gliding Club.

1965: Supported the formation of Kulin Gliding Club.

7 March 1965: Test flew a new Ka6, GQK, at Cunderdin.

1966: Test flew a new Boomerang, GQY, at Cunderdin.

1971: Ran the State Instructors Course at Cunderdin, one of many.

20 July 1997: Aged 71, flew solo 300km ferry flight of Blanik GGI from Stirlings Wave Camp back to Cunderdin. I was the tow pilot in Pawnee FSJ. The flight took three hours with headwinds – and I had Ray's lunch in the tug! I never once felt him get out of station.

17 July 1999: Ray's last recorded glider flight (No 4935) in GCWA Blanik, GGI, with a guest. Towed by K Saunders in FSJ.





Hang Gliding Without Sight

Adam Thomson

Photo: Tony Armstrong

HAVE YOU EVER WONDERED WHAT IT'S LIKE TO TAKE TO THE AIR AS EASILY AS A BIRD, SOAR AND TURN GRACEFULLY OVER THE SEA FOR OVER HALF AN HOUR, AND LAND SO GENTLY YOU HARDLY FEEL IT? DESPITE BEING TOTALLY BLIND FROM BIRTH, I NOW KNOW THOSE SENSATIONS INTIMATELY.

a fair way from one wing tip towards the other, with a metal pole running across the narrower end. The pilot steers it by holding a rail underneath it, tilting and turning it left or right to guide the glider accordingly.

The hang glider has a lift drag ratio of nine to one, meaning that for every nine feet of forward travel we descended one foot. Some gliders have a lift drag ratio of 16:1.

As both my eyes are artificial, I'd expected to have to wear skydiving goggles to prevent them taking a tumble over the sea, but as we'd only be travelling between 30 and 50km/h, we correctly decided to leave my eyes uncovered. It's usually compulsory to wear a helmet, but as I'm a bit hard of hearing, I'd have found it difficult to hear Tony's instructions with a helmet on. So, for safety's sake, he allowed me to fly without one.

Another surprise was how amazingly easy it was to take off. All it needed was for Tony to take a couple of steps with me. Then, with an abrupt jerk of harness straps, we were floating upwards.

"We're in business!" I called joyfully, and with a further exchange of adrenaline yells, we were off.



As a blind person, I felt I'd be in an ideal position to savour the unique and quite literally uplifting sensation of taking to the air in the best imitation of the birds that a human being can currently manage – hang gliding. My instructor, Tony Armstrong, describes it another way: surfing the sky, which, as you'll see, is right on target.

As I expected, it was a wonderful experience, and this one will be the first of many. Having said that, I was in for a few surprises, one of them being what the glider actually felt like. Having felt aeroplane wings, I'd imagined a hang glider would be made of smooth, rigid and heavy plastic. It actually feels like a thick sail, internally reinforced by a parallel series of thin metal rods running

Are you sure you really want to do this?

Photo: Tony Armstrong

Before that, the harness had been put on over my head like a neck high cocoon. Having become airborne, I had to play hide and seek with the feet stirrups for a few moments until, with careful directions and elaborate ankle wriggling, both feet were in place.

That done, we lay face down in the refreshing sea wind and got on with the marvellous business of surfing the sky. That's really what it feels like! Quite often during the 35 minute flight, we were lifted gracefully on the crests of small waves of air, falling smoothly down into their cushioning troughs: a truly thrilling sensation which takes place whether you're ascending, descending or turning. More forcefully steered sky surfing feels as if you're being swept up and carried high on the crest of a surging wave before plunging down into the softly enveloping ocean of the sky.

Banking and diving also has a wonderful effect. The steep, powerful ascending and descending turns give you a marvellous feeling of momentum and release. When banking more quickly, the accelerating momentum at the top of the turn makes you feel virtually weightless, which makes the increased speed all the more exhilarating. As Tony put it, *"A taste of zero gravity for you."*

During the flight, we travelled about a kilometre from the hilltop to the beach, although we moved back and forth a fair bit along the shoreline. The strength of the wind blowing up the hill determines whether you glide (gradually descend) from take off point to landing point, or soar (maintain or increase height). If your lift generated by the wind speed turns out to be greater than your sink rate or speed of descent, you can soar above the hill. When you gain height, you drift gently upwards, smoothly riding the many swift waves of the sky as you do so.

The wind for our flight was an ideal one, enabling us to soar around 200m up from our take-off point, which was about 150m above the ocean.

At 350m above the sea, many miles of coast and sea were spread out below us, and Tony very thoughtfully described how beautiful the view looked from that height, also telling me the names of the various suburbs which could be seen in the distance. That's an aspect of hang gliding I know I miss out on. Having said that, however, I can picture a far below scene in my mind's eye as a kind of clear, but distant miniature.

I was a bit concerned about how I'd go hearing instructions, but the noise level was no louder than walking into a strong wind.



Touchdown

Photo: Ian Thomson



And a certificate to prove it

Photo: Ian Thomson

Also, as Tony and I were harnessed right next to each other, with my hands on his shoulder and hip, I had no problems at all.

The descent to the beach had the same gentle grace as the ascent from the hill. For the final few minutes I could hear the deep, constant roar of the sea below, blending with the higher, more muted gusting of the wind all around. These sounds, together with the invigorating coolness and clean, salty smell of the seabreeze on my face, all combined to create a profound sense of openness and freedom.

About half a minute before coming in to land, you wriggle your feet out of the harness stirrups and start moving your legs at a brisk walking pace. A moment later, they're walking on sand and you come to

a stop, touching down so gently that you hardly feel the impact. It's as enchantingly simple as that.

The hang gliding experience is a unique blend of excitement, freedom and relaxation, which stays with you long after you're back on the ground. The sense of well-being and release it gives you is as uplifting to the spirit as the flight itself is to the body. Just remembering it is a joy in itself. Like any long sought after achievement, it gives you the confidence to move on to new ones, and opens new avenues of opportunity such as motivational speaking. Finally, it tells people more clearly and powerfully than any words can that having a disability does not stop you from having a full, rich and happy life.





THE BIRDMAN OF ANKH-MORPORK

Taff (with apologies to, and permission from, Terry Pratchett)

The Patrician of Ankh-Morpork was paying his daily visit to Leonard of Quirm's rooms, when he got rather a bad shock.

Even if Leonard was not free to wander the world, his mind still roamed the galaxies, often returning with weird, dangerous, ideas, some of which had produced somewhat unwelcome consequences. Once it had even returned with a nasty rash. But the price of containing Leonard within the cell, rather than, shall we say, *"humanely dispatching him to pastures new"*, was the need to give him the materials he needed to occupy his time. This produced, on far too frequent occasions, things that the Patrician would rather had not been brought to fruition, as was the case today.

"I call it my 'wind assisted air travel device,'" said Leonard of Quirm, without turning.

The Patrician smiled, *"Saw my reflection in the window, did you Leonard?"*

"The window, as you can see, is wide open, your lordship, and beyond even my capacity to reflect on."

The Patrician pondered this for a moment. Leonard, for all his many capabilities (designing weird and wonderful new craft, formulating substances that would remove unsightly mountains, painting images of people so realistic that, not only did the eyes follow you around the room, but whose tongue would emerge to lick your ear if you passed too close to them) was not capable of mind reading. Indeed, Leonard's mind was so full of things, bubbling torrents of thought and insight, ideas inventing themselves, redesigning themselves, being created, illustrated, filed and categorised, that there wasn't the energy left for it to read most of what went on within itself, let alone branch out into another's mind.

"So how did you know what I had picked up?" The Patrician had given up trying to work it out for himself, a most rare event.

"Quite simple, your lordship. It was the sharp intake of breath upon your coming to a stop within the room, the relative distance it was possible for you to have travelled into the room within that time, and the novelty of the various items available at that point, which gave me the variables, and it wasn't a huge deduction to make from that."

The Patrician pondered this. Astute deductions were so common for Leonard that he'd learned to ignore them at his peril. But it was the reason for his sharp intake of breath, and what Leonard would make

of the implications, that worried him. One look at Leonard's face told him he had no cause for concern. Leonard's thought processes had seized onto the last deduction like a drowning man grasping at a tree floating past him; they were off into a world of manipulative thought and would possibly end up resulting in a design for a *"device to measure distance by reflecting sound"*, or, and this was just as possible, a new and more effective design for the teaspoon.

The Patrician returned his attention to the device in question. Made of tiny wooden spars, all finely modelled by Leonard's craftsman's hands, it looked curiously like a skeleton of a bat, but covered in fine silk, and with a model of a tiny man suspended in some form of harness beneath it.

"So then, Leonard," the Patrician oiled his voice carefully, *"have you made one of these interesting devices yet?"*

"I haven't the space in here to make a full size one," was the slightly petulant return.

"So I can assume, if you've not made a full size model, then there's no way anyone else could have, is there Leonard?"

"I very much doubt it. The angle and alignment of the spars, and the way the device uses the natural strength of the silk in its construction, took some calculating. If you combine that with the way in which I used the natural curves of a bird's wing to maintain aeronautical stability, and the design of the rear wing to control direction as well as ascent and decent, then I think I can say without boasting," he said, rather boastfully to the Patrician's ear, *"that it could be safely said that only I could manage to design the full size working model."*

The Patrician sighed with relief. Having the design of this craft available to anyone other than himself could cause no end of trouble for him, and as an inevitable consequence, everyone else. In fact, a great deal of trouble for everyone else would be rained on the population of the city until the Patrician was once again untroubled.

"But it would fly if a full size model was made, even supporting the weight of a man?" the Patrician asked, knowing that the answer couldn't be anything other than yes.

"Oh, indeed," Leonard smiled to himself at the thought of one of his designs having the temerity not to work. *"All the models have been very successful. I've tested 24 various designs so far, just to see how they flew. One is still flying out towards the city gates even as*

we speak. I launched it from this window, as I did with the others, just as you entered the room, and still it flies on!"

Leonard turned to find himself speaking to an empty room. *"He left in a hurry, how odd?"*

Commander Sam Vimes lit a cigarette behind his cupped hands, ducked down into the recess in the wall he had concealed himself in, and swore that one day he'd have the bloody Patrician locked up as a danger to himself. Himself being Sam Vimes, in this instance.

Here he was, up a tower whose walls had proved unscaleable to even Ankh-Morpork's most determined burglars, walls that he'd taken the precaution of pouring an extra couple buckets of pig grease down this morning, and of all things, on guard duty like a common watchman. Life could be good sometimes.

The yard around its base was being patrolled by Corporal Carrot, who was walking his young lady around its perimeter out of courtesy. The courtesy being a consequence of it being the night of a full moon, and Corporal Angua's tendency to adopt a rather less than feminine attitude, or, as most people would call it, *"turn into a werewolf"*, at what she called, without apparent irony, her *"time of the month."*

Vimes had also sent Nobby Nobbs and Fred Colon to guard the gate on the far side of the city, to minimise the chances of them getting involved in any robbery here. This did not rule them out of getting involved in a robbery over there, but it made life more simple, and vastly more safe, for all concerned.

As a final precaution, he'd had Detritus the troll replace the only door into the tower. Or, to put it another way, where there once was a door, there now sat Detritus. People who opened a door and found Constable Detritus on the other side of it, tended to have very nasty, and very messy, accidents. This usually happened before Detritus even had a chance to smack them. It was therefore an easier, and far more hygienic plan, just to remove the door and have Detritus sit in plain view of all who were considering entering the place. Few considered it for long.

So here was Vimes, sat up the most heavily defended tower in the city, guarding a small box covered in velvet, without the foggiest idea what was in the box that made it so important to guard, freezing his bits off and getting more and more angry by the minute. His anger was not at being there – Vimes was a watchman from his balding



head down to his thinly soled boots – but because the bloody Patrician wouldn't tell him what he was guarding. This was a situation only the Patrician, or someone who was very very far from the tower, preferably on a different continent, dare find amusing.

Sucking hard at the glowing ember of his fag, Vimes stared up at the darkening sky. Through the window opposite he saw a lone bird circling high above. *"That's a big bugger,"* he thought. *"Shame I don't have my crossbow to hand."*

He was almost asleep (though you'd not have dragged the admission of this out of him, even with Detritus wielding the pliers) when a sound had him slowly opening one eye. From the tower roof, someone was slowly making their way down. One brief scuffle later, short, sharp, and with his truncheon used to maximum effect, Vimes looked down at the sorry sight lying at his feet.

"Fat Albert, as I live and breath," said Vimes, as Carrot and Angua appeared behind him with torches. The man on the floor, who Angua noticed with some disdain had less meat on him than Carrot had in one of his eyebrows, looked up, slightly dazed, and very bruised.

"It's a fair cop, Mr Vimes, take me in."
"Not before I see how the hell you got up here," replied Vimes, still wondering.

"I flew of course," laughed Fat Albert.

That night, after Detritus had transported Albert's flying machine down to one of the palace cellars, by his standards only "slightly" breaking it in the process, the Patrician and Vimes stood in silence, and wondered at the machine.

The Patrician compared, in his mind, the design of this full-size, working model, with that of the other 24 of Leonard's toy-sized models he'd acquired. He had them all now; no chance of them falling into the wrong hands. Getting them had cost him a relatively small amount in bribes to parents, gifts of goo to kids, and one rather large bruise on his shin where one uppity youngster had given him a good kick for taking away his new toy, but they were all safely locked away.

Vimes broke the silence. *"The box was empty, wasn't it?"*

"What? Oh yes, I thought you might have figured that out. There's nothing like a bit of mystery to up the attraction to a thief, is there? But, as I find it impossible to believe Fat Albert not only devised the plan to steal the box, but also manufactured and flew this contraption, have you managed to find out who the instigator of this crime is yet?"

Vimes thought he'd have a bit of a struggle to identify the crime in this case. There wasn't any law against flying above the city, May 2005

and drawing one up would have the vampires up in arms. Mainly their own. And as Fat Albert was arrested before he even touched the box, nothing had been stolen. Flying onto the palace without landing permission?

"Not yet. We haven't been able to shut Fat Albert up yet. He's been rhapsodising about flying over the city, becoming a creature of the air, and how he wished he hadn't bothered to stop and try to get the box, but flown on forever. He thinks he's become a bird. He's always had the brain of a chicken, I suppose. He did let slip the name of Greasy Finnegan at one point, but we couldn't nail him down."

Greasy Finnegan was a local "artisan" who produced lightweight jemmies and high-class coshes for the discerning mugger, as well as being a fence, collecting money with menaces, and acting behind the scenes at various nefarious deeds. The watch had been trying to nab him for something for years, but he always eluded them, or someone, usually someone with broken fingers, confessed to the crimes he'd been charged with. His child was the spoilt brat who had kicked the Patrician's shin. It hadn't slipped

the Patrician's attention that the child was wearing a silk hankie on his head either.

"Of course, it'll have to be destroyed," said the Patrician, nodding at the contraption. *"We don't want any more airborne thieves, do we? The city has enough problems with earthbound ones. And before you even think of using this as an excuse for asking for the watch to be allowed to recruit more vampires, we'll leave it at that shall we?"* This was a statement, not a question.

Vimes stomped off, muttering under his breath.

The Patrician stood alone, his mind filled with the possibilities such a machine offered.

The next day two events, separate but related, happened in the city. Greasy Finnegan was found dead at the base of a 20ft high wall. He must have fallen off it, repeatedly, to have become that flat. And Vimes, out for an early morning stroll, saw the same big bugger of a bird circling high over the city. Lucky for all concerned, he didn't have his crossbow to hand.

(With respect and apologies to Terry Pratchett, creator of the 'Discworld' series of novels, from where this pastiche is taken.)



Soaring Calendar

OVERSEAS

4th International Berchtesgaden PG Open

4-10 May 2005

Schönau, Germany. Prizemoney of €2,500. The Registration and training day: 4 May. First competition day: 5 May. Registration is now open online, with English registration found at [www.dhv.de/typo/Online_sign_in.1336.0.html]. At least 25 places reserved for international pilots.

Red Bull X-Alps

1 August 2005

Dachstein, Austria. Participants race across the Alps from east to west by flying their paraglider or by hiking and without the help of any other means of transportation. Monaco, the destination, is about 850km from Dachstein and must be reached via Zugspitze and Mont Blanc in three weeks or less. Teams consist of one paraglider pilot and one support person. For the pilot, mobilised transportation of any kind is forbidden. The support person can use any means of transportation except for flying, and helps his/her team mate with the supply of food, equipment and information. Online registration for athletes opens 25 April on the competition website [www.redbullxalps.com].

Ladies Open Distance Comp

11-16 December 2005

De Aar, South Africa. This Cat 2 competition is not restricted to women only, but they do hold the upper hand! Every woman who enters the comp gets 4 nominations. These nominations can be used at her discretion; for every spot used (male pilot nominated), she gets 1/4 of her entry

fee discounted, ie: 4 nominations = free entry. Payment per nomination must be received by 10/12/05 for the entry and discounts to be valid. For international ladies, should you not have enough pilots coming with you, we can find local nominations for you and in return these local pilots on your "team" will assist you with local site knowledge. As this is a winching event there will be limited entry space available, so don't leave your planning too late. Contact us for more information: Des and Arnold ph/fax: +27 (53) 631-1555, web: [www.pottiesbnb.co.za].

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).



New Zealand's South Island – Where Dreams Come True

Shane Muhling

IT WAS EASTER 2002 WHEN I FLEW TO NEW ZEALAND'S MAGNIFICENT SOUTH ISLAND FOR A HOLIDAY ADVENTURE AND TO FULFIL A DREAM OF FLYING A GLIDER WITH ALPINE SOARING FROM THE OMARAMA AIRFIELD.



Downwind leg, airfield on the right

I had previously emailed Doug Hamilton at Alpine Soaring about which day I would be driving through on the way to Queenstown. He replied that we would probably go up in a Twin Astir, which was fine by me.

Landing at Christchurch, New Zealand at 11:30pm, I picked up a near-new Holden Astra hire car and had a few hours sleep in a

hotel right on Cathedral Square. Then up early for the stunningly beautiful long drive through the central regions of Canterbury to ascend to the upper plateau where the main Southern Alps mountain ranges, pierce the clouds.

After stopping at the famous Hermitage Hotel village and gazing at awesome Mt

Cook (3,754 m), Mt Sefton (3,157m) and the surrounding snow and ice-covered mountains and glacier valleys for several hours, I then drove back along the winding Mt Cook road toward Omarama, with the stunning turquoise-blue Lake Pukaki on the left and the incredible snow-covered Ben Ohau Range on the right.

After about 90 minutes I pulled into the clubhouse at Alpine Soaring and was greeted by Doug and after some chitchat we wandered outside to search for a suitable two-seater. Surveying the glider 'parking lot', Doug announced that we would have to go up in the ASH25 as it was the only glider left on the ground. I could hardly contain myself, how lucky was I. Here was a beautiful glider I had seen in Soaring Australia, perhaps the best two-seater in the world (no letters please), and often dreamed about, never thinking I would ever get to actually fly in one.

Doug quickly prepped the ASH25 and towed it out to the runway with a quadbike while I walked behind and noted the very strong wind coming straight down the runway (quite normal over there apparently).



ASH25 at Omarama Airfield

Photos: Shane Muhling**Right: High above the NZ South Island Alps**

I then donned a parachute and Doug hooked up a static line to the parachute release handle and told me NOT to walk away from the glider or we would have “parachute everywhere”. This was very different to how air experience flights are conducted in Queensland, but it was pleasantly reassuring to have a chute for the first time in a glider.

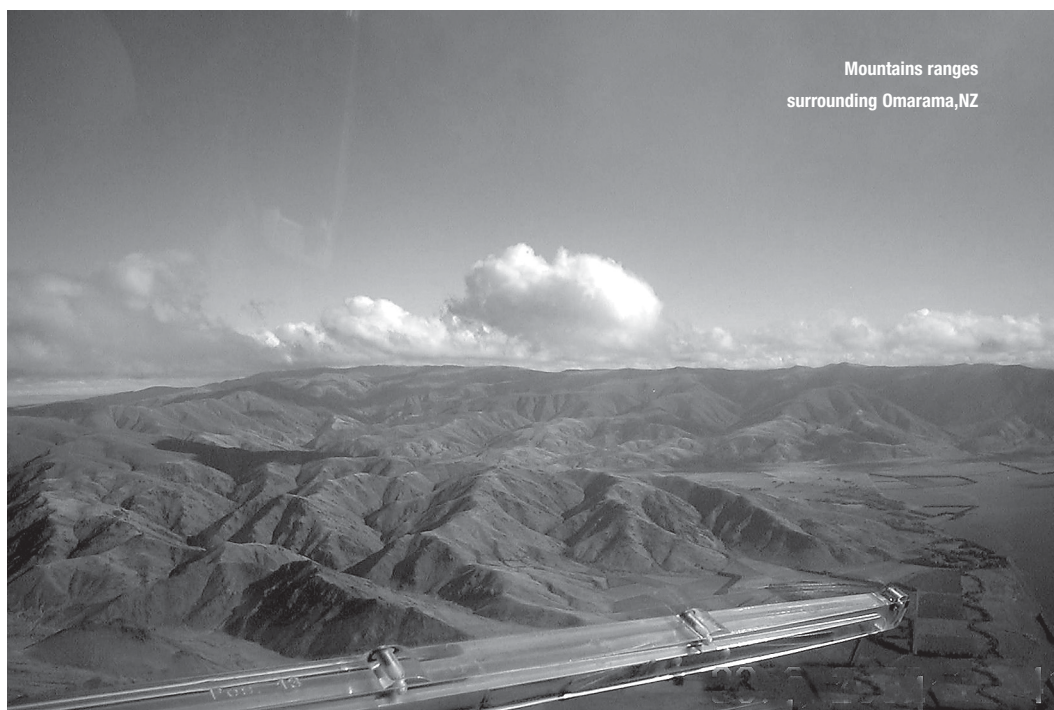
Doug called up the tug, we were hooked on and very quickly off the ground due to the very strong headwind. We were less than 2,000ft agl when Doug released and immediately the ASH25 was climbing, I was just amazed at how easily it seemed to pick up every bit of lift and just soar upwards so gracefully. I managed to reel off a few digital photos of the incredible mountain surrounds and then Doug offered me the control stick which I eagerly took. At first I was tentative, wondering how those long, long wings would respond, especially as I had only ever flown a Blanik, ASK13 and Twin Astir before. Doug soon sharpened me up by telling me to use much more authority, especially with the rudder on turns. With his help we were soon just above 8,000ft.

He then took over to sample if there was any likely wave lift in the area, and after sliding over to one area we found very rough air and were “slammed” as if a giant hand had slapped us across the head. A bit more of this hammering and we returned to the airfield side of the valley, Doug handing over control to me again on the way. As I looked out along the graceful curve of the wing and watched the nearby mountains slide by and another ice-blue lake pop into view, I was just blown away with the joy of gliding.

As our height was winding down now, Doug directed me to set up for a downwind leg. I then handed back control, as I was not keen on landing his ASH25 in a very strong wind. We flew a base leg over the road, turned on to final and were soon skimming the flat airfield and rolling to a stop. After remembering to detach the static chute line before leaving the glider, I was soon back at the clubhouse, excitedly reliving the flight to anyone who would listen.

I then travelled onto stunning Queens-town on the shores of lake Wakatipu where I stayed for a few days and took the breath-taking drive over the Crown Road Range to Wanaka to visit the world famous ‘Warbirds over Wanaka’ airshow.

New Zealand’s South Island, where dreams come true!

**Right: Catching some lift off the mountain slopes**

May 2005

Advanced Pilot Training Syllabus Launched

Terry Cubley – GFA Development Officer

AFTER SOME TIME IN DEVELOPMENT, THE INITIAL ADVANCED PILOT TRAINING SYLLABUS HAS BEEN OFFICIALLY LAUNCHED AND IS AVAILABLE ON THE GFA WEBSITE [www.gfa.org.au/Docs/ops/post_solo.pdf]. HARD COPIES OF THIS DOCUMENT HAVE ALSO BEEN SENT TO EACH CLUB SO YOU SHOULD BE ABLE TO SEE A COPY QUITE EASILY. PRINTING THE BOOKLET FROM THE WEBSITE IS ALSO EASY, JUST MAKE SURE THAT YOU PRINT IT BACK TO BACK OTHERWISE THE PAGE NUMBERING DOESN'T MAKE SENSE.

This document should be made available to all pilots, pre and post solo. Even current experienced pilots may find some value in reviewing this manual because, of course, we never stop developing our skills in this great sport.

WHAT IS THE PURPOSE OF THE SYLLABUS?

The major value is that it sets out clearly the range of activities, skills, and experiences that are available. Many pilots see solo as the ultimate aim, when in fact this is merely the start of the journey. Solo and the C certificate give you the skills which then enable you to try the vast range of other experiences that are possible. The front pages of the syllabus lists some of the goals that pilots can aim to achieve.

The syllabus is not in a set order of priority, the order will depend on the person, equipment, location and time of year. Aerobatics and ridge lift and wave may be covered early during winter months, or in summer you can start on cross-country skills. The options are endless.

There are some aspects that are best covered by an instructor, but most of the syllabus can be provided by instructors or sporting coaches. Some small clubs may not have the resources to provide all of the syllabus, but across your region there will be plenty of opportunities to develop and practice these skills.

WHO USES IT

Instructors will undoubtedly be involved with the earlier parts of the syllabus, such as aerobatics and outlandings, but that is not their only involvement. Some aspects of this syllabus can be started even pre-solo – early aspects of soaring, ridge and wave, outlandings and cross-country flight are all legitimate activities prior to solo, and in fact many should be encouraged. The pre-solo pilot can be working on their pre and post-solo syllabus at the same time.

Sporting Coaches will have a significant involvement in delivering the syllabus. We expect that coaches will be looking for opportunities to offer components of the syllabus throughout the year – whether through theory sessions or practical application.

Club committees need to identify opportunities for members to cover the syllabus. This may be through arranging coaching weeks or theory sessions, ensuring that suitable equipment is available, and making sure that members can find out what activities are available. The bottom line for the committee is that aircraft utilisation and membership numbers (and therefore dollars) can be increased through managed development of pilots.

State associations can arrange regional events to support the development, in particular for smaller clubs. State-arranged courses, competitions, equipment, coaching programs, etc, can be arranged and advertised across the region.

The new VSA has developed its own website [www.gfa.org.au/vsa] where it is promoting a number of activities for members of the GFA. For example, they are running an instrumentation clinic where members of any club can get some advice and support in setting up instruments and how they work (see the website)

WHAT COMES NEXT?

The syllabus by itself does not improve coaching, there needs to be more to underpin this. Information on how to use the book, reference materials and suggested activities are all yet to be developed (maybe something similar to the current instructor's handbook?). At the moment we are relying on the coaches in the clubs to use the syllabus as best they can whilst this support material is developed.

CROSS-COUNTRY OUTLANDING TRAINING

I have been speaking to many clubs now about how they manage to provide suitable outlanding training and ratings. The answers are quite varied. I was really surprised that most clubs do not provide outlanding training as a regular part of pilot training.

Many clubs only offer this training once or twice a year, often associated with a camp. The problem here, of course, is that someone who goes solo just after the camp, or who cannot attend the camp this year, may have to wait until next year (chances are they will no longer be a member next time the camp is run).

Outlandings are a normal part of gliding, it is a basic skill like being able to take off, or fly a constant heading. Our training syllabus is pitched at people landing in paddocks. Yet many clubs do not cater well for this basic skill.

WHEN SHOULD OUTLANDING TRAINING OCCUR?

There are opportunities for outlandings to be taught both pre-solo and post-solo. Putting a pre-solo student into a paddock emphasises all of the theory that we talk about when we deliver instruction. Certainly, within two months of solo, the club needs to arrange for this training to take place.

Some clubs seem to complicate this by putting outlandings and cross-country training in the same program, so the program becomes large and complex with a huge time commitment. If we treat outlanding training as a base skill, it can stand alone – just like we treat stalls and spins separate from aerobatic training.

WHAT ARE THE EQUIPMENT AND LOGISTICS ISSUES?

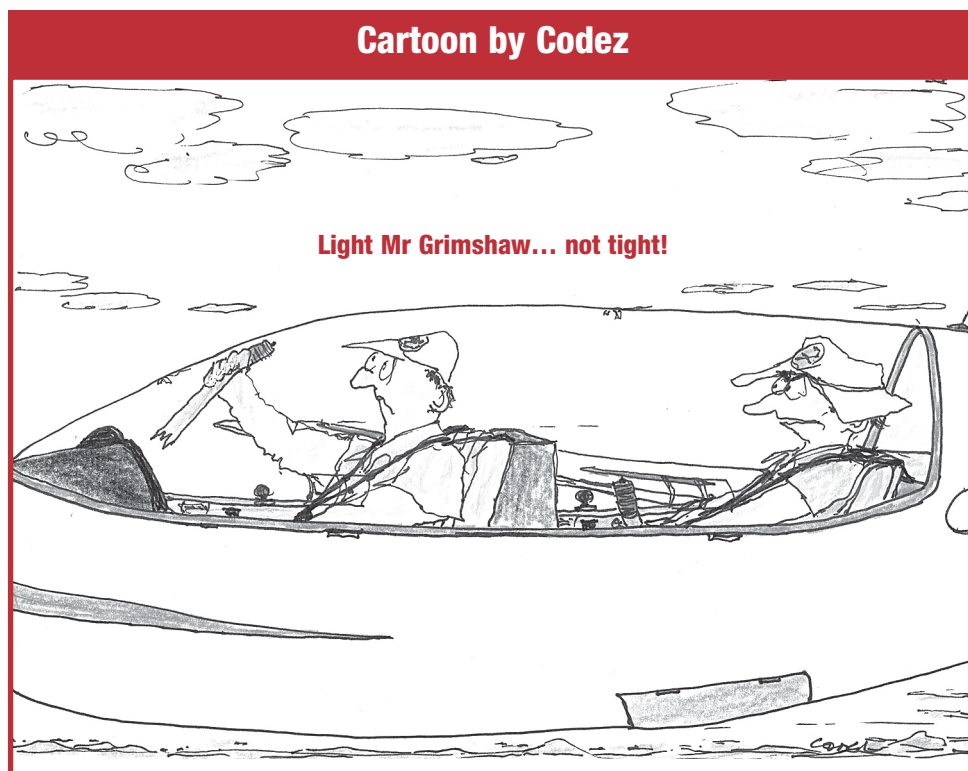
Firstly, a glider trailer for the two-seat glider is absolutely necessary – buy, build, borrow one. Make it easy to use. Even a Twin Astir can be de-rigged and rigged by four people with a good trailer. I watched a group of approx 10 people rigging an Astir, and it took hours – sometimes fewer is easier.

Laurie McKinlay at Benalla makes an excellent rigging device (a German pilot called this a 'no-friends' device) and I have seen Dion Weston de-rig his ASH25 on his own using this. It might be a good investment for many clubs.

Aerotow clubs have an advantage if many paddocks in your area are aerotowable. Some winch clubs will even retrieve out of a paddock (Balaclava and Swan Hill have both done this that I am aware of).

Mainly, it requires commitment and organisation. For example, if the first Saturday of each month is outlanding day, people that are interested can turn up and help one another. If no one needs it, just carry on with your normal operation.

Clubs with a motor glider, or access to one, find this process very easy, with most



work done in the motor glider and then either one landing in the real glider or in the single-seat glider under controlled conditions.

Whatever suits your club best, the major

focus should be that all solo pilots should have the opportunity to get their outlanding checks within two months of solo. How does your club measure up?



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.

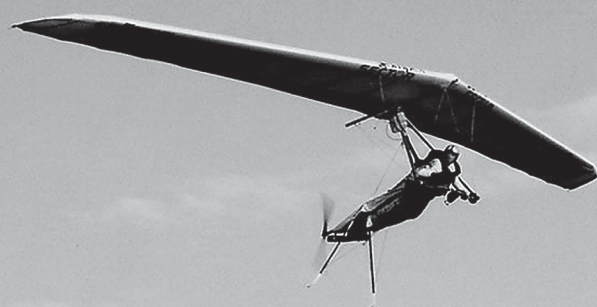
The position is part time with irregular hours on an as needs basis, and requires the applicant to have good financial and commercial awareness. Reporting is to the GFA President.

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

Applications close 31/5/2005

Ph: 02 4975 5660

Email: <rjpjhall@westnet.com.au>



SIBERIAN MIGRATION

(Article compiled by Richard Lockhart, translations by Luc Gondard)

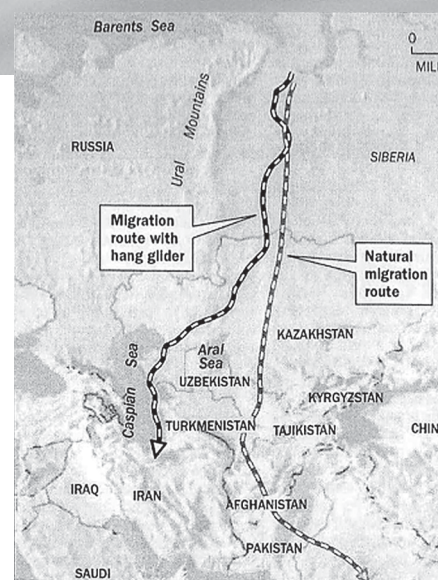
ANGELO D'ARRIGO, FORMER HANG GLIDING CHAMPION, BEGAN HIS METAMORPHOSIS PROJECT IN THE YEAR 2000, AN AMBITIOUS ENDEAVOUR MIXING SPORT, ECOLOGY AND NATURALISM, AIMED AT DISCOVERING THE SECRETS OF FLIGHT AND THE MIGRATORY ROUTES OF THE GREATEST SOARING BIRDS ACROSS FIVE CONTINENTS. THE FOLLOWING ARTICLE TELLS THE STORY OF PART TWO OF THAT PROJECT – SIBERIAN MIGRATION – IN WHICH ANGELO INTRODUCED THE SIBERIAN CRANE, A SPECIES FACING EXTINCTION, BACK TO ITS NATURAL HABITAT.

The migration was undertaken in collaboration with the Russian Research Institute For Nature and Protection (ARRINP), and was a huge experiment for the international scientific community. Biologists who followed the expedition across Siberia included Alexander Sorokin, Youri Markin, Tatiana Zhouchkova and Natacha Pustovit, all members of the University of Biology of Moscow and the ARRINP. Claire Mirande, director of the

USA's International Crane Foundation (ICF), also joined the team.

Angelo led a flock of Siberian cranes (born in captivity and facing extinction) for 5,300km in his hang glider, from the ice cap in the Arctic Circle to the Caspian Sea on the Iranian plateau after crossing Siberia. This exhausting adventure lasted for six months, finishing in winter 2002. Siberian Migration became the longest glider flight in

Flight formation



Flight route

history, but above all helped with the rebirth of a nearly extinct species.

The elegant, long-limbed and long-lived Siberian crane has been ravaged by a shrinking habitat and hunting, especially among a subgroup of the tiny remaining population that has been risking the combat zone of Afghanistan on its annual migration from north of the Arctic circle to its wintering place in a national park in India. In the wild, fewer than 20 of the western Siberian cranes are left. The scientists believe that d'Arrigo may prove the cranes' salvation by teaching them a migration route that avoids Afghanistan and Pakistan – where they fall victim to the abundant guns in the hands of tribal fighters – and which would then, scientists hope, be passed on from parent to fledgling for generations of cranes to come.



Careful planning

Here, Angelo tells us about the mission – preparation, equipment, and the flight itself.

PREPARATION

Did the chicks really hatch under your hang glider wing?

Yes, they did! We built a nest under my Stratos and a dozen crane chicks hatched in May. The first things they saw after hatching were the silhouette of my wing and myself.

How much time did you spend with the chicks before the migration flight?

I spent three months at the Breeding Centre For Cranes of Oka Biosphere Government Nature Reserve (Russia). I was able to take part in the life of the chicks right from hatching, teaching them to walk, to feed, to wash and then to fly!

What did you do to make the chicks believe you were their father?

The imprinting phase is crucial, as the smallest mistake on your part, or any fear you give the chicks, will make them realise you are not from the same species, that you are not their father... and then it's all over. You've lost their trust and they will escape!

In the end do you think the crane chicks really believed you were their father?

Those chicks followed me walking on the ground, then flying in the sky for five months. For sure, when we had to part after having flown together thousands of kilometres, the chicks were missing something... this something was their dad! But hey, c'est la vie... It was emotional for me too, but that was part of the project...

Did you have specific physical training for this vol-bivouac across Siberia?

Since the planning stage we knew this flight was going to be very long and very difficult. In nature the average daily duration of a migration flight is between 15 to 16 hours per day. My average daily flight has been of four hours; some days I flew eight hours, and believe me it is very hard when conditions in Siberia are difficult and unstable. So I trained specifically in that regard for a year. Apart from the flying, the training was based on physical endurance and on cardio endurance. For the physical training I found a very simple and efficient device: it's an electrostimulator Compex (Swiss made). This personal electric trainer allowed me, before and during the expedition,



Safety equipment

*to train specific muscles under stress during
longs flights.*

EQUIPMENT

What are the characteristics of your hang glider?

In a previous part of my Metamorphosis Project, I used an Atos to cross the Sahara Desert in free flight, about 1,000km of desert. I fell in love with this glider! For the Siberia Migration I chose the new model: the Stratos. This glider is designed by Icaro 2000. After the first test flights I had to get some structural modifications done to suit my personal requirements. It's a fantastic wing! During the Siberian Migration, I was able to cross a quarter of the Earth in free-flying without braking a downtube or been tired after a long flight!! The real best gliding ratio is 19:1 and



Siberian cold

maximum useable speed is 90km/h (you could fly faster, but it's more like falling off rather than flying!).

What sort of harness did you use?

For the vol-bivouac above the Ob river, middle of North Occidental Siberia, I had to have gear which enabled me to take off with an engine on flat land. Then, after switching the engine off, I had to be able to thermal without being handicapped by drag, weight or inertia, etc. I found a great solution, the motorised harness! After switching off the engine, the propeller folded back and it's like flying after foot launching from a mountain! The "Mosquito" from Swedish Aerosport is an excellent compromise which allowed me to launch from flat land, then fly in thermals with the engine switched off as if it wasn't there. This treasure is mounted on a Woody Valley harness, which is as comfortable as a first class seat!

What did you wear?

Well, North Siberia is obviously very cold, even during the Arctic summer. At that time of the year there is no night, but the temperature went under -25°C several times when the sun was low on the horizon. When the sun was at its highest in the sky the thermometer never exceeded +10°C! So you need isotherms, clothes used in Himalayan mountaineering made of Goretex, which lets skin perspiration evaporate through the fabric instead of freezing inside.

Any other special gear?

Flight instruments are very important. During those two months my only source of information was my GPS and my altivario. But one of our biggest problems was a source of power for the instruments in a country that doesn't sell batteries or have power points. So Digifly (Italy) set up for me a Graviter (alti/vario/GPS) powered by two solar panels. It's really cool not to have to think about recharging batteries! We have to learn how to tap into natural energy to see how fantastic it is to be able to rely on it.

What about the support team?

The biologist team supported me all the way through this long, never-ending flight! Starting by boat for 1,600km along the Ob River, he team then continued for 2,800km by 4x4 truck in Southern Siberia and the Kazakhstan Desert.

What about the media aspect?

The trip was filmed at all stages by a team of camera men. National Geographic is putting together a documentary.

What sort of food did you take with you?

When the support team was travelling by boat, we couldn't meet regularly, so we had to plan a meeting point every three or four days. In between these meetings I had to have enough food and a minimum of fuel to take off each day. And all of that was not to exceed 10kg! I had my survival equipment in my harness plus my food, which was "garbage" dry food – absolutely tasteless but very light and provides

the necessary energy. When on the third day the team would arrive with real food it was a dream... At the end of the trip I had lost 10kg, and considering I only weigh 70kg that's a fair weight loss!

FLIGHT

What was the starting date?

We arrived at the Polar Arctic Circle on 15 August. After 12 days of local flying we started the migration flight.

How many cranes took part in the trip?

My flock included six Siberian cranes who would share the marginal vortexes in a formation of three on my left wing and three on my right wing! The ones closest to the wing hardly flapped their wings as they were using the ascending phase of these wing-tip vortexes!

How many cranes made it to the end of the trip?

I started with six cranes, and I arrived at the destination with six cranes... plus one... this journey started my real metamorphosis to such an extent that at the end of the trip, to regroup the cranes in flight, I wasn't using the recorded calls anymore, but I was using my own voice. According to the biologists my imitation of their calls was perfect.

Anyone lagging behind?

In thermals the formation brakes up. It's like in competition, everyone on their own! At the end of the thermal I always came out first, and



from time to time one of the cranes would enjoy the climbing and slow down its exit of the thermal, but they always caught up with me pretty quickly. We had set up some loud speakers on my wing tips with a CD player on which we had recorded a parent's voice calling for its chicks during a flight. So when a crane was lagging behind I would call it!

What were the weather conditions like?

From the 67 to 37 latitude the weather conditions were extremely different, just like from the Polar Circle to the Iranian Desert!

Where was your starting point?

We left from Salekhard on the Ob's estuary, which opens into the Arctic Ocean. Located in far North Siberia, Salekhard is the last town before the ice cap on the Yamal land where the Nenets people live. "Yamal" in the Nenets language means "end of the earth"...

Where did you finally arrive?

On the south shores of the Caspian Sea in Iran, where a line separates Iran and Afghanistan. Unfortunately, those territories are more known to the international community for their recent political events than the beauty of their landscapes, which I really enjoyed when flying. In fact, the contrast between desert and the Caspian Sea at 6,000m altitude above Teheran gives this land an incredible beauty.

What was the total distance of the flight?

Was it FAI certified?

The total distance was 4500km. It's not a sport record, but a scientific record, which will lead to other similar actions.

At what altitude did you fly?

My average above the Polar Circle was 2500m, although I reached a maximum of 4500m above the Aral Desert.

Using thermals?

Thermals, thermals, and more thermals...

At what time did you take off and land?

Usually I would take-off at about 11am and land at about 5pm.

When did you use the engine?

I did all my take-offs under power then turned off the engine at about 500m altitude to continue in free-flying. I almost never used the engine to move along the flight, but I didn't hesitate to use it when having problems like no landing, too low to catch a thermal, etc.

How many days did it take to complete the flight?

The total duration of the mission was four months, in which I flew 50 days.

May 2005



Solar powered flight instruments

What were the biggest problems encountered when flying?

Very strong winds and the cold in North Siberia.

How did you survive?

Just holding on, bracing myself...

How did you communicate with the support team?

We used radios whilst in the air and satellite phones on the ground. Sometimes the vegetation was so dense that when using my phone I had to climb to the top of trees to catch signals from satellites!

How were the cranes faring when you finally arrived at your destination?

Everybody was happy to have arrived: the pilot, the birds, the biologists, the cameramen, everyone!

What effect did the trip have on you?

It was a very long trip, a great adventure at a scientific and a human level, with major uncertainties along the way regarding the success of the expedition. Those major problems were successfully eliminated by the will power of the team members to succeed. Without them I would never have been able to live the adventure. The Siberian Migration helped me understand even better the way birds fly and thermal. I got deeper into the heart of my project by understanding the parent's role for the birds, to whom I taught flying, how to core thermals, and how to follow a migratory route.

Hang gliding is declining steadily (the number of free flights are currently decreasing) but the evolution in wing design still grows. What are your thoughts on this?

It's great to see that money is not the only motive for things to happen, that a great

passion is still a strong motive for manufacturers and projects to happen. The saturated state of the hang gliding market doesn't prevent the continuing evolution of the technology, and that's fantastic.

What do you think of other forms of flying, like paragliding and ultralighting, etc?

I am an "air addict", so everything that can fly is for me a miracle which humans can enjoy. I do prefer flying without noise or vibrations (hang gliding or paragliding), however flying is fantastic! I have my gliding license, my aircraft license, and last year I did some solo hours in command of a helicopter.

How far will the "Metamorphosis Project" take you? Until you start growing feathers?

Metamorphosis was born as a personal project, which then had an evolution, a scientific purpose, and is still continuing to change in its approach. Personally, I still continue to gain an understanding of the flying, and the world situation, of the big birds on our planet. Getting closer to their flying technique, even their flight instinct, may seem unrealistic, but my passion is taking me in that direction. And as long as I can use my legs to launch my glider and my arms to fly it, I shall enjoy coring thermals, diving into clouds, and skirting above trees atop cliffs...



Sub-ed note: This article brings us up to date with Angelo's Metamorphosis Project: Part I, Following the Hawks (2001), featured in our March 2005 issue; Part II, Siberian Migration (2002), featured above; and Part III, Flying Over Everest (2004), featured in our December 2004 issue. Angelo is currently in preparation for his next adventure – South Pol'Air – due to be completed 2006, in which he will attempt to cross the Antarctic ice-cap with the giant albatross, using soaring flight alone.

SOME LIGHT ON THE NIGHT

Allan Ash

DO THERMALS FORM AT NIGHT? IF SO, WOULD IT BE POSSIBLE TO USE THEM FOR SOARING?

These were just two of the questions that were on the minds of glider pilots some 60 years ago. It was decided that there was really only one way to find out.

It must be remembered that in the years immediately following the end of World War II there was no official regulation of gliding activities in Australia.

The Department of Civil Aviation was busy supervising the rapid expansion of private power flying and the booming aerial agriculture industry. The gliding movement then had no national body to keep an eye on the gliding clubs.

This is not to say the clubs were uncontrolled and irresponsible in their operations. Nobody wanted to kill or injure themselves by stupid actions and, more important in those days, nobody wanted to damage or

destroy their precious aircraft which, at that time, were irreplaceable.

All the same, club members, sensibly led by responsible people, were prepared to experiment and explore in an effort to gain new knowledge and experience.

The possibility of thermals forming at night was occasionally discussed. The theory was this: thermals during the day were formed when the sun-warmed air rose to create a thermal. Since the earth often remained warm after sunset while the air became cooler it seemed likely that thermals would still be created, even if they were not as strong as in the daytime.

A group of Sydney-based pilots were at Fluers airstrip, near Wallacia in the outer then-rural district to the west of Sydney. It was the weekend of 5 to 6 April 1947.

Sydney Soaring Club was flying the Kite 2 sailplane, the Sydney Metropolitan Gliding Club had the Munn Falcon two-seater and the Southern Cross Gliding Club was flying its Zogling primary glider. At that time my gliding experience totalled 39 launches for 39 minutes of flying time in the Zogling. Saturday evening saw many of the clubs' members camped at the airfield. After a fine, sunny day the evening produced a full moon in a clear sky with no wind to speak of. Discussion about night thermals led to a proposal that we 'give it a go'.

The Falcon was rolled out and prepared. Three small fires were lit in cans and placed along one side of the runway at spaces of 30 to 40m to act as a landing guide.

Jack Munn climbed into the rear seat and invited others to fly with him to check for thermal activity. Launches were by cartow. I was fortunate to make one of the flights with a take off at 10:45pm. It was an interesting and enlightening experience.

I reached 600ft on the launch and made a circuit of the field. The air was completely smooth. In the bright moonlight all details of the airfield were clearly visible... the runway, nearby sheds, trees, the creek. Visibility during the circuit was near perfect but there was not a ripple in the cool, smooth air.

I had no trouble carrying out a routine circuit and lining up on the runway for a landing. The three little fires seemed superfluous since the runway was clearly

visible throughout the circuit. That is, while I was looking down on it.

I was a little startled to find that, as I came down almost to ground level, the runway disappeared into darkness! At this stage, of course, I was looking at it horizontally and could not see the ground at all. Fortunately, I could see the little fires and they provided a guide to both the direction and the surface level of the runway so I was able to round out and land safely.

Other pilots who flew that night had similar experiences. Looking down onto the ground was one thing, but viewing it horizontally was something else!

About eight to 10 launches were made over a period of about two hours between about 10pm and midnight. Everyone agreed there were no thermals encountered. The air was cool and smooth.

Some years later the club at Kingaroy in Queensland also made some flights at night in search of thermal activity. They were under the supervision of a CFI, an experienced pilot of gliders and powered aircraft. The same results ensued. No lift was found but the pilots had the same experience of losing sight of the runway just as they were about to touch down.

I've had a couple of other experiences of landing just on last light that added to my wariness of such late arrivals onto a runway. One was in a longwing Kookaburra at Bacchus Marsh in 1965 when a late hangar flight that was supposed to be a simple circuit just before dark turned into a 15-minute flight that ended with a cautious but safe approach and landing on an invisible runway.

Another was in a shortwing Kookaburra in 1983 after a late climb to 8,000ft in an evening thermal ended in a hurried descent and a careful landing on a barely visible runway, assisted by the fact that there were lights in the clubhouse and hangar.

All this leads me to offer a word of caution to pilots landing at or near last light. A pilot might get away with it when landing on the home airfield, but is it worth the risk? The risks involved in a landing on an unfamiliar airfield or an outlanding in a strange paddock in bad light are too great to consider.



Happened Recently On An Airfield

European Alps; a group of glider pilots ridge soar. A nasty crunch 400m above ground. One aircraft is spiralling down, with half the fin and tail-plane missing. No chance for the pilot of the crippled aircraft to bail out in time. The other aircraft can be landed safely on the nearby airfield.

This is no close shave, this was fatal. There is no excuse for fiddling in the cockpit while in close vicinity to other aircraft. Set up your instruments before take off and train yourself to adjust same without even looking at them. Modern instruments shall reduce the cockpit load and time spent inside. So don't get distracted by your expensive toys. And don't say "Oh, it was ridge soaring", the same can happen while thermalling.

A few simple sentences, but I am mourning a dear friend. Soaring has lost a great young talent and draught-horse.

Never happens to me – well I hope so, don't fail on your look out and make decisions altering your glide path timely. As all statistics show, at least one pilot could have recognised the collision course and taken action to avoid it. Don't add another count to the statistic. Safe soaring.

Martin Feeg

A chivalrous Mt Beauty Gliding Club instructor Mike Pobjoy assisting passenger Janet Furby to alight from his Blanik GYJ after an Air Experience Flight at Mt Beauty on 13 March during the Labour Day Weekend in 2005.

Photo: Andrew Evans



A charming photo of Keith and Edna Nolan at Old Timers Week, organised by the Gliding Club of Victoria at Benalla, on 8 March this year. They are in the 1955 VM Kookaburra, in which Keith now has a share. Keith sold his Olympia, "The Yellow Witch", to "JR" John Marshall, of Millicent, who is already putting it to good use. Keith

has been flying for 62 years, and gliding for 43 years.

Old Timers Week ran from 7 to 11 March, 2005. The dinner on 9 March was attended by 105 guests, and the regional bus tour the next day was also a sell-out. The weather was fine with light winds throughout, and thermals to about 5,000ft were available on most days.

Photo: Courtesy 'The Border Mail'

Paula Townsend finally found time to fly with her dad, Mark Townsend, in March this year and took this photo from the front seat of Gympie Gliding Club's ASK21. Mark has been a keen member of the Gympie Gliding Club for 10 years, but this was the pairs first flight together.

Photo: Paula Townsend



Self-assessment

Bruce Taylor – GFA National Coach

A COACHING WEEK FOR THE AUSTRALIAN SQUAD WAS HELD IN EARLY MARCH AT GULGONG. QUITE A LOT OF GOOD WORK WAS DONE THERE, AND I THINK THAT THERE SHOULD BE SOME BENEFIT PASSED DOWN TO ALL FLYING SKILL LEVELS. WE HAVE SEEN OVER THE PAST YEARS A NEED FOR GREATER PROFESSIONALISM HERE IN AUSTRALIA, AND IF WE ARE TO PROGRESS AND DEVELOP OUR CROSS-COUNTRY SKILLS, WE NEED TO BE ABLE TO TREAT OUR FLYING MORE LIKE A BUSINESS. WE SHOULD BE ABLE TO ASSESS THE GOOD AND BAD POINTS IN EACH FLIGHT WE DO, AND SET OURSELVES GOALS TO IMPROVE THOSE SKILLS THAT WE DEFINE AS NEEDING IMPROVEMENT.

We had the assistance of a sports psychologist, Vicki de Prazer, from the Australian Institute of Sport for a few days at the beginning of the week. Most of Vicki's work was in identifying areas of a less technical nature that we could improve; how we gather and process information, differing attentional styles, cooperation and relationships between team

members, handling stress and maintaining focus, relaxation, mental rehearsal and so on. Vicki's time with us was invaluable. She has recently been working with yachting and motor racing teams, and the psychological requirements of these sports are very similar to gliding.

Later in the week we had a visit from Brad Edwards. After spending time discussing all the different aspects of mental and pilot preparation for the competitive environment, we had a very suitable reinforcement of all these ideas from someone who had actually gone out and put it all into practice. Brad spoke about his mental approach to gliding competitively, and in particular his time at Uvalde when he came home with a gold medal. His talk was a fitting finish to a successful week.

I would hope that over time much of this expertise can filter down through the ranks and be made useful for the whole membership. Obviously some of the subjects are of more use to those already operating at quite a high level in an international team, but there is much of this work that can be put into practice by anyone.

To begin with, I will make available a post-flight evaluation sheet that we produced during the week. The intention is to address our strengths and weaknesses on a much more formal level. Most of us are quite capable of assessing which parts of our performance during a flight are going well, or those that need attention. This form asks us to sit down and note all possible aspects of this performance, and comment on any particular difficulties on the day. At the end of the sheet you are asked to set some goals for your next flight.

To gain full advantage from this, you should attempt to fill the form in as honestly

and accurately as you possibly can each day, and then use the outcomes to build your own training program. You will be able to set goals, and you will be continuously asked to evaluate your improvement in those areas. For example, you might find that you are consistently placing a "poor" tick in the box relating to starts because you have trouble getting high close to a start point at the right time to leave. In this case you would set yourself a goal of improving your technique in this area. You might choose to go and spend an entire afternoon practicing starts, or to do at least three starts on each day you do a cross-country task, until such time as you feel happy with your progress in this area.

If you are more astute, you may well decide that your problems in the area of starting are actually because of stress or anxiety during this phase of the flight, coupled with the occasional tick in the "poor" box relating to psychological health. This might lead you to spend some effort on relaxation and mental rehearsal, so that when you come to start a competition task you are quite mentally prepared for the event.

Many pilots of varying skill and experience levels can use this evaluation form. Anyone truly determined to improve his or her performance will find it useful. I must thank all the Australian Training Squad for their input, Vicki de Prazer for her guidance and Anita Kauffmann for setting out the form and making modifications after further appraisal. The form can also be found on the GFA website under the coaching pages in a format that can be easily printed.

Keep safe





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Post-flight Evaluation Sheet

Date: Speed: H'cap speed:

Task: Time flown:

Task distance: Distance flown: Thermal strength:

Comments, as appropriate	Poor	OK	Good
PRE-FLIGHT			
Physical Health (sleep, nutrition, fitness)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Psychological Health (confidence, relaxation, ability to focus)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Preparation (instruments, glider, ballast, cockpit timeliness)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Task (weather, tactics, instruments)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
IN-FLIGHT			
Physical Health (hydration, energy/nutrition)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Psychological Health (confidence, error recovery, emotional control, ability to focus)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Start (time, height, with team, tactics)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Decisions (start time, on track, decisiveness, AAT, tactics)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Thermalling (percentages, finding core, feeling air, selection, ruthless re climb rates)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
On Track (feeling air, heads up, deviation effectiveness, rhythm, low points)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Finish (final glide, circuit)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Safety (risk taking, LOOKOUT, low points)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Team-work (crew, pilot(s), communication)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
POST-FLIGHT			
Did I get it right? (weather, start, task)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Did it feel good?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Debriefing/ Analysis	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
What I did well:			
What I could improve:			
Goals for next flight:			
1).....			
2).....			
3).....			

GFA Badges & Certificates

FAI LIST AS AT
31 MARCH 2005

A BADGE

NOWAK, Chad Allan	11085	Darling Downs SC
ZIMMERMANN, Nigel P	11087	Barossa Valley GC
SHACKLETON, Edward JW	11088	Gympie GC
ALLEN, Jerome C	11089	Byron Soaring

A & B BADGE

RICHIE, Lynette	11020	Balaklava SC
HOCH, Ladislav K	11081	Caboolture GC

A, B & C BADGE

BASTE, Otto	11079	Sportavia Soaring
DUNSTONE, Brendon	11082	Boonah GC
JEWELL, Rodney W	11083	Bendigo GC
FREWIN, Keith W	11084	Boonah GC
FLYNN, Barry M	11086	Adelaide SC
COX, Roger John	11090	Balaklava SC

SILVER C

BASTE, Otto	4583	Sportavia Soaring
WOOKEY, Martin W	4584	Bathurst SC
MAY, Colin Anthony	4585	Bundaberg GC
WILKINS, Gary G	4586	Boonah GC
WETHERSPOON, Anthony M	4587	Darling Downs SC
BOWTELL, Stephen R	4588	Caboolture GC
BOSMAN, Mart	4589	GCV

DIAMOND GOAL

OKA, Masaaki	Sportavia Soaring
BASTE, Otto	Sportavia Soaring
STEVENS, Peter G	Southern Downs SC

DIAMOND HEIGHT

TAYLOR, Giles Crispin	Lake Keepit SC
YOUNG, Sean	Bathurst SC
PAGE, Neville Graham	Bathurst SC

DIAMOND C

TAYLOR, Giles C	218	Lake Keepit SC
YOUNG, Sean	219	Bathurst SC

600KM DISTANCE

CODLING, Michael T	92	Darling Downs SC
--------------------	----	------------------

750KM DISTANCE

CONWAY, David	127	Waikerie 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>.

Top Landings – Irish Style

Kerry Bradley



Try to startle the largest one, using a glint of light from your upright, right into its eyes...

WHILST FLYING IN THE CORRYONG CUP EARLIER THIS YEAR, I GOT LOW ON FOOTHILLS HALFWAY AROUND THE DAY'S COURSE. MANY PEOPLE, BOTH IN AND OUT OF THE SPORT, WOULD HAVE BEEN HEARD TO SAY, "WOW, WHERE'S THAT GUY GOING TO LAND IF HE DOESN'T FIND SOMETHING?"

Scratching, scratching above this little ploughed paddock with the sun belting on the face of its small slope, I was really focused on getting up. Finally, though, I had to admit I was getting too low and would have to land. Yes, I confess, this decision may have come a wee bit late, which I guess is why my natural instincts kicked in, taking control.

I'm Irish born and bred. I come from a land of much grass, many valleys, and loads of cows. When you're born in Ireland, there's always a bit of the ol' sod in you, and some things just come as second nature. A bit like an Aussie chap cooking a BBQ.

And if it's one thing Irish people know about, it's cows. They are very nice to eat in the way of veal, hamburger and steak. Milk, butter and ice cream also come from them, which is great. They make wonderful shoes and I've seen amazing belts made from them. Cows are always walking around and looking for food to eat, usually grass.

When startled they run up to 19km/h. They can grow to 1.5m and weigh up to a ton. They come in many combinations of lovely colours.

So when faced with my awkward landing situation – low on altitude and going way too fast – I naturally fell back on a technique I learnt in the old country.

First I quickly scanned the slope, spotting a herd of likely cows by the fence line. Then it was a hard bank above them (some say the glint from an upright into the eyes of the largest one will do it every time) together with an almighty shout. Wings level and keep shouting, forcing the whole herd to gather momentum. If timed just right, you'll be 10ft above them and they'll be travelling en masse at 19km/h.

Yes folks, a large, easy to see (thanks to their lovely bright colours) landing platform moving in your direction at 19km/h. See where this is going, my friends.

With a quick flare one slides along, then off, the back of the cow, with basebar following a second later, plonking the glider onto ones shoulders, ensuring a copy book flare. The cow runs off with its mates, leaving a smile of 'another landing well done' on your face.

My cow landing during the Corryong Cup won me a prize, and the locals were even heard talking about "the guy that landed on a cow"...

Not that I recommend you Aussies try this technique of course (not without attending my upcoming top landing seminar, currently being organised by the HGFA in conjunction with the NSW Dairy society...).

My Moyes Litesport handled the cow landing better than any I've tried. A big thanks to Steve, Gerolf and all at the factory. Great glider, folks (and it's for sale by the way – see classified section this issue).



"WHERE'S THE GLIDING?"

Emilis Prelgauskas

WE ARE A SMALL GLIDING OPERATION, SITUATED CLOSE TO THE COAST.

All of this sets us up to operate with a small crew, choosing our time of day to maximise soaring between the day's start of convection, and the incoming mid-afternoon seabreeze. By mid-afternoon we're packed away, and having a coffee and the inevitable bar talk that is integral to a social sport such as gliding.

There is a lot to like about such flying. Everyone's flying is fit into the day. Soaring takes precedence over circuits. The pace minimises fumbles more common amongst low hour pilots, winch drivers and ground crew. As a result maintenance is routine rather than repair of operating damage, the gear is better prepared, and the old gliders last longer within their airframe service life.

Someone amongst the chatter of shooting the breeze will mention "it's 3:30," and eyes will swing out to the gravel drive in off the road to the strip.

Over the decades the event has become unmistakable. A car, or cars, rolls in slowly, eyes at the strip side windows. In past years, the result would be steps up to the door, and an enquiry – "Where's the gliding?"

"Well actually, we are."

"We were expecting gliders taking off and landing."

While we have got out early to do the maintenance, set up and fly the convective day, the viewing public had a leisurely breakfast and a ruminating chat about things to do; lunch somewhere, touristy stops, and drift by the gliding field on the way home.

We have tried explanations about convective weather, and sea breezes. The glazed return gaze clearly imprints that this simply isn't good enough. *"We're here now. We've come to look at the gliding."*

We have in past decades left a glider on the strip, even a winch if we thought this

might earn a trial flight income. *"We're just looking, thanks."*

Since erecting the beginnings of a museum, it was easier to re-direct attention there. Today, it is simpler still. Our small operation clearly is at odds with the expected mental picture of green grass, trimmed bowling green style to within an inch of its life, white modern new gliders, neatly and tidily arranged thereon, and colourful people active amongst them.

All underpinned in the public's expectation of uniformed support staff, a restaurant with views, and free glossy handout material for sonny's upcoming school project. On a sport reflecting high society values and leisure akin to ocean yachting, but lacking the entry points akin to dinghy and trailer sailer.

Today the car barely halts, the engine remains ticking over, even when we walk out to chat, and the car rolls out toward the road again.



Gliding Queensland

(Queensland Gliding Association Inc)

Annual General Meeting

Sunday 22 May 2005

The Annual General Meeting of Gliding Queensland will be held on Sunday 22 May 2004 commencing at 9am at the Royal Queensland Aero Club, Archerfield Airport.

All members of Queensland and affiliated northern New South Wales gliding clubs are welcome to attend.

For further information please contact:

Ralph Henderson

PO Box 15322

City East QLD 4002

Email <rhenderson@iinet.net.au>

Fax: 07 3227 7676

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JUNIORS MOVEMENT

Paul Mander

ONE OF THE MOST EXCITING THINGS TO HAVE HAPPENED AROUND THE GLIDING SCENE IN AUSTRALIA IN THE LAST FEW YEARS WOULD HAVE TO BE THE JUNIORS MOVEMENT.

What started as a “good idea” has blossomed into a vibrant and invigorating group of young people from all states who network like mad, who support and encourage each other, and who recently organised their own first Juniors Nationals at Temora earlier this season.

A number of well-wishers made time/ gliders/cash available so that this could happen, and ensure its success. Successful it was, even though the weather was lousy. Seventeen pilots, all under the age of 25, came from all over the country and I’m sure this will have been written up thoroughly by the time that this piece reaches print. Everyone

concerned went home convinced that this was the start of something great.

Despite the weather and the dearth of flying days, a pilot ranking became reasonably clear, and on this basis two pilots were selected as our first participants in the Junior World Gliding Championships, to be held in England at Husbands Bosworth, Leicestershire, in August this year. The two pilots are Adam Woolley and David McManus, both from Queensland.

A bit of quick budgeting showed that the challenges would be daunting, best case involving a \$15,000 cost per person, and worst case rather awful. And of course, a four to five week absence from work is not popular with every employer!

Fortunately, the goodwill directed at the juniors has already started to manifest itself, starting most noticeably at the Club Class Nationals at Waikerie where various fundraisers, including a ruthless fining protocol, brought in some hundreds of dollars, which were lodged with GFA. Horsham Week has generated some \$266 which has also been lodged in the GFA account.

During this time, I have been emailing many people who I think might want to help these juniors, and so far their generosity has accumulated over \$1,800, again lodged in the GFA account.

The juniors themselves are organising the Queensland Easter competition, and this self-help exercise should bring in a significant amount.

But the biggest news of all is the fantastic generosity displayed at the recent NSW State competition, at Temora. Wendy (Medlicott), the Wicked Witch, held people to account for just about any excuse at all, and fined a total of \$252. Col Turner suggested that people cashing in tug tickets at the end of the contest might like to leave a ticket or two in the juniors’ pool; another \$1,155! Local interests, including the Koreella Motel, Gold Terra Motel and the Temora Gliding Club, kicked in \$150. Three anonymous donors challenged the assembled throng at the wind-up dinner

by offering to match further direct donations “dollar for dollar” up to \$1,000, and the throng responded to this by putting up \$1,775.

It was impossible on the night to track all of the individual donations, which were handed to Col Turner, but notable amongst this group of supporters was Bill Kirkham who gave \$500. The upshot was that the NSW competition generated some \$6,452 in cash which will be channelled into the GFA Juniors account.

All this goes to show how much goodwill and enthusiasm is directed towards the juniors, and they are thoroughly deserving of it. Keep an eye on their website [www.joeyglide.com] and on the team’s progress on [www.joeyglide.com/juniorteam].

I will be sending out further email circulars and twisting arms generally, but should you want to add your bit to this success story, just send a cheque made out to GFA Juniors 2005, GFA Office, 130 Wirraway Road, Essendon Airport VIC 3041.

The office will notify me of any donation, and I’ll make sure it’s acknowledged. If you want to contact me, <paul@mander.net.au> will find me.

WORLD JUNIOR TEAM PROFILES:

Adam Woolley (age 20)

Nicknames: Woolley, Woolley Pup Pup,

Wool dog, Woolley Dog

Club: Central Queensland Gliding Club, Australia

Class: Standard (LS-8 “D4”)

Winner of the inaugural Junior Australian Gliding Nationals. Command Instrument Rated, Level 2 Independent Operators, and Passenger Carrying Certificate. Nine hundred hours total aeronautical experience, 325 soaring hours. FAI A, B, C and Silver C.

Adam was born into soaring as a third-generation pilot to grandfather, Allan, and father, Chris Woolley, almost being delivered at a gliding championships.

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Adam Woolley

At the age of 10 months, his father propped him up into his LS-4. He went for his first flight at the age of four. Since his early years, Adam has been hooked on soaring – especially soaring cross-country and now competitions.

The 15th birthday finally came around and Adam went solo on the day, and soon afterwards he achieved his Silver C. Now 20 years of age, Adam has won his first competition: the Inaugural Junior Australian Gliding Nationals and is now been given the chance to live the dream, representing Australia at the Junior World Gliding Championships!

Adam has a keen interest in hanging out with his mates and outdoor sports, including model flying, tennis, squash and golf. He is also holds a Command Multi-Engine Instrument Rating, and has flown out of the Cape of Carpentaria, Australia.

David McManus (age 24)

Nicknames: Mudchuck, Rove, Dave

Club: Darling Downs Soaring Club, Australia

Class: Standard (LS-8 "XXX")

Runner-up of the inaugural Junior Australian Gliding Nationals. Soaring Instructor Rating, Level 2 Independent Operators, and Passenger Carrying Certificate. Six hundred soaring hours. FAI A, B, C and Silver C.

For many years Dave had a passion for flying, but after an air experience flight at the local gliding club he has been hooked ever since. Dave has a great family who has supported him throughout his soaring career, driving from one end of the country to the other for gliding championships.

Dave has a remarkable attitude towards all things in life, and is an all round good bloke. He has great support from his fellow club members, with many people donating their gliders to him for a season – most of



Dave McManus

the time driving an ASW-20 around the sky – and very fast too I might add!

After being lucky enough to be selected to go on one of George Lee's magnificent advanced cross-country courses, Dave's natural ability in racing across-country has made him one to watch out for in his competition career, with a runner-up placing in the recent racing class at the Multi-class Nationals!

David is currently living in Toowoomba and is an engineer with the Australian Army out of the Oakey base, working on all the latest and greatest helicopters. In his spare time, Dave enjoys a good hit of squash for fitness and of course hanging out with his mates.



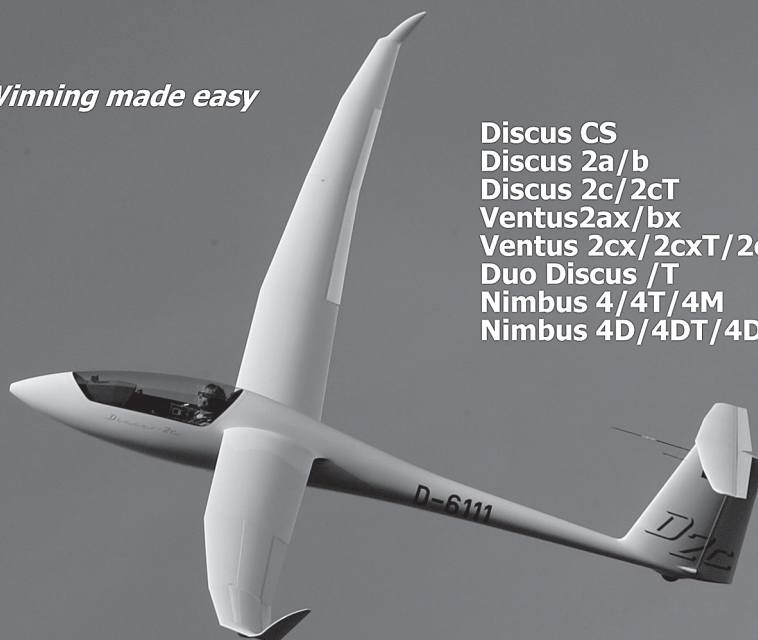
VMFG glider LS3a CQP viewed from Mt Buffalo

Pilot: John Fawcett

Photo: Andrew Rigby

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Photo P. Selinger

Chris Kiehn
PO Box 287 Port Macquarie NSW 2444
Tel: 0403 188 686 Email: fibremites@ozemail.com.au
<http://members.ozemail.com.au/~fibremites>

IGC Meeting Outcomes

Terry Cubley

THE INTERNATIONAL GLIDING COMMISSION IS THE INTERNATIONAL BODY RESPONSIBLE FOR THE SPORT OF GLIDING, PRIMARILY FOCUSED ON COMPETITIONS, FAI BADGES, RECORDS AND TECHNICAL EQUIPMENT ASSOCIATED WITH THESE ACTIVITIES. EACH COUNTRY HAS ONE DELEGATE WHO CAN ATTEND THE MEETING – AUSTRALIA'S DELEGATE IS TERRY CUBLEY.



Terry Cubley at the Olympic Museum, Lausanne, Switzerland, where the IGC Meeting was held at the beginning of March this year

IGC Strategy

Broad support was given to the IGC Bureau's view that IGC must deal with all gliding related matters, not just sporting matters. This was also addressed by former FAI president, Wolfgang Weinreich, in his keynote speech: "How to protect the future of our sport".

Championships 2005 Events

- Junior Worlds 2005: 80 entries at present
- Women's Worlds 2005: 46 entries from 13 countries
- Sweden Worlds 2005: site has been moved
- Vinon Pre-worlds (Club and PW5) in conjunction with the French Nationals. Two pilots/country, option for a reserve
- Six PW5s to be made available for overseas competitors in the 2006 world competitions by the polish factory

The following bids for World and Continental championships were accepted:

- FAI Junior World Gliding Championships 2007, Aero Club d'Italia, Rieti.
- FAI Women's World Gliding Championships 2007, FFVV, Bailleau.
- FAI European Gliding Championships 2007 Standard/Club/World Class, Lithuanian Aeroclub, Pociunai.
- FAI European Gliding Championships 2007, Open/18M/15M, FFVV, Issoudun.
- FAI World Gliding Championships 2008 Open/18M/15M, DAeC, Luesse.
- FAI World Gliding Championships 2008 Standard/Club/World Class, Aero Club d'Italia, Rieti.

The exact dates for the championships will now be co-ordinated with the organisers and published.

FAI Sporting Code

The following Year Two proposals were finalised (Year Two proposal means that it will be implemented from 31 October 2005):

- The 750km badge.
- A requirement that NACs maintain a register of completed Diamond legs.
- The pilot in a two-seater glider shall be referred to as "Pilot in Charge".

The following Year One proposals were adopted by the meeting. (A Year One proposal means that the principles of the proposal were adopted. The IGC Bureau or the appropriate Committee will continue working with the detailed proposal to be presented at the next meeting.)

FAI Sporting Code Chapter 3D, General Section:

- The two-seater class be re-instated as an FAI Class with a wing span limitation of 20 metres.
- For world record flights where there is a requirement for a flight declaration, only electronic declarations shall be accepted.
- For declaration content change "Pilot" to "Pilot, or for two-seaters, pilot-in-command and other pilot, crew or passenger".
- Use of waypoint lists in pre-flight declarations to allow for pre-existing waypoint lists.
- A requirement for all personnel involved in verification and homologation (except the pilot and the Official Observer) to be clearly independent of the claimant and the flight.
- Before acting in their capacity as an Official Observer for the verification or recording of any aspect of a world record claim, the Official Observer shall be specifically approved for this role by his NAC.
- For world record attempts any flight recorder used to record the flight of a glider with a means of propulsion must have an approved system that records the use of the means of propulsion automatically without any action of the pilot.
- When a flight recorder file from a world record attempt is transferred in the presence of an Official Observer, he shall be required to keep an additional copy of the file as a back-up, and to send it to the FAI.
- The following actions will be applied to any pilot or Official Observer proven to have falsified information or cheated in any manner to obtain the award of a world record:
 - Loss of Sporting License
 - Expulsion from any NAC
 - Withdrawal of any achievement of records/badges/competition result

- The maximum take-off mass for Open Class shall be limited to 850kg for all gliders. This weight limit shall remain unchanged for at least 10 years.
- Changes in the configuration and the wingspan of Open-Class Gliders shall be allowed during the competition.
- A new four year moratorium for changes to Annex A (World Competitions) shall be set after 2006.

Sailplane Grand Prix

The winner of the grand prix will be Sailplane Grand Prix World Champion, and the event is a Class 1 event. Qualification Grand Prix are international Class 2 events arranged by a NAC. They shall be endorsed by the NAC and sanctioned by IGC.

No bid for the second World Sailplane Grand Prix has been received so far. It was agreed to extend the bidding time until October 2005 and to empower the Bureau to receive bids and to make the decision.

Pilot Ranking List

Gaining pilot acceptance and status. Now at a stage where the results are stabilising.

Change of Approval of Flights Recorders

A late proposal was tabled and it was agreed that IGC-approved flight recorders that do not have public/private key systems have their approval changed from all flights to all flights except World records.

The manufacturers now have 12 months to respond to this decision to introduce the required changes in their flight recorders. It was noted that this only applies to World records, not other activities such as National records, competitions and badges.

This decision applies to the Cambridge 10, 20, 25, Print Technic, and Zander 940.

Issues between pressure altitude and GPS altitude – GPS altitude has a tendency to overshoot/undershoot giving errors.

Rolf Buelter was re-appointed to the ANDS committee.

PW5

Oxygen system has been approved. Altitude limit: 11,000m.

Membership

Approximately 90,000 pilots in the European union – 30,000 in the rest of the world.

A reduction in numbers worldwide continues.

Australian membership numbers are increasing.

Presentations

The Canadian delegate, Joerg Stiebe, gave a presentation on behalf of GARMIN about Commercial-Off-The-Shelf products, and the possibility to use these as flight recorders for badge flights.

Klaus Ohlmann gave a presentation, "Soaring on the Edge", where he told about his 2,100km straight flight in Argentina, and the preparations for the flight.

Olivier Rennert gave a presentation about the German on-line competition, which is also used to manage the FAI/IGC Centenary Gliding Weeks.

1. On-line contest: This is getting bigger each year and is now used for the Barron Hilton Cup. Many other countries use it for their own decentralised competition.
2. Introduced the German League- an inter-club decentralised event, competed for every weekend. The three best distances flown in two-and-a-half hours from each club count. Points allocated to the top

Photos: Terry Cubley

Right: A chilly-looking view from Terry's Swiss hotel

three clubs each weekend. Highest score over 19 weekends. Statement that this has really improved utilisation and cross-country flying, particularly on weak weather weekends.



IGC Awards

Lilienthal Medal: There were four nominations. Australia nominated Henk Meertens. Also nominated were Loek Boermans, Francois Ragot and Janus Centka. The Lilienthal Medal was awarded to Janusz Centka, Poland.

The Pirat Gerigher Diploma was awarded to Gillian Bryce-Smith, United Kingdom.

Elections of Officers

The following were elected to the IGC Bureau: President – Bob Henderson, New Zealand, 1st Vice-president – Eric Mozer, USA, Vice-presidents – Vladimir Foltin, Slovak Republic, Axel Reich, Germany, Arild Solbakken, Norway, Brian Spreckley, UK, Roland Stuck, France, Secretary: Peter Eriksen, Denmark, Dick Bradley, South Africa, was confirmed as Treasurer.



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Why should the birds have all the fun!

HGFA General Manager's Report



HGFA Display, Avalon 2005

Fatality in South Australia

During the afternoon of Good Friday, 25 March, I was informed by the Australian Transport Safety Bureau (ATSB) that there had been an accident involving a paraglider on the South Australian coast at Tunkalilla Beach on the Fleurieu Peninsula. At the time of the report medical services were working on the scene, but during the conversation I was informed that the pilot had passed away. I have since received the following briefing from Peter Allen, the local SSO:

At 3pm, 25 March, a 34 year old paraglider pilot suffered a fatal accident at Tunkalilla Beach, an isolated part of the state's Fleurieu peninsula. A number of paraglider and hang glider pilots were flying in the southerly breeze when a gust front approached the flying site. All the pilots observed the signs of the gust front approaching on the water and were flying to the designated landing area. On the way to the landing area, a pilot was forced low into a gully by the gust front and experienced a collapse of his paraglider – possibly

due to terrain induced turbulence. The pilot received fatal injuries in the subsequent crash.

Ambulance officers were called to the scene and took over the resuscitation being applied by fellow pilots. The police are preparing a report for the coroner, and are in the process of contacting the pilot's next of kin. The pilot was an experienced paraglider pilot and had flown both in Australia and Europe for 14 years. Last year the pilot completed his degree in Information Technology and recently started work with an Adelaide IT company.

The South Australian flying community is a very close group of pilots. Our sympathies go out to our members there, knowing that this tragedy will have a major effect on that community.

World Paragliding Championships

The Australian team has made 9th overall place in the Worlds in Brazil. Results can be found via the HGFA website under Competition News on the Home page. We look forward to hearing the team reports upon their return,

especially in terms of what we need to do to shape up for the 2007 Paragliding Worlds in Manila, both on the National Team side of things and in the expectation of providing for competitors and the observing public based on the presentation at the Brazil comp.

Avalon Airshow 2005

The order for weather over the weekend of the Avalon Airshow (18-20 March) could not have been better. The magnificent blue sky backdrop gave a perfect setting for spectators to view the amazing assortment of aircraft and aerial feats displayed at this year's show.

Among them was the exhibit of the HGFA, put together and manned by the very dedicated members of the VHGA. Special thanks must go out to Mark Pike, Brian Webb, Rob Van der Klooster, Tony Hughes, Glenn Bachelor, Kel Glare and Carolyn Dennis, Dale Appleton, Michael Rose and Ashley. I am sure there were others that attended on the Sunday who I didn't get to see and may have missed in mention here.

This is truly one venue that offers enormous potential in attracting interest to our sport. I look forward to supporting the 2007 airshow with greater participation, commercial displays and marketing gizmos to attract and educate even more of the audience gathered at this event.

Australian and World Records

Jon Durand Jnr just keeps pushing his personal best and breaking records along the way. Before the Easter break, Jonny flew some 496km, departing from Beechmont and flying north-west past Roma, Queensland, establishing a new Australian record and World record for distance from a foot launch. On Friday of the Easter weekend, Jon and David Sieb took to the air from Mt Borah, Manilla NSW, after declaring a goal for the town of Warrick in Queensland. They both landed near goal some seven hours later, establishing a



Wing walking over Avalon... And some say our fun is risky!

new Australian distance record for a declared goal of 305km. There they met up with Kath Kelly and Lee Patterson (who provided retrievals for the remainder of the weekend). Saturday saw another 240km flown by Jon and David, with Kath Kelly making a personal best of 223km.

Fair Play in our Sport

The need for fairness and mutual common respect as a basis for behaviour by those that participate in the activities of our organisation is an absolute requirement

– as it is for all clubs and associations. Like all organisations, ours is required by State and Commonwealth legislation to take every reasonable step to prevent harassment of any nature stemming from or occurring within our organisation. It is also a requirement by the sporting bodies that support our activities in sponsorship and affiliation to have a member protection policy which clearly outlines the types of behaviour that are not tolerated within the organisation and the process by which a member might

seek recourse in resolving member disputes from a harassment case.

Harassment in sport and recreation includes but is not limited to: uninvited touching, kissing, embracing or massaging, smutty jokes, crude and personally detrimental comments, persistent or intrusive comments about people's private lives, jokes in which race is a significant characteristic of the "fun" of the joke, inference to the negative regarding racial background, bullying and humiliation of other participants in the sport or any form of physical intimidation.

By providing a policy on anti-harassment the organisation can also assist in protecting itself through a legal defence. In certain circumstances the organisation could be liable for inappropriate behaviour of employees or members. A policy therefore demonstrates that appropriate steps have been taken to prevent harassment and the organisation cannot then be liable for the behaviour of the individual.

The HGFA will therefore be establishing a formal policy which will present two documents: Anti Harassment Policy and Complaints Procedures. These will both

be posted onto the website as soon as they are accepted through the Board.

Sites

Sunshine Beach, Queensland

This site has been granted approval for operations by the Sunshine Council under certain conditions. The main condition is that flying cannot resume until the power lines behind the site have been suitably insulated.

Conargo, NSW

New signs have been approved and are now being placed for the continued use of this towing venue. The NSW HGA has provided the funding for these signs and the Conargo Council will take care of the placement. Ron McKenzie (ph: 03 5884 6688) is the local contact for anyone wanting to fly from this area.

Mt Buangor, Victoria

This site remains closed while negotiations continue for its reopening. Negotiations are currently very positive for a reinstatement of access approvals to this site.

Flying over Everest

is a documentary with a breathtaking pace that keeps viewers glued to their seats from beginning to end told through amazing footage shot at heights of up to 9,000m, with temperatures as low as 50 below zero and howling winds.

"For the first time, new technologies have enabled us to give a bird's eye view of Everest and the Himalayas," Dall'Angelo adds. "Nothing like this has ever been seen before."

Flying over Everest confirms writer/director Fabio Toncelli's international reputation. *"The documentary works because it looks like an action movie, but it all really happened,"* Toncelli says. *"It is a very emotional experience, full of fear, sadness and joy."*



Flying over Everest is available on DVD for A\$30 plus shipment and includes many interesting extras. Orders by email to: info@sdcinematografica.it.

Visit [www.sdcinematografica.it] and click on "our catalogue" to see a short trailer.

HGFA General Manager's Report

Moggs Creek, Victoria

This site remains closed while negotiations are being conducted between the VHPA and the electrical company to resolve issues regarding regulations that prohibit flying operations within 45m of powerlines on the launch and landing area. Negotiations are currently very positive for a reinstatement of access approvals to this site.

Equipment

Bob Keen has raised this little beauty to my attention – the Uniden GPS 205. This unit is a UHF transceiver combined with a GPS transceiver. It has a screen which displays who is sending the transmission and a compass showing the direction and distance at the end of your transmission. This unit has the potential to save lives and cut down retrieve times considerably. It runs on four

AAA batteries, range is up to six kilometres. RRP around the \$360 mark. The very impressive spec sheet can be viewed at [www.uniden.com.au/WEBSITE_V2/OZ/p_gps205_index.asp].

Bob knows of a dealer at Dalby Auto Electrics who is prepared to support all pilots in HGFA to get the lowest price possible. John is an ultralite pilot himself and

understands the potential of this unit. Bob can be contacted on 0429 639770 for more details.

Helmets

Under section 6.4.1a of the Ops Manual, the wearing of a helmet is recommended for all HGFA operations. Section 9.1.4 gives standards for helmets that are to be used in HGFA operations. While the standard of helmets seen on launch is generally pretty good, they remain a piece of safety equipment that is sometimes neglected and/or misused.

Baseball caps and bicycle/skateboard helmets – a dangerous mix

The practice of wearing floppy hats or peak caps under a bicycle or skater helmet

should be strongly discouraged. This practice only serves as a means of tying down your floppy hat, not as the means of protection that the helmet is intended for. Use the equipment in the manner it was designed to be used and it will serve you as it should. If you use

it any other way you risk losing the benefit of wearing it at all.

Insurance

You may be aware that the member third party liability insurance expires annually at 4pm on 31 March. I am writing this section of the report at 5pm on 31 March, having just an hour ago sent notice to renew the insurance as per exiting (same as last 12 months).

During the last few days the communications with the insurer has been rather prolific, with options and discussion on terms being bantered back and forth. A special thanks to our insurance broker, Wayne Cottier of OAMPS, who has been working hard to provide us with the best options and convey our requests for clarification and explanation over these last days.

As I have just noted, the third party public liability insurance is now confirmed for another year, unchanged from the last exiting policy. A new insurance certificate will be posted on the HGFA website, which can be downloaded and sent to any relevant authority requiring a copy of it for our ongoing approval to site access.

During our discussions we have attempted to regain passenger and student liability cover. We have been presented two options, which we have now reserved the right to review over the next four weeks. A third option was presented late in the proceedings which would provide limited student accident cover for serious injury resulting during ab initio training. These options will be discussed at the coming Board meeting on 16 and 17 April, with a view to either increase our insurance to the cover proposed or to retain the current only. A full review of these proposed terms can be seen on the HGFA website.

Accident Reports

Number 1

Pilot: Restricted

Experience: 18 hours, 4 hours last 90 days

Aircraft type: Hang glider

Pilot injury: Minor, slight concussion

Aircraft damage: One very bent upright

Location: Inland hill with steep launch

Conditions: Light winds, light turbulence

Description:

The pilot was new to the site. Pilot had been flying for approximately one hour before deciding to land. Before making the approach to land the pilot confirmed the wind direction over the radio with other pilots on the ground. When coming in to land and approximately 10ft above the ground the pilot noticed that the paddock was actually sloping down along

the approach path and he was flying way too fast and was likely to overrun the landing area. It appeared as though the wind had turned to a tailwind during his approach. The pilot tried to flare, but mistimed the action and was then suddenly running along the ground trying to keep the glider from nosing in. The glider's nose suddenly dropped, stopping it right there. The pilot's inertia caused him to run full belt, head first, into one of the aluminium uprights. The impact on the upright had enough force to severely bend the upright.

Comment:

Without doubt, the pilot's helmet saved him from more serious injury. There was almost nil wind or slight tailwind at time of landing. Nil or light tailwind, combined with the sloping paddock, made it very difficult to wash off speed and prepare for final flare. The pilot considers that in these conditions he should have landed crosswind and up the slope, thereby washing off the speed more effectively. A set of wheels for inland flying may also have assisted in this landing.

Number 2

Pilot: Restricted

Experience: 70 hours, 30 hours last 90 days

Aircraft type: Paraglider

Pilot injury: Concussion, hospitalised

Aircraft damage: Tear on leading edge

Location: Coastal

Conditions: Head-crosswinds of 12kt, light turbulence

Description:

Pilot was familiar with the site. The wind was constant onshore, but with occasional crosswind gusts. Pilot was doing low passes below the main soaring ridge. During one such pass the wing got a partial frontal collapse, possibly caused by gradient sheer during the wind gusts. The pilot was caught by surprise and failed to provide inputs to counter the collapse and the resulting turn. The wing dived and forced the pilot onto the ridge slope. The pilot failed to perform a PLF and hit full force, head first, against the slope, breaking the chin of his full face helmet. The pilot was found semi-conscious and was transported to hospital, where he woke the next morning with some memory loss and dizziness when walking.

Comment:

Without doubt the pilot's helmet saved him from more serious injury.

First error: the pilot was flying in a possible turbulence zone close to the ground.

Secondly: the pilot failed to correct the flight of the glider when it collapsed, and failed to initiate a PLF when he hit the ground.



Uniden GPS 205, could be a lifesaver



Baseball caps and bicycle/skateboard helmets – a dangerous mix

Paraglider pilots need to develop an automatic reaction to situations of canopy collapse, controlling the direction of flight then correcting the collapse.

SIV courses or further instruction in safe environments where minor collapses can be induced and recovered, can provide the pilot with the reaction skills required in situations such as this one.

Number 3

Pilot: Intermediate

Experience: 89 hours, 20 hours last 90 days

Aircraft type: Hang glider

Pilot injury: Broken humerus, concussion, cut nose

Aircraft damage: Broken upright, bent upright, broken keel

Location: Inland airfield, grass runway

Conditions: 0-4kt, nil turbulence

Description:

Pilot was new to the site. Pilot was new to aerotowing procedures, but experienced at ground towing. The accident occurred during landing phase. The pilot was low

on aero tow beside the airstrip on which he departed. During the launch phase the pilot rotated from the line of the tug; the tug pilot flew to accommodate the glider pilot moving out of station, thereby causing the boundary fence to come into line under the flight path. The weak link at the tug end of the tow rope broke at approximately 200ft. The pilot immediately flew the glider toward the airstrip located 50m parallel to his flight path, rotated into hang, and prepared to land on the side of the runway. The landing was approached diagonally over the boundary fence. The pilot made an assumption that it was his weak link that had operated, and he was unaware that he had rope attached and failed to check that the rope was clear. With the glider entering ground effect at speed, and at 2-3ft agl, the rope snagged the fence and rotated the nose of the hang glider into the ground. The pilot's weak link was found broken at the crash site. The rope lay free on the airstrip well behind the crash site.

Comment:

Following the break of the weak link and subsequent release from the tug, the pilot

immediately got control of the aircraft and set up to land. With that focus no thought was given to the rope. The pilot had made the assumption that his weak link had operated and did not follow a check procedure to ensure that the rope had been released. The pilot had been trying something new and may not therefore have had the mindset to follow the procedures that he already knew from ground towing. The pilot flew offline to the tug, taking the tug outside of the bounds of the airfield, introducing the fence as a hazard.



HGFA GENERAL MANAGER

Chris Fogg

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



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Contact Addresses

GFA

NSW Gliding Association (NSWGA)

Australian Air League

NSW Gliding Wing, 1 Perry St,
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, 0403 088551,
<graftongliding@yahoo.com.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 Williamtown 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.

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<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*
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South Australia	\$57	\$69

International postage for Soaring Australia to be
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Zone	Country	Price
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3	Japan, Hong Kong, India	\$60
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5	UK, Europe, South America, South Africa	\$72

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

ALL CLUBS PLEASE CHECK DETAILS IN THIS SECTION CAREFULLY

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

General Manager, HGFA

States & Regions

ACTHGPA

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@jllrld.com.au>; Committee: Nicolas Siefken, Barry Oliver, Stephen Harris; SSO: HG – Peter Dally, 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@inet.net.au>

NSW Hang Gliding Association

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

North Queensland HG Association

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

Queensland HG Association

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

South Australian HG Association

1 Sturt St, Adelaide SA 5000, ph: 08 8410 1391, fax: 08 82117115; Pres: Stuart McClure 08 82973452 (h), <stuart.mcclure@csiro.au>; Sec: Mark Tyminski 0411 414 816, <marknjan@senet.com.au>; Trs: Robert Woodward 08 82977532 (h), <rob_woodward@alternatopositioning.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 <huntp@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 Hannaford 0417 272498, <shannaford@canberratimes.com.au>; Trs: Dan Watters 0410 347801, <daniel.watters@csiro.au>; Sec: Andrew Barnes 0416 020588, <andrew@dustydemons.com>; SSO: Grant Heaney 02 48494516, 0419 681212, <grant@dustyde

mons.com>; Editor: Kath Kelly 02 64561590, 0427 220764, <phase9@snowy.net.au>.

Hunter Skysailors

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

Illawarra Hang Gliding Club Inc.

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

Kosciusko Alpine Paragliding Club

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

Manilla SkySailors Club Inc.

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

Mid North Coast HG and PG Club

Pres: Nigel Lelean 0419 442597, <nlelean@smarchat.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://bbhgcr.tripod.com/]. Pres: Maggie Clarke 0409 611845, <sneering_grins@hotmail.com>; Vice-Pres: Andrew Polidano 0428 666843, <info@poliglidge.com>; Mick Mackender 0414 867820, <skyinout@hotmail.com>; Trs: Sonja Hans 0427 171087, <sonja@byronbaybeachresort.com.au>; Editor: Eddie Gray 0427 370186, <edgray1@bigpond.com>; Public Officer: James McEwan 0421 206664, <jmcewan@linknet.com.au>; Chairperson: Ward Gunn, 0414 365588 <attune@nrg.com.au>. Meetings: 1st Tue/month, Byron Bay Services Club.

Stanwell Park HG and PG Club

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

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>; SOs: 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 353559; 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/VHFA rep: Steven Ross 0410 600595, <steven@pchelpathome.com.au>; Trs: Leif Gorander 03 97080136 (h); 0407 545052, <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, <snowycrk@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 Page 0411 555128; V-Pres: John Styles <jdstyles@hotmail.com>; Trs: Clinton Arnall 0415 229315, [membership@www.skyhighparagliding.org]; Sec: Georgia Buckingham <secretary@www.skyhighparagliding.org>; Web: Tony Tidswell <webmaster@www.skyhighparagliding.org>; APN Editor: Julie Sheard 0425 717944 <editor@www.skyhighparagliding.org>; SSOs: Kevin Gingell-Kent, Alistair Johnson, Adam Neinkemper. Meetings: 1st Wed/mth 8pm, Retreat Hotel, 226 Nicholson St, Abbotsford.

Southern Microlight Club

[http://home.vicnet.net.au/~stclub/]. Pres: Kel Glare 03 94395920 (h), 0421 060706; V-Pres: Mark Howard 03 97511480; Sec: Dianne Pierpoint 03 9735278; 0429 938426. Newsletter: Barry Wood <bwood@bigpond.net.au>, Michael Rose <mrose3@bigpond.net.au>. Meetings: 2nd Tue/month 8pm, The Manningsham 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, <clisam130@hotmail.com>; Web/Database: Damian Georgiou 0413 677090, <damiand@bachomp.net>; SSO: Rohan Holtkamp 0409 678734, <dynamic@netconnect.com.au>; Paul Rundell 0418 348948. Meetings: Last Sat/month, The Beaufort Hotel, Beaufort.

Queensland

Cabooture Microlight Club

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

Cairns Hang Gliding Club

Pres: Bob Hayes, 446 Oakforest Rd, Kuranda QLD 4881, 0418 963796, <rohayes@optus.net.com.au>; V-Pres: Ken Costin 0408 718 270, <Knl1@bigpond.com>; Sec: Lance Keough 07 40912117; Trs: Nev Akers 07 40532586.

Canungra Hang Gliding Club Inc.

PO Box 41, Canungra QLD 4275; [www.chgc.asn.au]. Pres: Brandon O'Donnell 07 33998850 (h), 0416 089889, <olofly_@hotmail.com>; V-Pres: Raphael Mackay 07 55345190; Sec: Col Hjortshoj 07 55437248 (h), 0429 312067, <col61@gil.com.au>; SSO (PG): Rob Wilton 0418 732325, <robertmarie.wilton@bigpond.com>; SSO (HG): Ken Hill 07 55435631, 0418 188655, <kenhill@iprimus.com.au>.

Central Queensland Skyriders Inc.

915 Yeppeon 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@ozemail.com.au>; Trs: Gary Allan 0417 756878; SSO (HG): David Cookman 07 54498573.

Whitsundays HG Club

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

Northern Territory

Alice Springs HG and PG Club

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

Western Australia

Albany HG & PG Club

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

Clubbase Paragliding Club Inc.

334 Belmont Ave Kewdale WA 6105. Messagebank 08 94875253; Pres: Wesley Zadanowicz, 08 92493707, 0411 185091, <president@clubbase.asn.au>; V-Pres: Nigel Sparg, 08 93049785, 0427 476629, <vice_president@clubbase.asn.au>; Trs: Colin Brown, 08 94594594, 0407 700378, <treasurer@clubbase.asn.au>; Sec: Ian Threlfo, 08 94177952, 0407 089101, <secretary@clubbase.asn.au>. Committee members <committee@clubbase.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 Holthouse <nick.holthouse@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 6195, [www.westernsoarers.com]. Pres: Mirek Generowicz 0427 778 280, <mgenerow@bigpond.net.au>; V-Pres: Mark Wild 08 94098581, <mark@gastech.com.au>; Sec: Ben Griffith 08 94724068, <benandrobym@aardvark.net.au>; Trs: Sun Nickerson 0401 135042, <Sunny@inet.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.



JOURNEY HOME

John Shannon

FINALLY WORK BROUGHT ME BACK TO AUSTRALIA, AFTER A 15 YEAR ABSENCE. I'M EMBARRASSED TO ADMIT IT WAS A FURTHER NINE MONTHS BEFORE I WORKED UP THE COURAGE TO VISIT MY FOLKS' PLACE. THE OLD HOMESTEAD. MY FATHER'S PLACE NOW. HE WASN'T AWARE I WAS EVEN BACK IN AUSTRALIA, THAT'S HOW BAD I'D BEEN. BUT I COULDN'T SHAKE THE FEELING THAT A VISIT – ANY VISIT – WAS FIVE YEARS TOO LATE. THAT'S WHEN MY MOTHER PASSED AWAY. WHEN YOU MISS YOUR OWN MOTHER'S FUNERAL, WHATEVER THE JUSTIFICATIONS, CAN YOU EVER EXPECT TO BE WELCOMED BACK HOME AGAIN?

A week and a half of accrued leave, together with a sense of guilt that had never gone away, finally saw me packing the 4WD for the long trek to Broken Hill, outback NSW. The trailer was hitched as well; my trike was coming with me. Long hours on the dusty roads gave me far too much time to think. I was almost grateful when a familiar pain started dragging its fingernails inside my spine. Longest I've sat at one stretch for quite a while. Causing a small agony that wasn't going to be ignored. One I perhaps deserved.

Two days it took, with many breaks along the way, to reach the environs of Broken Hill. Red dirt and haggard bush. Okay for running sheep, as long as you were willing to invest all your waking hours helping them survive. I'd already looked up the coordinates of the local airstrip, used just for emergencies by the look of it, and camped the night there.

Next morning, my trike was set up and ready before the sun had fully cleared the horizon. Even so, I dallied for the best part of an hour. But of course my dad would be awake. Farms wake with the sun. After a final look around the deserted strip, I locked the 4WD and hobbled over to my trike, climbing in and taxiing out to the end of the strip.

As I climbed to altitude the flat plains stretched out below, ready to bake in the heat of another day. I set course for the old family farm, the place I'd spent my childhood. When I say the homestead is near Broken Hill, in these parts near can be anything within 200km. It wasn't quite that far out, but the flight in still air gave me plenty of time to inspect the landscape, finding young memories in it plodding along the sheep tracks, sitting on the rims of dams.

When the house came into view I got suddenly nervous. I wondered at what insecurities I must be harbouring, to cause me to arrive in such a showy fashion. Was my flying such a crutch even now? Ironic, crutches being all too familiar in my life, yet I hadn't recognised this one.

Two slow wide circuits above, re-familiarising myself with the layout of sheds, shearing pens and homestead, had me marvelling at how much a part of the landscape the farm appeared. With the trike engine roaring I felt like an intruder in more ways than one.

Two men sat on the porch, sharing a morning coffee break, a fair chunk of the day's work already done. I learnt later that their conversation was typically straightforward.

"Who's that?" asked the younger of the two.

"I don't know," came the answer, "but he's waving at us."

If there's one thing outback farms have, it's space. I was able to land safely clear of all structures, and taxi to within 20m of the house before killing the engine. The resulting silence seemed almost as loud as the engine noise had been. It covered the scene in a heavy, lingering sort of way, as if it had been there all morning, waiting to point out my overdone arrival by sheer contrast with itself.

The silence shifted as the younger man stepped down from the porch, heading towards me. He had a comfortable, easy gait, I couldn't help notice. The ears on the sheep dogs pricked up as he passed, ready to catch any word of command. He was part of the farm.

I heard a bucket drop, and a child in a dress bounce towards us. The sound of chooks, annoyed at having their feed inter-

rupted, followed her. She too had her place here, welcomed and appreciated.

I returned my attention to the man, finally recognised him.

"Is that you Mike?" I asked.

"Who the heck are you?" he replied.

I took off my helmet. "Don't you recognise me? Your long-lost cousin."

"I'll be damned – John!"

I laughed a confirmation.

"Why, last I heard, you were laid up in a wheelchair. They said you'd maybe never walk again."

"Luckily they were wrong." I got out of the trike, madly wriggling my toes to get the circulation going while I still had hold of the wing. I was conscious of my father's eyes on me as he made his way over from the porch. I walked towards him, straight and comfortable as I could manage.

"Johnny, it's so good to see you." He gave me a hug, sincere and welcoming, if not as strong as it used to be. He'd become noticeably more frail. Fifteen years will do that to you, and I felt shame once again.

But he took me into the house, chatting away happy as anything. The girl, Jody, turned out to be Mike's daughter. They lived here with dad, helping to manage the farm. They rustled up a big breakfast for me as we all caught up.

"Let's go for a walk," dad suggested after I'd eaten.

The two of us walked out back, not that far, to mum's grave. I cried, as much at dad's friendly arm around my shoulder as at sight of the grave. He held no resentment whatsoever.

"I'm sorry I couldn't make it, dad."

"How could you, son? Not in too good a shape from what I hear, paralysed and all, overseas."



I shook my head. "I dunno' dad, I coulda' done something. Coulda' tried." Looking back on it now I know that part of it was being ashamed of my accident, too humiliated to return home in a wheelchair.

"It's just good to see you now. I'm so glad you came. Glad you're walking, what's more. Don't know about that machine though – thought you'd have given up wings, considering."

"Stubborn, I guess. You know how it is."

He grunted. "I guess I do. What's that they say about chips and blocks?"

I spent the rest of my week catching up with family and friends from the area I hadn't seen in ages. Took a few of them for a fly, too, including Mike and Jody. Dad politely declined, not that I blame him.

And there's the whole point. No blame. From any quarter.

Who says you can't go home?



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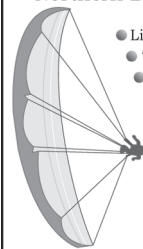
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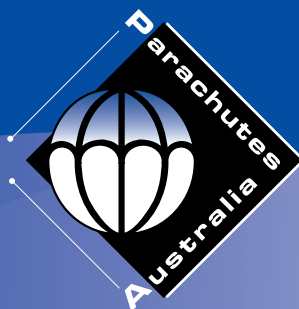
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