



Soaring AUSTRALIA



June 2005



**Flying
Iquique**



**Flying the Latest
And Greatest**



**My First
Gillies Flight**

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Evening Soar: Louise Kampen and Gavin Zahner

Photo: Gareth Carter

Soaring AUSTRALIA



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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.

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HGFA EDITORIAL CONTRIBUTIONS

The three contact points for HGFA members submitting to Soaring Australia are the HGFA Sub-editor, the HGFA Office, and the Graphic Designer. These contacts should be used according to the directions below.

HGFA SUB-EDITOR

Richard Lockhart
Ph: 0418 130 354
<soaring.australia@hgfa.asn.au>
Post to: C/O Blackheath Post Office, Blackheath NSW 2785

HGFA OFFICE & SALES

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

GRAPHIC DESIGNER/PRODUCTION EDITOR

Suzy Gneist, Ph: 07 5445 7796, <gm_design@bigpond.com>, Post to: 57 Alice Dixon Drive, Flaxton QLD 4560.

Articles

HGFA members should send article contributions to the HGFA Sub-editor, Richard Lockhart. While article text is preferred by email <soaring.australia@hgfa.asn.au> either as a Word document or plain text file, photos for articles must be sent in the post (C/O Blackheath Post Office, 2785) either as print copies or high resolution JPEGs on CD (do not email photos). Photos must be accompanied by full captions and photographer's names or as a separate text file on CDs.

News, Letters to the Editor, New Products, Events Calendar entries

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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.

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

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

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

GFA EDITORIAL CONTRIBUTIONS

The three contact points for GFA members submitting to Soaring Australia are the GFA Sub-editor, the GFA Office, and the GFA Advertising Representative. These contacts should be used according to the directions below.

GFA SUB-EDITOR

Anne Elliott
Ph: 02 6889 1229
<annell@hwy.com.au>
Post to: PO Box 189, Narromine NSW 2821

GFA OFFICE & SALES

Ph: 03 9379 7411
Fax: 03 9379 5519
<AdminOfficer@gfa.org.au>
<www.gfa.org.au>
130 Wirraway Road, Essendon Airport VIC 3041

GFA ADVERTISING REPRESENTATIVE

Fiona Rowe, Ph: 0407 593 192, Fax: 02 4739 0185, <frowe@optusnet.com.au>, Post to: PO Box 1163, Penrith NSW 2751

Articles, News, Letters to the Editor, Events Calendar entries

GFA members should send article contributions to the GFA Sub-editor, Anne Elliott. Article text is preferred by email <annell@hwy.com.au> either as a Word document or plain text file, photos for articles should be sent in the post (PO Box 189, Narromine NSW 2821) either as print copies or high resolution JPEGs on CD. Photos must be accompanied by full captions for each and photographer name.

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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.



Mt Beauty Gliding Club Instructor Mark Bland and student Ken Darling (front seat) on final on runway 32 at Mt Beauty, Victoria in IS28 WVU, 13 March 2005
Photo: Andrew Evans



Scott Robinson over Warkworth



Above: Tim Dugan, who made his first solo flight at Camden on his 15th birthday, being presented with his solo certificate by Southern Cross Gliding Club instructor Eddie Pahic

Below: Tim Dugan in Southern Cross Gliding Club's Jantar Junior following his first flight in a single-seater. With 50 hours logged, Tim is also looking forward to soloing in powered aircraft but of course he has to wait until he is 16 years old

Photos: Southern Cross Gliding Club Journal



FLYING THE LATEST AND GREATEST

John Blyth

IN WHAT MUST BE AN AUSTRALIAN FIRST, THE ALEXANDER SCHLEICHER FACTORY HAS SENT A BRAND SPANKING NEW ASW28-18E DEMONSTRATOR TO AUSTRALIA. THE GLIDER CAME WITH EXCHANGEABLE OUTER WING PANELS FOR EITHER 15 OR 18M CONFIGURATION AND EVEN AN IRON THERMAL.

Pilots around the country have been able to experience the delights and monumental advances that have been made in gliders in the past decade or so. Apart from the obvious performance gains in that time, there have also been significant improvements to ergonomics and most importantly, safety.

On one delightful day in February, I had a most enjoyable coaching flight from Waikerie to Balaklava via Wunkar and Yakka with Bernard Eckey in his superb ASH25. Just as I returned to the Waikerie airfield I was told that my Japanese friend Higuchi-san had finished with the factory demonstrator for the day. As there seemed to be plenty of life left in the sky, I didn't need any encouragement to make myself comfortable in the well laid out cockpit, belt up snugly, and rocket skywards behind our powerful tug WGC.

Releasing at a comfortable height soon saw me established in a good thermal to 7,000ft. I did a couple of engine starts to familiarise myself with the engine operation of the ASW 28-18E and found it super easy. Just advance the lever one indent – up comes the engine. As the lever is then advanced further, the fuel tap is automatically opened and the ignition turned on. When the lever is moved all the way forward to the decompression setting, the propeller is soon whirring around. Then it is just a matter of bringing the control lever back one indent and the engine roars into life.

Care should be taken to ensure that the climbing speed does not exceed 70kt. If an inadvertent over-speed does happen, a short term automatic ignition cut-out prevents engine damage through over revving. The correct speed for best rate of climb is approximately 55kt.

Shutdown is just as easy. Move the lever back one notch to turn off the engine, and bring the speed back to 50kt or so. When the propeller slows down to near standstill, move the lever back another notch to engage the propeller stop. Soon the airflow pushes the prop onto the stop, then back again with the control lever, and all is stowed away with a clunk. Nothing could be easier. By the second practice, I was up and running in far less than 300ft, and tucked away again in even less. For the very first time a manufacturer has succeeded in simplifying engine operations to a point where a sustainer engine becomes viable in a normal club environment.

It was one of those magic afternoons: plunging along at 90+ knots below the cu to Knott's Well, 30km to the south-west, back to Waikerie, then to Kingston Winery, was beckoning off to the east in the sunshine a similar distance away. No cus there, but plenty of height for an easy final glide and a couple of gentle chandelles for good measure – most enjoyable and simply delightful.

The following Thursday, I was itching to get into the ASW 28 again, but it was quite obvious that the conditions were far more

difficult. My launch at 2pm into poor conditions saw me scratching around the airfield for a while. I dumped all the water and even popped out the engine at a very conservative height of 1,700ft. Climbing through 2,500ft I found a thermal south of the airfield, allowing me to retract the engine. Then it was a slow climb to 3,300ft, when, with the courage of the iron thermal behind me, I departed eastwards. The occasional cu beckoned, but climbs were rarely above four knots. Peebinga, 116km to the south-east, did appear in a little over an hour and a bit, so I was quite a happy chappie, but upon turning northwards toward Lindsay River on the Murray River 105km north, there was little life in the sky to the west, and things looked very dark over Waikerie. Changing my glasses to the non-dark ones did brighten the western horizon, but did little to lift my spirits. The way home looked dubious.

In the end I decided to fly towards some cus 60km further north, which turned out to be a remarkably wise decision. Despite the superb performance of the ASW 28-18E I arrived somewhat low but climbed back to cloud base at 8,000ft in six to seven knots. Very understandably, I felt quite pleased with myself, but a few bolts of lightening and rain nearby brought me back to reality. Luckily I was able to skirt the rain and finally departed a cloud near Renmark for a slow and very smooth 60km long final glide. My Garmin 76S GPS descent graph gave me a marginal final glide speed of 55kt initially, but when Wilpunda Tower slid by the ASI was happily indicating well above 90kt as my jaw threatened to break from my huge grin.

Averaging 96km/h in those conditions, the ASW28-18E showed that it had the performance to make even my cross-country efforts look speedy. It was only a 250km flight, but it was one of those memorable ones flown in a superb glider and in better-than-expected conditions. A soothing ale in the bar afterwards to regale all in listening range of my delight and imagined prowess was a perfect finish to an amazing day.



ASW 28-18 E engine controls



The glider under a beautiful sky



Masked bandit preparing for take-off

COMMENTS

- Engine handling is the easiest, safest, and best I have seen to date. Everything including fuel is controlled by a single lever on the left cockpit wall.
- Performance in both 15-Metre (it won the Australian National FAI Club Class Gliding Championships in the very capable hands of Bruce Taylor) and 18-Metre configurations is amazing. (It also won the NSW State Gliding Competition with a very big margin against a fleet of predominantly flapped gliders)
- Very comfortable and quiet cockpit, with excellent ergonomic and safety features. Even bigger pilots fit easily without feeling cramped. Build quality is second to none. Some care needs to be taken with taller pilots to ensure that the feet are well clear of the various instrument tubing in the aircraft's nose (a small repositioning of the tubes would help here), and that the shoulder harness exerts sufficient down-force on the shoulders to prevent any head/canopy thumping. I found that setting the back rest one notch further aft than I had initially chosen solved this problem, while keeping all controls and knobs in easy reach.
- Approach control is very good, with effective airbrakes. The slightly flatter approach angle than that of some older gliders may give a sense of overshoot, but a small slide slip will give you all the steepness in angle that you could ever want.
- Not surprisingly the glider was snapped up by an Australian glider pilot and will therefore not go on a demonstration tour to New Zealand as originally planned.

I understand the deal ensures that the glider is still available for test flying by suitably qualified pilots. I told my wife that I WANT ONE but she can think of well over 100,000 reasons why we can't have one!



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BRIGHT PARAGLIDING OPEN 2005

Benn Kovco

THE TROUBLE WITH WEATHER
FORECASTING IS THAT IT'S RIGHT
TOO OFTEN FOR US TO IGNORE
IT AND WRONG TOO OFTEN
FOR US TO RELY ON IT. (PATRICK
YOUNG, AMERICAN AUTHOR)

The above set the scene for the AAA/ Category 2 sanctioned Bright Paragliding Open 2005, held 19-21 last February. At the first morning briefing, highly experienced comp director Heather Mart greeted a record 102 pilots (15 women, 87 men) and welcomed everyone to the first AAA comp to be run by the fabulous group of people who make up the Sky High Paragliding Club and North East Victorian Hang Gliding Club.



Heather Mart directs the hordes during the task board scramble

Photo: Gavin Zahner

SATURDAY

After a week of reportedly great flying conditions around Bright, Day 1 dawned grey, overcast and decidedly dull. Geoff Wong, a guru regarding local conditions, was weatherman for the week, and his early reports were not promising. A feature of the weather this summer – a countrywide trough stretching from Broome to somewhere past Hobart – was back and conditions looked marginal for the first few days.

But there were formalities to deal with, most importantly, who should wear the winner's shorts for the first day – a tradition borrowed from the Canungra Cup. UK pilot Steve Ham landed the honour, being the highest placed in last year's comp. Late for

the first briefing, Steve was the last to find out that he was expected to drop his pants and don the shorts and looked rather against the idea. He eventually complied by wearing them on top, but only after 100 pilots politely suggested it was better if he did.

The day was on hold for a few hours, but the cloud cover remained and no useful convection was evident. Barb Scott was in trouble when the day was cancelled around lunchtime, as Heather had earlier labelled her our 'non-flying entertainment'!

SUNDAY

Day Two produced another meteo event that has been far too common this season – thunder and lightning at 7am. The committed few who got out of bed for the morning briefing won the first round of daily prizes – vouchers for food and entertainment gen-



Gaggle climbing out above Mystic launch

Photo: Gavin Zahner



Left: Tony Tidswell up high and on final glide for goal – task 3
Photo: Gavin Zahner

erously donated by local businesses. With heavy rain around the area, the day was cancelled early so everyone could enjoy the ground-based entertainment around Bright – of which there is no shortage. For some people though, keeping feet on the ground for an entire day is just unbearable.

Enter John Shaw of the UK who went mountain biking up Bakers Gully and proceeded to launch himself over the handlebars of a borrowed bike on a healthy downhill section. The bike was okay. Not so lucky Rod Merigan, who, while attending James Thompson's movie fest, kicked a chair and broke a toe. All adding weight to the argument that pilots should be signing iron clad waivers every day they don't fly...

Several social events were included in the competition entry fee, the first being a mountain of pizza supplied by Lawler's Hut Restaurant. Great at the end of a hard day in the rain.

MONDAY

A perfectly welcome, perfectly blue day saw the first task of the competition called, a 47km race to goal from Mystic to the Pines landing zone, with an entry start gate 35km from goal. An ordered launch was in place on Mystic and was overseen by Carolyn Dennis who did a fantastic job of keeping a bunch of restless, sweaty pilots literally in line. The trough politely crawled offshore, but wasn't kind enough to leave behind some instability for us to play in.

Only one gaggle escaped Mystic in very light conditions and most were deposited around Porepunkah. German pilot Klaus Vischer did enough to win the day by taking a lone route to Mt Porepunkah and flying the north side of the valley for a total of 16.7km, though only scoring 73 points. Klaus was heard to remark, "*Bist du verrueckt?!*" which I'm reliably informed is German for *'I am very happy with this score and I am quite excited to wear the big red shorts. Thank you.'* Well done Klaus.

TUESDAY

With stronger conditions predicted, a 60km race was called to Mt Beauty via Happy Valley Homestead and Redbank Bridge in the Kiewa. The majority of the field made it to Blackfella's Peak quite quickly, even though few climbs were higher than 1,600m. From there, all but two pilots took death glides around the valley or thermalled into the ground.

First prizes for patience and tenacity went to Brian Webb and Rhett Rockman respectively. Having gone nowhere fast after

an hour on Blackfella's, Brian flew back to Clearspot, 'scratched' up to 2,000m, crossed the valley and flew on, making the first turn-point and doing very well to land halfway to goal at 31km. Rhett took a very committed route around Mt Porepunkah and kicked more than a few trees before finally getting up and making first turnpoint for a total of 23km.

Nicky Moss finished third at the head of 100 pilots who all flew less than 11km. The always supportive Wandie Pub was host to 'Eat the National Emblem', where the finest kangaroo, emu and Aussie tofu was available to all. Good food and excellent company. Entertainment was provided by Gavin Zahner, scoring two free beers by landing in the backyard of the pub, and the title of 'last landing with walnut' – the old dead walnut tree later mysteriously fell down, making the approach to free beer much less intimidating...

WEDNESDAY

The task committee of Craig Collings, Fred Gungl and Steve Ham had been doing a good job under trying circumstances and thankfully today was payday. A 41km speed run to Harrierville via Blackfella's and the Goldmine ridge was completed with almost half the field in goal.

While the day looked similar to yesterday, those who left Mystic early were rewarded with stronger climbs and a (slightly) higher inversion. Enda won the day on his very new Advance prototype, cruising into goal in one hour 20 minutes, while free-flying legend Kari Castle and her co-pilot Cookie, one of six tandem entries, stormed around the course to be the first women and first tandem into goal. Brilliant flying!

THURSDAY

Another day of very light conditions and a real cats cradle task was called via six turn-points around Bright and then to goal in Harrierville. Given the conditions, those who made it to Goldmine and back towards



James 'The Gull' Lawson in preparation for the last task, in which he blitzed the field taking away the only 1,000 point day of the competition
Photo: Karen Surge

Bright PG Open 2005 By Numbers

- 0** – Approximate number of pilots who weren't queued up at the start gate at 2:30pm on task 6
- 2** – Quantity of Sombreros on the 'Only One Sombrero' team
- 4** – Comp day on which Mick's Chicks beat Manilla Madness (and everyone else)
- 5** – Pilots who checked and remembered their launch order number every day (may have been less)
- 50 or so** – Bottles of "Thank you for flying Gradient" wine handed out by Jiri
- 95** – Pilots who presented at launch and gave Carolyn the previous day's launch order number and/or Manilla pilot number and/or same number as the person who just launched
- 100+** – People who were struck in the head by airborne muesli bars at the morning briefing
- 110** – For a short time, the posted speed limit at Kamp Krusty
- Yet to be calculated** – Number of therapy sessions required after being forced to view pictures of Basil in a denim mini skirt...

Quote of the week:

"What time does the start gate open?", from an optimistic Tim Hewatt, yelling to the launch officials at around 5pm during the trashy task five, having spent the last hour and a half fighting to maintain around hill height.



Glide to Blackfella's Peak after launching from Mt Buffalo

Photo: Gavin Zahner



Gaggle climbing out above Bob Smith on the Mystic launch
Photo: Geoff Guest

Blackfella's Peak did very well, and Enda again out flew the field with a total of 22km, scoring a whopping 117 points for his efforts.

FRIDAY

With a westerly influence in the valley, launch was delayed until 3:30pm. Heavy turbulence along with some high cloud saw most pilots struggling to stay above launch height, with many electing not to fly at all.

The day was memorable only for being the lowest scoring day of the comp – Steve Ham took back the red shorts (he really



PARAGLIDING

liked them!) with 14km and 59 points. Nicky Moss was second and Richard Vandenbegin third.

SATURDAY

A 150 point day was required to validate the comp, but it said a lot about the conditions during the week that even though it was a definite task day, 150 points was no certainty! But Bright saved the best 'til last and Day Eight was a great looking day with real clouds and a decent base. A 45.7km task was called with a 2:30pm race start at Blackfella's Peak. The start was a truly impressive spectacle with around 80 pilots forming an enormous gaggle over Clearspot, waiting for the clock and leaving almost as one. James Lawson won the day, leading out from the beginning around Smoko to Little Pyramid and was already

on final glide when he collected the last turnpoint at Porepunkah bridge to arrive at the Mystic bomb-out in one hour 40 minutes, followed by Andrew Horchner and Craig Collings, with Heike Hamann the first placed female of the 37 pilots in goal.

At the end of the week the winners were:

OPEN		WOMEN	
1	Enda Murphy	1	Kari Castle
2	Andrew Horchner	2	Viv Williams
3	Steve Ham	3	Antje Daehler

SERIAL	DHV2
Craig Donnell	Colin Jeffreys
DHV1/2	VETERAN
Mark Dobson	Grey Hamilton
INTERMEDIATE	TANDEM
Sascha Moroney	Kari Castle

Full results and track logs are available at [www.alpineinfotech.com.au/BrightPGComp2005].

While we didn't see the kind of epic cross-country conditions Bright can turn on, you'd have to be fairly rude to say the weather during the comp was bad. It wasn't. The sun shone, the wind was light, temperature fine, and an eight day competition took place where six valid tasks were flown and nobody walked away unhappy.

A dedicated group of people from the Sky High and North East Victorian clubs need to be thanked for all their hard work in putting the event together: Brian Webb, Geoff Wong, Geoff Guest, Barb Scott, Colin Page, Tony Tidswell, Malcolm Marker, Carolyn Dennis, April, Alex and Christy, Sascha Moroney, Brett Robinson and of course all the local businesses who supported, fed and entertained us all.

At the presentation night, Brian Webb announced that the Sky High and North East Victorian clubs would continue to organise a AAA Bright comp in coming years, and that for the next three years the competition will be called the 3-2-1 Comp, with \$3,000, \$2,000 and \$1,000 prizemoney for the Open Class and cash prizes for all places in other classes. If you haven't flown in Bright yet, the lure of cash and the best social week on the calendar should be incentive enough to drag yourself along next year. Aline from Switzerland summed it up best: *"Here in Bright was the most fun I've had at a competition. In Europe, nobody ever took their pants off at the morning briefing..."*



Benn Kovco landing in the Mystic bomb-out
Photo: Geoff Guest



Kari Castle on a low glide in the tandem – Task 3
Photo: Gavin Zahner

NSW TO QUEENSLAND

– Setting a new Australian declared goal record!

Jon Durand Jnr

ON THURSDAY I WAS TRYING TO FIGURE OUT WHERE TO GO FOR EASTER. I HAD SEVERAL OFFERS: ONE TO GO TO TUMUT FOR A FLY-IN THERE, ONE TO GO TO SHOAL BAY WITH THE MOYES FAMILY WATER SKIING, AND ANOTHER TO GO TO MANILLA WITH DAVE SEIB. AFTER LOOKING AT THE WEATHER MAP I DECIDED THAT MANILLA WAS GOING TO BE THE BEST OPTION FOR FLYING, AS THERE WAS A HIGH PRESSURE MOVING IN WITH A LOW SPINNING OFF THE COAST. IN FACT, IT LOOKED TO ME LIKE A POTENTIAL RECORD BREAKING WEATHER MAP.

So without delay Dave and I left Sydney for a nice scenic six-hour drive to Manilla for what was going to be an epic weekend. As we arrived I noticed a bunch of paraglider pilots, only then realising it was the State of Origin comp. This event attracts well over 100 pilots. That should be enough wind-techs, I guess.

After a quiet night we awoke to a nice south-westerly wind of about 15kt. With thermals expected to reach 3,000m we quickly raced up the hill and were ready to fly by 11:30am.

The paraglider pilots were sitting on the hill, as it was just a little too windy for them. After getting the latest trace from Godfrey we decided to set a 305km declared goal to Warwick, which is located just over the border in Queensland, about 120km west of Beechmont.

I took to the sky first and found some good lift to 1,500m, deciding to go down the ridge to see if I could get higher. Meanwhile Dave had launched and was also getting stuck at a similar height. The first part of the task was quite tricky, with a couple of very low saves less than 20km from launch.

As we reached the higher ground to the north-east the thermals began to break through to 2,200m. Dave had taken a slightly different path and was now in front of me, more downwind, with a big forest in front of him about 25km wide. I crossed to the west of the forest over a very nice dam and managed to catch up with him near Inverell, some 100km from launch. I looked at our average speed and we were only doing about 35km/h, as we had a slight crosswind to contend with.

Dave managed to blow his harness zipper out and was trying to fix it with little success. He got on the radio and said don't worry about it, let's keep going. We had now topped out to 2,600m and were on a glide into the scenic ranges running north/south up the east coast of Australia. These next few thermals will stay in my memory for a long time, flying over the big national parks and lakes tucked up in the middle of nowhere. I soon found myself low, until I hit the thermal of the day – a solid five metres per second up all the way to 3,000m. I was now about 10km behind Dave and about 200km out from take-off. We started racing until we both got low on the high ground about 50km out from Warwick.

I dribbled along for a while knowing that I just needed to stay in the air and get back high again just once to make goal. Dave reported that he was 30km out and climbing. I decided to dive into the high ground near Stanthorpe (some 1,000m high) where there were some big rocks baking in the sun. When I got there I was rewarded with two metres per second up to 2,700m, and went on a 30km final glide into Warwick. Dave was winding down over town, where Kathy and Lee Patterson were awaiting us. On my final glide my radio went flat, so I made goal, then spotted Dave on the ground next to the show grounds in a beautiful green field.

I wound down quickly and landed right next to him. You should have seen his smile! It was unforgettable. He had flown his personal best distance in just under seven hours. Not only that, but we both managed to set a new

Australian declared goal record of 305km, flying into Queensland from NSW.



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How I Missed Out on My Five Hours

Terry Neumann

FOR THOSE OF US WHO HAVE BEEN AROUND FOR A FEW YEARS, IT IS HARD TO ESCAPE THE CONCLUSION THAT GLIDING BADGES ARE A PIECE OF CAKE THESE DAYS; WELL – RELATIVELY SPEAKING.

These days one invariably sees Silver Cs being done in Hornets, Discoid and the like, and there can be little doubt that it would be much easier in these glass glories than in the wooden ships of yore with their performances not greatly above the more modern hang gliders of today.

This is the story of one attempt on the five hour duration flight some 38 years ago. It is a long time ago now – 27 March 1967; however some details are still vivid and clear. Others have become hazy over the years, dimmed by later events, or obliterated altogether with the passage of time and the steady effects of long hours at the bar.

The logbook helps. It paints a picture of an impatient young man, 22 years old, obsessed with the new challenges of gliding and eager to get those elusive gliding badges, especially the first real goal – that major milestone, the Silver C. It reveals no less than five separate serious attempts on the five-hour duration flight between the 24 December 1966 and 11 March 1967. In the middle of these is a perhaps undeservedly successful 50km distance flight, made all the more sweet by the totally unexpected climb to a height sufficient to successfully record and claim Gold C altitude. Such success is pleasant, but produces greater expectations and pressure on the importance and urgency of the five-hour flight.

Right from the outset it is apparent that it won't be easy. The pilot is prone to airsickness. All previous attempts have been aborted for this reason, the longest flight being two hours and two minutes. It is the pilot's fault. He is eager and aggressive in his flying – determined to get into the core of every thermal. It is also the natural result of the combination of the pilot and aircraft, for that is what the aircraft begs.

The Kingfisher, the ES-57 (Mark III) – small, elegant, almost petite, cramped for individuals of modest stature – it becomes almost as a tight fitting set of clothes for the six foot pilot each time he squeezes into the tiny cockpit with its minimal basic instruments. No electrics here.

The good old Kingy, VH-GRE, source of so much of the club's history and legen-



The Kingfisher instrument panel

dary feats, some of them authentic, others doubtless increasing in brilliance and audacity with each re-telling at the bar... It had already provided Gold C distance for several of the club's more brilliant pilots. Light on controls, instantly responsive, it virtually demanded to be stood on one wingtip and barrelled into the core of any thermal. How nice it was to see the vario flickering gently on 16ft/sec climb or better, even if the vario had to be mounted at some point way back in history with a 90 degree offset for a correct zero reading. These things mattered little in the real world, and along with the other shortcomings taken for granted on modern instrument panels only added to the adventure of each and every flight.

But the glide performance? – Well – that was another matter. Calculated and presumably tested to have an L/D of 1:21, it nearly always disappointed in this regard when put to the test in the real world. A fun aircraft in every way, but difficult to get cross-country on any but the best days, and quite discouraging in its seeming inability to penetrate into any kind of headwind. Sink could produce the most dramatic reaction from instruments and pilot alike, and few would believe that an altimeter could unwind at such a

rate. Putting the nose down to increase speed only made things worse, but gave a good view of the paddock a very few kilometres ahead in which you were destined to land unless things changed PDQ. No one ever contemplated speed tasks in the Kingfisher, and a downwind dash was compulsory for most distance attempts. Truly an aircraft with character.

The immediate object seemed simple – to keep this delightful machine in the air for a flight of not less than five hours; and yet time was running out – the summer of 1966/67 was coming to an end. Easter Monday looked very much like my last chance. The day was promising, and I was there early, about 8am to 'claim' the aircraft.

The barograph was smoked and sealed, such small amounts of water and other provisions as could be taken on board were readied, and of course the now essential plastic bags for unmentionable complications were thrust into the tattered but generous pocket on the RH cockpit wall.

As other club members arrived, I receive the disappointing news that on Easter Saturday – two days earlier – fellow club member Alan Powell – also wanting those five hours of 'freedom' in the same aircraft had been

forced down into a nearby paddock after a valiant attempt of somewhere around four-and-a-half-hours. Heartbreaking!

Poor old Powelly. How disappointed he would have been. Was it an omen? Could it happen twice on the same weekend? I preferred not to think about it...

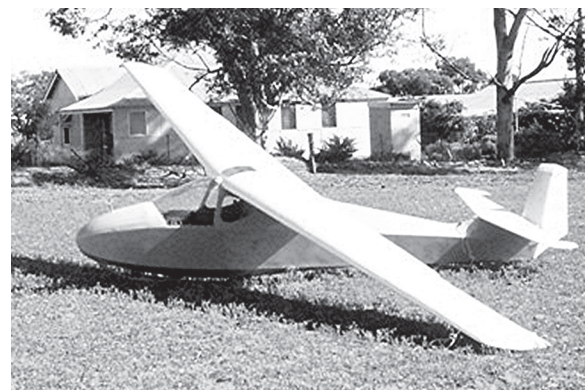
At 10:52, we are away. The launch, as always, is good and almost immediately there is an obliging thermal waiting for me. A quick circle with the spoilers open to 'notch' the barograph, and quite soon we are at 6,000ft after a classic Kingfisher climb. The day had started earlier than I had expected. Optimism prevailed; such a promising start – surely this was going to be 'my' day.

On the advice of others I had decided beforehand to go cross-country – somewhere – anywhere – to avoid the sheer boredom of hanging around the field, milking the tops of thermals, and looking at the watch every five minutes. For no real reason other than to 'do something different' I head off westwards towards the top of the Gulf of St Vincent. It is a new area for Clare (now Balaklava) Club flights, and demands to be explored. The very light easterly wind should forestall the sea breeze for a few hours. The thermals are abundant, and in the fear of

premature outlanding, and associate wrecked dreams, I work each and every one. It also makes sense in the Kingfisher; few people passed up an opportunity to use a climb whenever it was presented. Modern pilots will not and could not understand – those of us who have been there do...

Two hours pass, and I found myself thermalling over the very edge of the top of the Yorke Peninsula escarpment, and right over the route of the now dismantled railway line to Kadina where it somehow climbs up from the salt flats of Port Arthur. The view was exciting, indeed fascinating with the Gulf of St Vincent close enough to almost touch. I was pleased; two hours, and no sign of airsickness. Alas the thought was enough; and soon after, the unwanted symptoms were there again, and the rest of the flight would now have this additional complication. This would no longer be fun or enjoyable. It had become a "task" in the real sense of the word.

We wandered over the little township of Melton and I concluded that this was about as far westward as I wanted to go. Turning towards the northeast I rather tentatively moved up towards Kulpara where things became a little more worrying. Bands of



The Kingfisher

cirrus cloud appeared, almost as if from nowhere, and these would become a serious threat to my ambition. A new low point was reached, probably about 3,000ft indicated, but allowing for the height of the landscape it was probably somewhat less than 2,000ft agl. Past experience indicated that the flight would last for only two or three more minutes unless lift showed up very soon.

A timely thermal offered itself about a mile north of the town. It was worked with more determination than usual; the Hummocks range nearby seemed alarmingly large and close. Such wind as there was seemed still to be from the east, however



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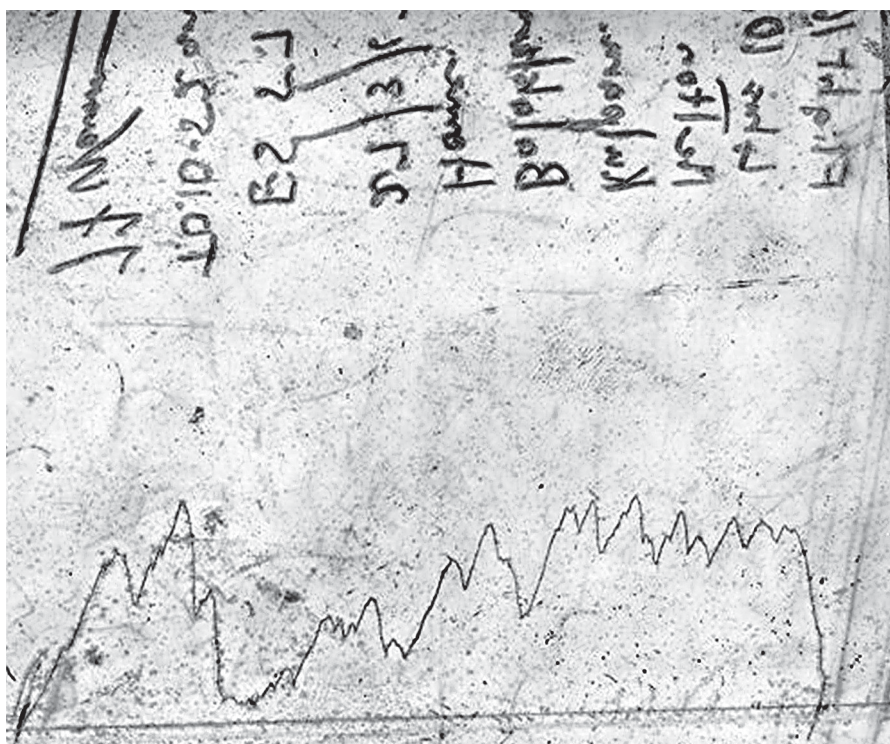
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Barograph trace

there was also the possibility of a sea-breeze, perhaps quite soon now. It was time to return to Whitwarta if it wasn't already too late, and even to go further inland if it were still possible.

However, the country ahead was now in shadow from the cirrus, and the thermals were now weak and scarce. A very scratchy half hour or so was spent battling my way into the slight easterly and the effects of 'being crook' were increasingly taking their toll. It was looking grim. We sank below 1,200ft; not a lot of time left for a useable thermal to appear now – it would soon be all over. I reached the railway line north of Bowmans right over the three-chain road, having previously picked a generous paddock on the south-eastern corner of the crossing and set myself up for a conservative circuit. Just when all appeared to be lost, there was a slight surge and a narrow little thermal almost apologetically appeared as I turned onto a high base leg. Youthful enthusiasm over-rode sensible precaution, and the turn was continued. It worked, and the altimeter ever so slowly wound up again from an uncomfortably low reading.

With the altimeter now slowly winding upwards again, I had another look at 'my' paddock and the surrounds, and was astonished to see myself right over the railway line – with a train approaching from the south! Whether the driver saw me or not I can't be sure, but I heard a series of generous blasts on the 'whistle', far more than for the normal level crossing approach. Unfortunately the train didn't seem to help my thermal

all that much, and a long, slow and patient thermalling session followed.

Eventually we regained a reasonable height, and a more optimistic outlook again prevailed. Three hours up – two more to go. Still better, the cirrus cloud seemed to have split, and the ground ahead was again in sunlight. Soon after this, the best climb for the day appeared and joyful optimism again prevailed as we got to 7,700ft. We had come back from the low point; surely success would now result! Surely I deserved it after that.

Still worried about the sea-breeze, I elected to go past Whitwarta and head inland. I wondered if the crew down there noticed me as I flew past. (Radios in gliders were still wishful thinking at that time – in our club anyway) Another thermal presented itself somewhere near Balaklava, not as high, and not as strong as before, and I headed out to my own territory near Halbury. I would wait out the remaining time here.

However the area was now covered by cirrus again, indeed a look behind showed the entire western sky was now obscured, and the ground was again in shadow. The vario remained pessimistic, refusing to come above the zero level. A few nibbles appeared, but they yielded nothing to arrest the steady unwinding of the altimeter. Surely I would find something somewhere! A frantic search was made over every fallow paddock in the immediate area, but the air was dead smooth, and it became dismally apparent that an outlanding would again have to be planned.

The choice was simple; what better paddock than one of my own? Down to

1,500ft now, less than a thousand over the paddocks below. How big things looked. The standard GFA circuit was planned with the downwind and base legs over my fallow paddocks, so well known on the ground, but foreign and unfamiliar from the air.

Despite occasional tantalising bubbles, nothing appeared which promised a happy ending. This was it. With a heavy heart we turned onto final, the spoilers were reluctantly pulled, and I touched down adjacent to the farmyard and house after just four hours and ten minutes.

It was a true "aarghh" moment. The sudden silence after the wing touched the ground and the now suddenly familiar surroundings in which I found myself so unexpectedly emphasised the disappointment that I felt. Just 51 more lousy minutes needed – my first paddock outlanding – did it have to be on this flight?

I went through the tie-down ritual, and dejectedly went inside to phone the club. My mother was surprised to see me so early in the afternoon. *"I didn't hear the utility – how did you get here?"* she said.

She wouldn't believe the initial answer until she went out and saw the Kingy for herself.

"You flew here? In that?"

"That's right Mum – after being away as far as Melton and Kulpara..."

Consoling she suggested: *"Oh well, next weekend you can stay up for another hour to do the rest of the five hours, and then you'll have it finished."*

"Sorry Mum, It doesn't work like that – I have to start all over again, and stay up for five hours in some future flight..."

She seemed as disappointed as I was.

I had missed out again. The flight had been an adventure; it had been my longest both in duration and distance, but I had failed in the primary purpose.

In time, the five hours would be done. But it would have to wait until the early days of next summer, and in a higher performance aircraft. Winter would bring a conversion to one of the super ships of the time, the beautiful and exotic Ka6 (VH-GNQ), and it was this dream machine that I would finally achieve this elusive milestone.

One nagging question will remain forever unanswered about that last attempt in the Kingfisher: Did the train driver actually see me? If so, I wonder what he really thought about that little blue and white glider which must have seemed so very close at the time as he passed underneath?



GLIDING FEDERATION OF AUSTRALIA



National Club Class 2006 Championships Benalla – Victoria 16-27 January 2006

Pilot 1:

Name: GFA Member No

Address: Postcode:

Phone (Home): (Work) (Mobile) email:

Under 25? ☐ First or second Nationals? ☐ Club entry (two-seater class only)? ☐ Total Hours.....

Pilot 2:

Name: GFA Member No

Address: Postcode:

Phone (Home): (Work) (Mobile) email:

Under 25? ☐ First or second Nationals? ☐ Club entry (two-seater class only)? ☐ Total Hours.....

Aircraft:

Type: Registration: VH - Class: Club/Sports

Certification:

I/We agree to abide by the Competition Rules (including any amendments) and all Local Rules. I/We note in particular that if my/our aircraft does not meet the airworthiness requirements of these rules, entry application may be rejected. I/We agree to waive all claims against the Gliding Federation of Australia, the Victorian Soaring Association, the Gliding Club of Victoria Inc. and any person/s assisting in the organisation and running of the competition (including matters ancillary to the competition) for any personal or property damage or loss whatsoever.

I/We enclose cheque/money order, payable to the Gliding Club of Victoria, for \$265 (which includes \$25 GFA ITOC levy and GST).

Signatures:

Pilot 1: Pilot 2: Date:

CFI's Certification (first or second Nationals only):

I certify that I consider the above to be competent to compete in the Australian National Club Class and Sports Class Championships.

Signed: CFI of Club Date:

Send Entry Form and \$265 Entry Fee to:

Gliding Club of Victoria Inc., PO Box 46 Benalla Victoria 3672
National Club Class 2006 Championships

Registration Requirements:

Please attach photocopies of GFA Membership Card (both pilots) and the aircraft's current Maintenance Release.

Aircraft must be fitted with an operational radio with GFA designated frequencies.

Entry forms and payment must be received by 31 October 2005.

A late fee of \$20 will apply for entries received after this date. Organisers will limit the number of aircraft able to compete.

A copy of the Competition Rules will be available on the webpage [www.gliding-benalla.org], a hard copy will be sent if specifically requested in writing.

This championship will be verified and scored through the use of IGC approved dataloggers.

The Gliding Club of Victoria welcomes your entry. We look forward to meeting you and having some great flying over the contest period!



Easter Weekend – A Huge Success

Chris Fogg

IT WAS IMPRESSIVE TO SEE
THE NUMBER OF ORGANISED
ACTIVITIES TAKING PLACE
OVER THE EASTER BREAK.

Sunny Sunday gaggle over Mt Borah



Left: Launch on Mt Borah – Easter Sunday

I joined the State of Origin crew at Manilla for the weekend, for my first chance of a get-together with Godfrey following his successful bid for the 2007 World Paragliding Championships. Reports of other great activities have come in, relayed in the following paragraphs. By all accounts some 300 hundred pilots made good use of the weekend weather for organised fly-ins and comps. This is a great sign of club atmosphere contributing to the fun and safety of our sport. I commend all those that contributed and participated in these events.

Flatter than the Flatlands (Birchip, VIC)

This was the twelfth year of the Birchip comp, organised by Ian Rees, run by Hugh

Alexander, scored by Wesley (no wonder he won), and daily weather by Ian Rees.

Though blown out on the Friday, and light and variable on the Saturday with only a few pilots having good flights, Sunday was much better. A 64km task to Lake Boga was called, resulting in lots of pilots in goal and happy faces. The following day saw a 62km task to Nandaly, again with lots of satisfied pilots in goal.

Organised social events included a movie night on Saturday, and a Red Faces competition Sunday night, where each team had to do an act. There are some very weird pilots out there. Monday night was a BBQ with presentation of trophies and prizes. We donated \$150 to the SES, \$150 to the CFA, \$150 to the RSL (we use their hall) and \$100 to the local school. The local landowner and policeman were at the BBQ and we get on well with the town of Birchip due to the long history of pilots coming there. It is operating very smoothly with no issues. Pilots are always welcome in town.

All results are now up on the web at [www.hgfa.asn.au/~fttf/], including team

Photos: Courtesy Chris Fogg

results, the VIC versus SA challenge, Kingpost Class and Floater Class.

Tumut Easter Fly-in (Tumut, NSW)

The Tumut Easter Fly-in was run by the ACT Club and attracted participants of all disciplines from around NSW. A great area for flying, the camaraderie was high with a turnout of around 60 pilots and family members. There was aero tow free-flying, aero tow training, trikes, hill launching, BBQs, cook ups and socialising. The Tumut Aerodrome and numerous hill sites were used over the weekend.

The NSW HGPA sponsored the event, which provided aero towing training and endorsements. Thank you to Scott Barrett and Billo of Newcastle Club who organised this and gave their time to it freely. Thanks also to Pete Wilson of Air Escape Tumut, who performed an expert job as tug pilot for the school and free-flyers. Many thanks to Michael Porter for organising the event, and also to the cooks, particularly Coralie Daniels, for a number of lovely meals. Last but not least, our thanks to the Tumut Shire



and the committee of the Tumut Aero Club for use of the facilities.

It is excellent to see family friendly events such as this making it easy for everyone to participate in and enjoy their sport and easy access to training.

Albany and Margaret River, WA

A number of pilots in southern WA headed to Albany and Margaret River over the Easter weekend. Students were taken through some training flying sessions and a great social time was had by all. Albany is one of the great sites on the WA coast and a perfect venue for a long weekend flying holiday.

State of Origin (Manilla, NSW)

Ideal flying conditions were experienced over northern NSW, giving a big bonus to the many pilots attending the 2005 State of Origin comp at Manilla. A well organised event was presented by members of the Hunter SkySailors Club, with special mention going to James Thompson, David Holgate, Meg Butler, Nick O'Sullivan, Albert Hart and Nigel Bright. Thanks also to JJ Bastion from the Manilla SkySailors for providing morning weather details; to the Department of Sport and Recreation for their sponsorship of this and other events held over the weekend; and to Godfrey Wenness for his support of these comps at Mt Borah.

Many of the town's folk encountered over the weekend made comment on their excitement in seeing so many pilots in the area, and showed genuine interest in the coming Worlds event in 2007.

The Easter State of Origin event saw 123 participating paraglider pilots and 15 hang glider pilots, making this one of the largest competitions of the year. The emphasis for this comp is on training and development of our upcoming pilots. To assist this concept, a handicapping system is used to encourage novice pilots to enter the competition. Novices have taken away the first places and major prizes for the last couple of years. There is a strong coaching team concept where teams are made up of one advanced pilot and at least two novices. The advanced pilot is the team captain with the role of briefing his/her crew on conditions, flight plans and optimum take off times. Coaching on in-flight strategies, including optimisation of thermalling and inter-thermal glides, is achieved through radio assist. The competition used open direction and distance, with the longest flight in kilometres for each pilot multiplied by their handicap giving their daily point score. There were several layers of competi-

tion: individual pilot scores, coaching teams, and State of Origin (average pilot score for each state team).

Though the first day of competition was too windy for novices, Saturday saw calmer winds and good cloud formation. Chris Rodger, a novice pilot, made an exceptional 85km, giving him 255 points for the day. The longest distance of 142km, flown by advanced pilot Paul Skinner, resulted in 142 points. Best female for the day was Susan Nightingale with 49km and 147 points, her previous best flight being around five kilometres. After some helpful coaching during her flight, her team captain Brandon O'Donnell went on to fly 90km.

Presentation was held at the Royal Hotel. Chris Rodgers won the individual event with 381 points; best female was Susan Nightingale in sixth place overall; best intermediate was Ian Shaw in second place overall; and best advanced pilot was Paul Skinner in fourth place overall. The highest scoring coaching team was MPG1, captained by Godfrey and crewed by some of his ex-students. The winner of the State of Origin section was New South Wales.

One of the highlights of the weekend was Jon Jnr and David Sieb flying to a declared goal at Warrich of 305km, for a new Australian declared goal record.

The competition ended with over 60 personal bests, no injuries, and 138 happy and tired pilots.

Bright Easter Fly-in (Bright, VIC)

Many of the events organised by Skyhigh Club this year seem to have been blessed by the weather gods, and the Easter Fly-in was no exception. Three days out of four were flyable, with Monday being the highlight. Saturday was almost as good, with a lot of pilots landing at Harrierville – some of them for the first time. What a holiday!

Much of the organisational burden fell on the shoulders of club members Barb and Simon. Many thanks to them. Flying-wise, new pilots were allocated to a couple of old hands who helped them through three busy days of flying, and despite quite rough air on Saturday and Sunday there were no serious incidents.

Big Geoff organised the Paragliding Videos Night, which was again a huge success. There are many hidden talents in our numbers.

The Spot Landing competition on Monday was fun, as well as a show of skills. The winner was Antje, with her absolutely perfect landing in the very centre. Guys, start practicing for next year!



European Paragliding Tour September 2005

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

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Manilla westlaunch

Photo: Courtesy Godfrey Wenness

HGFA Editor's Choice

One of the great things about free-flying is the incredible variety of experiences the sport brings our way. This is perhaps seen most clearly in a publication such as this, where pilots from around the country bring such an astounding variety of tales and thoughts to the pages before us. Where else can a tale of escape from East Berlin sit side by side with accounts of record breaking achievements and contemplations on Zen? Tied together by a shared passion for a shared sport, many of the feelings expressed in these widely differing articles are intimately familiar, strange as that may at first seem. So who should be awarded the monthly prize, when I relate to all of the articles submitted? Perhaps most thought has gone into Greg Stroot's contribution, on a topic not before covered in this magazine.

Congratulations, Greg – please call the HGFA Office to collect your prize.

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

[Sub-ed note: See club listings back of magazine for new venue arrangements.]

This last year's weather has been a little unseasonal for WA, but there's still been lots of flying happening: 30km out and returns on the coastal sand dunes at Seabird, as well as the usual great flying at Mt Bakewell and The Range and state comps up at Wylie. Look out for some articles on these in Soaring Australia soon.

The Hill Flyers 'Winter Fly-in' is coming up in mid-June, and a fly-in at Geraldton is being organised for June as well. Hope to see you there.

Rick Williams, President, Hill Flyers Club

NEW PRODUCTS

Pro-Design Thema

We would like to announce the market release of our new DHV 1-2 (DHV 2 accelerated) Performance-Intermediate glider – Thema (sizes 60, 75, 90 and 105; DHV load tests and flight tests completed on sizes 75 and 90; sizes 60 and 105 currently under development/flight testing procedure).

Construction: This new glider is featured with all Pro-Design innovations such as TETS, ram-air-pockets, span tape, Pro-Design line technology and V-rib technology. Like on the Thesis, Jazz and the Effect II we have used the new NCV 9017 40gr fabric on the Thema to have a light weight canopy with small packing characteristics.

Flight, handling and performance: With the new Thema everyone will immediately be impressed by the great handling and the way it flies. Easy as an Intermediate but strong in performance with a most effective Speed System for a real fast and effective accelerated flight.

Target group: Intermediate pilots, pilots who fly regularly and seek pleasure in flight with a modern wing with great performance. For more details and pictures visit [www.pro-design.at].

FAI NEWS

Sporting Code Published

The 2005 edition of Section 7 of the FAI Sporting Code (Hang Gliding & Paragliding), effective 1 May 2005, has been published on the FAI website at [www.fai.org/hang_gliding/documents/sc7].

Winners

Sport: Paragliding

Title: 9th FAI World Paragliding Championships

Type: World

Date: 11-27 April 2005

Location: Governador Valadares (Brazil)

Final Results

OVERALL

1	Steve Cox	SUI
2	Christian Tamegger	AUT
3	Stefan Wyss	SUI

WOMEN

1	Louise Crandal	DEN
2	Ewa Wisnierska Cieslewicz	GER
3	Elisabeth Rauchenberger	SUI

NATIONS

1	Switzerland	2	Germany
3	Czech Republic		

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



Photo: Ulrich Grill

World's Best Athletes at Red Bull X-Alps!

Now it is decided! The first 14 athletes for the Red Bull X-Alps, one of the world's toughest adventure races, have been confirmed. A jury has chosen the 14 most promising athletes based on their physical capability and their paragliding skills to reach a top rank within the race. The field of extremely fit sportsmen consists of nine different nationalities. In the upcoming two weeks the last six athletes will be announced by the jury. At this point there are 10 more athletes in that final selection process. These 10 athletes will be thoroughly interviewed and cross-checked before being admitted to participate in the race, starting 1 August.

Confirmed list of first 14 participants:

Eichholzer Helmut, 29, Austria
Amon Christian, 35, Austria
Cvetkov Emil, 42, Bulgaria
Bocks Stefan, 35, Germany
Gebert Michael, 25, Germany
Herfurth Holger, 24, Germany
Bourazanis Dimitris, 37, Greece
Frötscher Andy, 36, Italy
Cocone Toma, 29, Romania
Hofer Alex, 28, Switzerland
Henny Kaspar, 37, Switzerland
Lötscher Urs, 49, Switzerland
Toase Aidan, 32, UK
Lawrence Othar, 30, USA

During the race it will be possible to follow the athletes live on [www.redbullxalps.com] with the help of a cutting edge Brauniger GPS Tracking System.

This event is happening with the special support of Nike ACG, Sony, Sony Ericsson and Ramsau am Dachstein.



CLUB NEWS

Hill Flyers Club (WA)

The new south launch at Mt Bakewell is now firmly established and well used. It's a huge improvement on the old cliff south launch in terms of safety and access, especially now with the new alternate vehicle access track connecting the lower and upper launches on the ridge. There has been further updates too on some of the other sites and these are gradually being documented on the WA online site guide on the HGFA website. More recently, the Quinns rock area has been added to our site guide with new access to these areas being made by the ever expanding suburbs of Perth. A few pilots are looking into establishing a new 2,500ft site (likely to be advanced pilot only) in the Stirlings, once CALM negotiations regarding the site launch etc are finalised.

The Toodyay weather station has now been relocated to The Range, close to the launch, accessible by phone or UHF radio, and together with our York weather station makes it a lot easier picking the weather conditions for the drive out to the Avon Valley, and also confirming flying conditions when assessing launch conditions... Also on the horizon is a new BOM weather station being proposed by the Avon Aviation Alliance for installation at Northam.

We held the last of the club(s) meetings at Rosie's (Rosie O'Grady's Hotel in South Perth), our long time sponsor of a meeting venue for all the Perth flying clubs. It's being knocked down to make way for new apartment blocks!

Letters to the Editors

Plan B. You Do Have a Plan B, Don't You?

I've been flying a long time, and there's not much worse than another pilot dying. In fact, there isn't anything worse, aside perhaps from passengers dying.

A few thoughts that might keep you till retirement.

Yep, it may not be worth a take off.

Have you properly done a pre-flight? Is that zip done up? Geez, I've seen some beauties in my time.

You may be airborne for two minutes or over five hours – is everything correct?

Your focus should be on a strong, safe take off. Are you mentally alert, or have you just spent half an hour jawing to your mates?

Always do a hang check.

On to 'Plan B'...

What would happen if you had to land somewhere sooner than expected? Always have a second safe landing option, and maybe a third.

If that wind eases and the cliff you are on has no beach, we could be burying you – that's not good enough.

Mentally alert and relaxed, are you checking for other pilots and possible weather changes?

Your landing deserves the same attention as your take off. Maximum commitment. Pack up, then yak.

We are all a kind of family. We all deserve to never hear on the radio of another death or the trauma of going to a funeral, or of having to use CPR on a pilot. It took me three or four days to sleep properly after a mate injured himself. We all owe each other that much at least.

Paul Tanner

Belated Appreciation

I would like to belatedly (better late than never?) express my appreciation to Ralph Keller for his collection of paintings of cross-country gliding published in *Soaring Australia* (February 2005).

The collection covers classical gliding situations and some not so common. Each painting pays close attention to important details so a strong feeling of the situation is conveyed. The paintings display the sensitivity of the artist about what is essential to the moment.

The scenes are familiar to glider pilots, but would be new to all others and are an excellent portrayal of our sport.

The two paintings I like in particular are the one with the soaring water birds and the one with the swifts. Both depict infrequent events which, flying from Benalla, I have experienced only every two or three seasons.

The soaring water birds are as I have seen them. The flock will serenely share a thermal with you, patiently gaining height and then move on. In our region, possibly they are migrating.

The swifts are very different and are like an explosion. Near the top of a thermal they are suddenly all around you flicking from side to side in frantic pursuit of insects. Then they are gone.

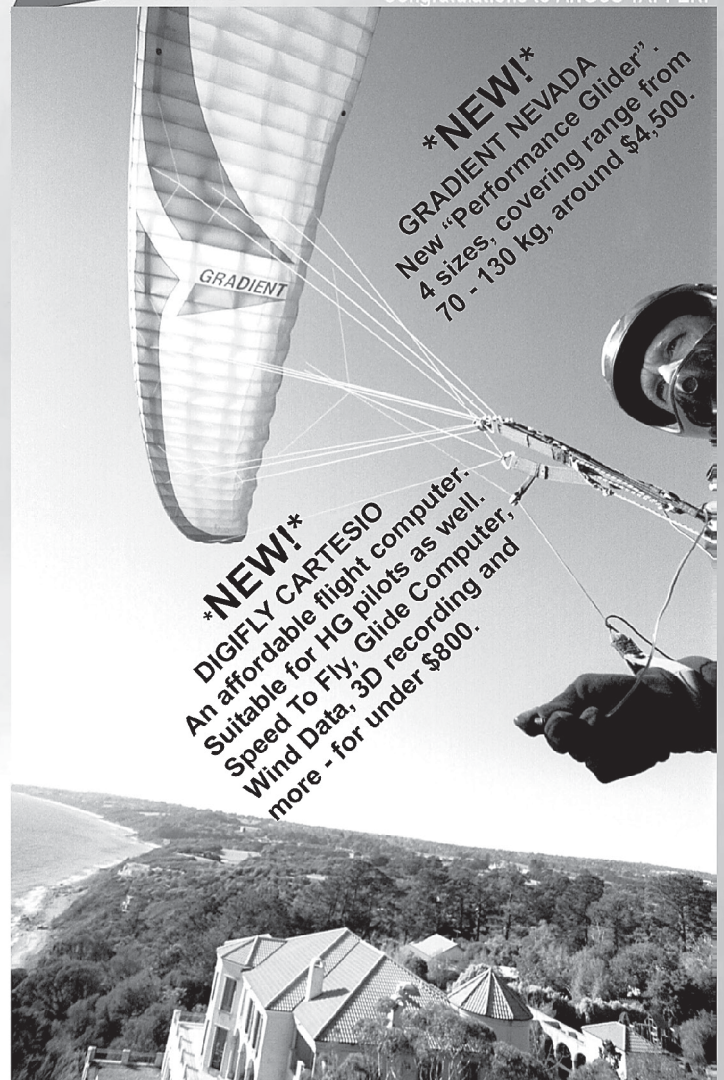
I admire the artist's ability to be able to so vividly portray such brief encounters with these speedy, incredibly manoeuvrable birds.

Robert Dorning

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COACHING IN SOUTH AUSTRALIA

Andrew Wright

COACHING IN SOUTH AUSTRALIA IS RESCUING GLIDING AS A SPORT IN THAT STATE.

Headed at the present time by our RTO Sports, Bernard Eckey, South Australia's competition and cross-country flying is experiencing a strong revival. This is despite the fact that SA does not have a lot of the latest and greatest gliders. Most of the gliders flown here are the older ships such as first and second generation standard and 15m gliders and only a few of the latest and greatest including the beautiful ASH 25 owned by Bernard.

On the other hand, SA now has resident several recent Club Class National Champions and Team Australia representatives including Phil Ritchie, Peter Temple and Terry Cubley. Not bad for the small state that we are.

The current revival in sport soaring in SA comes on the back of a long history of hard work by many people. My own recollections take me back nearly 15 years to the

DATE	SUBJECT	PRESENTER/S
29 June 2005	Optimising your inter-thermal cruise and water ballast	Frank Johann/Terry Cubley
27 July 2005	Electronic flight analysis ("See You" and "OLC")	Philip Ritchie
31 August 2005	Weather forecasting for gliding	Bernard Eckey
28 September 2005	Badge flight preparation and mountain flying	Ulrich Stauss/Peter Temple
26 October 2005	Official Observers course	Cathy Conway/Derek Spencer

Teams Challenge events organised by John Dennis. Bruce Tuncks then instituted the 'Performance Weeks' at various club around the state. Cathy Conway was RTO-S when performance week was combined with the very successful basic cross-country courses run by Mark Morgan and The Waikerie Gliding Club. The contribution of one of my heroes, Maurie Bradney must be mentioned, because it was Maurie who developed coaching and really made it what it is today. Many others have contributed equally over this period including Emilis Prelgauskas whose long and valuable contribution sparked my interest in coaching.

This year the South Australian coaching team is continuing and improving the state's coaching scene. The Performance Week and

Basic Cross-country Course now becomes Coaching Week and will be organised to utilise the best of the weather and the 2005 FAI multi-class competitions planned for Gawler. Wintertime is also used by SA coaches to provide lectures covering a wide range of cross-country flying topics. The SAGA winter lecture series is held on the last Wednesday of every month between May and October. Dates and subjects are shown in the table above.

The location for these lectures is: Room N123b, Engineering North Building, University of Adelaide. The lectures start 7:30pm sharp. Everyone is welcome so please contact me, Andrew Wright on 0427 976 779 or 08 8303 4648 for details.



A big welcome to the Oz gliding scene to Jim Crowhurst who moved over here from the UK early this year. A seasoned competition pilot in his home country, Jim took out third placing in the Queensland Easter competition. He is pictured with his wife Vee
Photo: Kevin Fear

Queensland Gliding Association Easter 2005 Competition

AGGREGATE RESULTS CLUB CLASS - FIRST 10 PLACINGS

PILOT	CALL	DAY 1	DAY 2	DAY 3	DAY 4	DAY 5	DAY 6	DAY 7	DAY 8	TOTAL	AVERAGE	DROPPED
Peter Trotter	IIC	866.6	1,000.0	989.9	995.4	908.3	1,000.0	0	0	5,760.2	960.0	978.7
John Buchanan	NLD	914.9	803.0	905.6	1,000.0	0	0	0	0	3,623.5	905.9	905.9
Jim Crowhurst	V4.	866.6	872.4	820.1	951.9	937.4	891.4	0	0	5,339.8	890.0	903.9
Dave Shorter	GQD	1,000.0	791.2	829.4	796.3	1,000.0	829.7	0	0	5,246.6	874.4	891.1
Chris Woolley	VCX	809.5	799.6	875.1	859.0	965.4	914.1	0	0	5,222.7	870.4	884.6
Mike Maddocks	KTC	821.4	777.7	1,000.0	857.6	0	0	0	0	3,456.7	864.2	864.2
Ivan Teese	OIT	0	0	710.9	863.3	831.9	1,000.0	0	0	3,406.1	851.5	851.5
Rolf Buelter	WQF	705.8	918.8	806.3	778.6	893.1	963.8	0	0	5,066.4	844.4	872.1
Lisa Trotter	PNL	837.0	0	864.0	757.0	885.5	865.5	0	0	4,209.0	841.8	841.8
Kerry Claffey	KTC	0	0	0	0	758.1	915.9	0	0	1,674.0	837.0	837.0

FINAL GLIDES

Ian Tierney

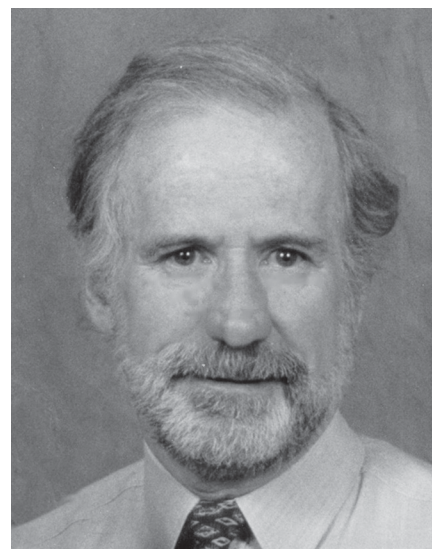
Ian, Gino as he was affectionately known, the second son of Jim and Alice Tierney grew up in Brighton, doing "the things that boys do" with his neighbourhood contemporaries. He later became involved in local community issues through the Brighton City Council.

Gino was passionate about gliding and introduced his daughters Genevieve and Catherine to the sport. He was a member of the Geelong Gliding Club during the 1970s and took a leading role (ably supported by his wife Kate) in rejuvenating the social and after hours activities at the Bacchus Marsh Clubhouse. His efforts enabled the rapid repayment of loans taken out to establish the clubhouse. He and Kate provided

cooked meals on Saturday evenings and sometimes also on Sundays catering for as many as 30 pilots and their partners who would turn up at the clubhouse to enjoy the Tierney's hospitality.

Gino had a mischievous streak in his adolescence but was always careful not to hurt other in his pranks. He matured into an adult whose tenet of fairness underlined his character. His engineering prowess facilitates many commercial successes during his career.

He never shied away from a challenge, he stood up for his beliefs and was a source of encouragement to his peers. Gino will be remembered for his enthusiasm and passion, his raucous laugh, exuberant fun-seeking attitude to life and his marvellous



Ian Tierney

impersonations of moving vehicles.

Gino never gave up, he just lost the battle. He will be sadly missed.

David Cleland

William (Bill) George Keys

1930-2005

When Bill Keys completed his secondary education he tried to join the air force but was rejected because of colour blindness. Disappointed, he returned to the family farm at Proston, north of Kingaroy, Queensland.

On a business trip to Kingaroy in 1966 he chanced to find the gliding club operating so decided to try a flight in the club Kookaburra. On being told that colour blindness was no problem he joined on the spot. Little did he realise that he had begun an association which would dominate his, and wife Leonie's, life for the next 30 years.

In 1967 at the age of 36 he made his first solo flight. By the end of the following year he had completed his Silver C and become an assistant instructor. In 1971 he became a senior instructor and was elected club CFI, a position he retained for the next six years. Meanwhile he was a keen competition pilot and won Sports Class, Two-seaters and Standard Class titles.

In 1977 he was appointed RTO Qld operations, a position in which he served for the next 15 years.

During this period Dave Sharples would fly him around the remote clubs in his Cessna 150. In 1978 Bill gained his private pilot licence and purchased a Cessna 150 aerobat and continued to visit remote clubs with wife Leonie as co-pilot and secretary.

The Kingaroy club showed its appreciation of Bill's efforts by conferring honorary life membership.

In 1992 GFA recognised his contribution to gliding by conferring the Hoinville award.

During all this time Bill maintained his interest in the dairy industry and served on the Queensland butter board and milk board for many years.

The onset of Parkinson's disease forced his retirement to Bribie Island in 1995 and finally to a Masonic home where he passed away in March this year.

Bill was interred in the family plot in Proston to the accompaniment of a flypast by the local aero club. He will be remembered for years of devoted service to many organisations, but most of all Bill will be remembered as a true gentleman.

Geoff Raph

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

Honey, We Need a New Glider

Martin Feeg

THIS IS THE KEY JOKE IN GERHARD WAIBEL'S PRESENTATION HE HAS GIVEN NUMEROUS TIMES SINCE THE LATE 1990s. SOME OF YOU HEARD IT LAST YEAR WHEN GERHARD STAYED IN AUSTRALIA. I THOUGHT IT ABOUT TIME TO WRITE SOMETHING ABOUT THE KEY TOPIC FOR SOARING AUSTRALIA, HOWEVER, AS I WAS DOING MY RESEARCH I FOUND THIS BRILLIANT ARTICLE IN THE GERMAN GLIDING MAGAZINE, AEROKOURIER. GERHARD MARZINZIK KINDLY ALLOWED ME TO TRANSLATE HIS ARTICLE.

Quantum Leap

Are super-sailplanes arriving now, those which are a quantum leap better than everything known so far? An aerodynamic trick, suction of the boundary layer, promises a large leap in performance.

Open Class, with suction of the boundary layer, realistically will see L/Ds of 100. However, the effect of this trick will weigh more in the bracket of higher speeds. At the turn of the millennium Professor Loek M Boermans, from the University of Delft started with investigations on this matter. Airbus had trials with a fin running.

We queried. What happened since then? Will an L/D of 100 be utopia for a long time to come, or are we closer to a glider with boundary layer suction?

For the aerodynamic engineer in Delft no question, he is very positive, because there is an important dual breakthrough. With both developments the production of modern FRP suction wings are possible. Still, not every technological challenge is mastered.

Professor Boermans, who designed almost all aerofoils of modern gliders, says the

development of gliders without boundary layer suction is a dead-end street. *"We have to do something. The profits are getting ever smaller."* The possibilities to squeeze another notch are shown by Graph 1, detailing the drag contribution as part of the total drag of a modern high-performance glider. The minimal induced drag is achieved to within one per cent of optimum due to the wing-plan design and the integration of winglets, as per Professor Boermans.

The interference drag in the area of wing-fuselage-joint and fin-tailplane has to be improved. The latest knowledge derived from the wind-tunnel at Delft is currently implemented in the new Stemme family S2, S6, S8 and S9 and the Mü-31 project carried out by Akaflieg Munich as well as the "Advantage" project by Sailplane Inc in New Zealand. All of these aircraft will have the wings attached to the top of the fuselage (similar to the K6 design) which will improve handling in slow speed and thermalling. However, so far it has been a disadvantage at high speed. The new fairing on the fuselage/wing intersection, suggested by Loek Boermans, aided by a

suitable warping over the entire wing form, plus an additional positive kerf (a new leading edge profile) which will reduce the vulnerability of the angle of attack breakaway and reduce associated drag. But the advantage will be limited.

There is almost no more reduction to the fuselage drag. It is mainly dependent

on the diameter and contraction behind the cockpit. Both values have their limit. For one, the pilot has to fit into the cockpit and on the other hand the contraction must not be drawn too far or separation bubbles might occur and then more drag than ever will be caused.

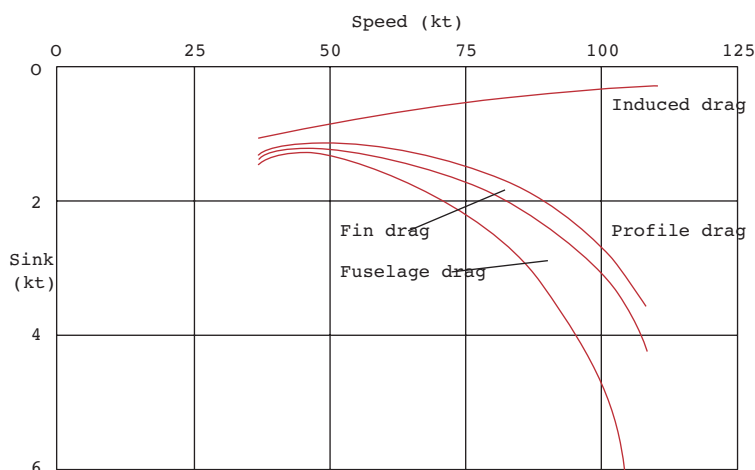
There is potential in the aerofoil drag, which, particularly at high speed, has a large proportion of the overall drag. It can be minimised by having a boundary layer as thin as possible. This does mean the laminar flow has to be as long as possible and the aerofoil thickness really slim.

If you look at FAI Racing Class, such a focus led to near identical wing aerofoils. In high speed a laminar flow of up to 95% on the lower surface is achieved with aerofoils having a maximum thickness of 12.7% of the chord. Today, the laminar airflow on the top surface under low speed condition shows a meagre 75% of the aerofoil depth, as, for example, with the new 'Antares'. The aerofoil of this aircraft is another brainchild of Professor Boermans and he is adamant: *"The 'Antares' cannot be improved."*

Simply Cut the Aerofoil Drag in Half

This is possible with suction. With suction, the laminar flow on the top surface can be increased. The reason for the laminar airflow on the top surface being so short is found in the inevitable higher camber. As early as median cord the boundary layer has to achieve a pressure increase. As it cannot be achieved, the flow turns turbulent with a higher drag.

Conventional trials to increase the laminar flow on the top surface failed as the thermalling characteristics and performance were reduced. But with the trick of suction a regular pressure increase without laminar separation bubble is achievable – the boundary layer will stay laminar right to the trail-



Graph 1: ASW 28 with 350 N/m²

ing edge. Therewith the aerofoil drag can be reduced by more than 50%. Loek Boermans: *"It will be enough to suck just the lowest layer of the boundary layer away, which almost stands still. A few Pascal pressure differences will be sufficient."*

Pre-investigations, taking various models of thermal structures into account, proved that these aircraft will hardly differ from conventional aircraft. Optimising the aspect ratio showed no new data. Estimating partial drags, induced by the suction, have delivered a large plus in the total sum. And securing safe handling characteristics of the aircraft with suction failure on one side is no problem. Aerofoil calculation software has been developed by Professor Boermans since. *"The e9-method, developed by my predecessor Professor van Ingen, to evaluate the transition between laminar and turbulent flow is also suitable for suction,"* declares Loek Boermans. In fact it proved that suction can be tested with existing aerofoils. Loek Boermans: *"The ASW-28-aerofoil is suited well."*

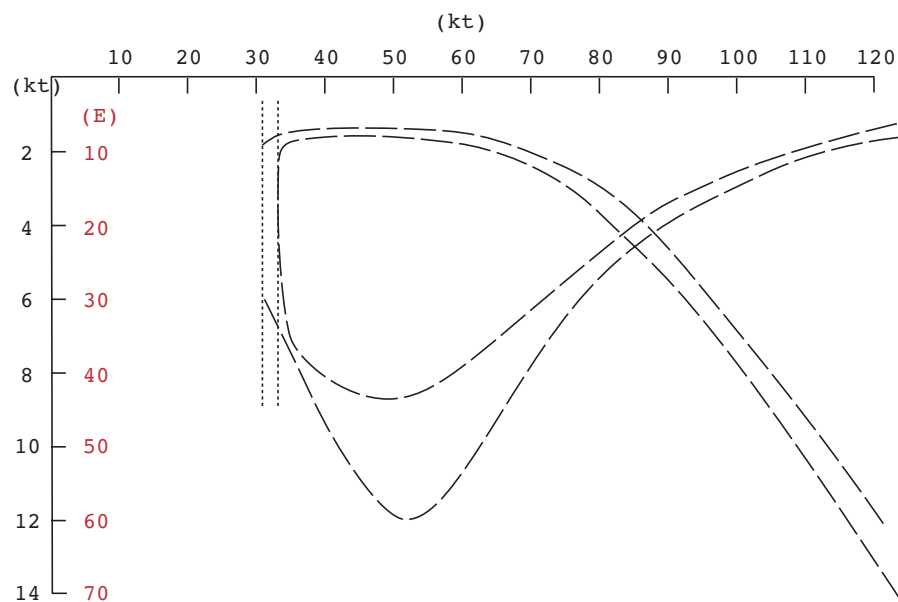
The use is already agreed. Schleicher will build a section of the wing in the original moulds to be used in the wind tunnel and prove the theory. A perforated surface provided by the Technical University of Delft will be integrated.

The principle technique to apply the micro-holes to a CFR substructure, necessary for the suction, is already developed by TU Delft. It has been the second important step towards suction aerofoils. But it was not trivial. The holes need to have a diameter of 0.1mm and have to be separated by 1mm. The porosity of the surface is then one per cent or, in other words, one per cent of the surface is a hole.

The developed process is a kind of sand-blasting named "micro abrasive air jetting". The current challenge is to find a material for the blow-out piece, which is not destroyed too quickly by the particles. In the meantime a ceramic with sufficient strength has been found. To treat large areas it is now only necessary to transfer the technique into feasible large quantity technology.

The required hole-pattern will be governed through latex-masking. The masking will be applied using a template and photo-processing.

The ASW-28 aerofoil requires suction only rear of the main spa. The load bearing structure can be moved below the aerofoil contour, to generate space for the suction layer or the latter has to be integrated into the load bearing structure. This suction layer will be necessary, as the suction power has to be aligned with the aerofoil. *"If there is too much suction,"* according to Professor Boermans' observations, *"the suction will generate*



Graph 2

vortices very much like blow-out turbulators."

To control the required suction pressure the suction layer will be chambered. Then it will be ducted to the centre of the wing, passing regulator valves. The ideal would be a continuous pressure gradient along the cord. In real life we have to be happy with several steps (chambers). Within the chambers, which are designed in honeycombs, a pressure gradient, in small scale, is achievable by designing the perforation.

The improvement of an ASW-28 with suction wing in three-chamber-design is already calculated by Loek Boermans and shown in Graph 2. Very impressive is the improvement to the L/D. Best L/D will leap from 43 to around 60! The potential that suction provides is impressive. It outlines how valuable the efforts into such research have been.

Professor Loek Boermans however is not yet sure about the benefits in the low speed spectrum of the ASW-28 aerofoil. With a high angle of attack the boundary layer is already turbulent in the area of suction. The suction would only benefit the lift coefficient; an improvement of three-tenths can be expected. The ASW-28 could consequently fly slower and would climb better according to the polar. Whether this will happen or not and whether it can be used in accordance with safe in-flight handling, shall be verified by the wind tunnel trials and finally demonstrated by flight evaluation.

A Small Battery Pack is Enough for the Suction

Only what will provide the energy? To eject the sucked up particles with true airspeed, so as to avoid extra drag, only small pressure differences are required, generated by very little pump-power and very slow velocity,

as per Loek Boermans findings. It will be a 10th of the power used to propel the first solar-motor-glider "Icaré 2". Instead of using expensive solar modules to generate the energy, batteries could be used. To store the required two kilowatt hours for a flight of four hours, the power stored in modern lithium-ion-batteries would be equal to an additional 14kg. Equivalent modern solar panels would be expensive, fragile and still incur seven kilograms plus additional buffer batteries.

Surrounding these thoughts, the question arises: Is such a motorless glider with suction still a glider? According to the definition of the world aviation sports organisation FAI it certainly will not. Independent from the used energy source for the pump, it is arguable whether to interpret the ejection as propulsion. Anyway these aircraft and conventional aircraft won't fit into one class, as the performance-leap is too significant.

Loek Boermans suggests implementing a new class for gliders with suction. Alternatively, to abstain from the performance leap just because the new aircraft doesn't fit into the existing definition would hardly be kept up. Under such circumstances a sport parallel to pure soaring would be established. Because aircraft with suction will come, the performance leap is just too tempting.

A few rocks have to be moved until then. Loek Boermans: *"The pump, also generating the necessary acceleration pressure for the ejection, does not yet exist."* He hopes for Ernst Schröbel to invent such a pump. Still, the money to build and test it is missing. It also needs checking how these perforated surfaces react in real life to fouling and moisture. The wind tunnel test on the ASW-28 wing will be a key step towards the reality of boundary layer suction.

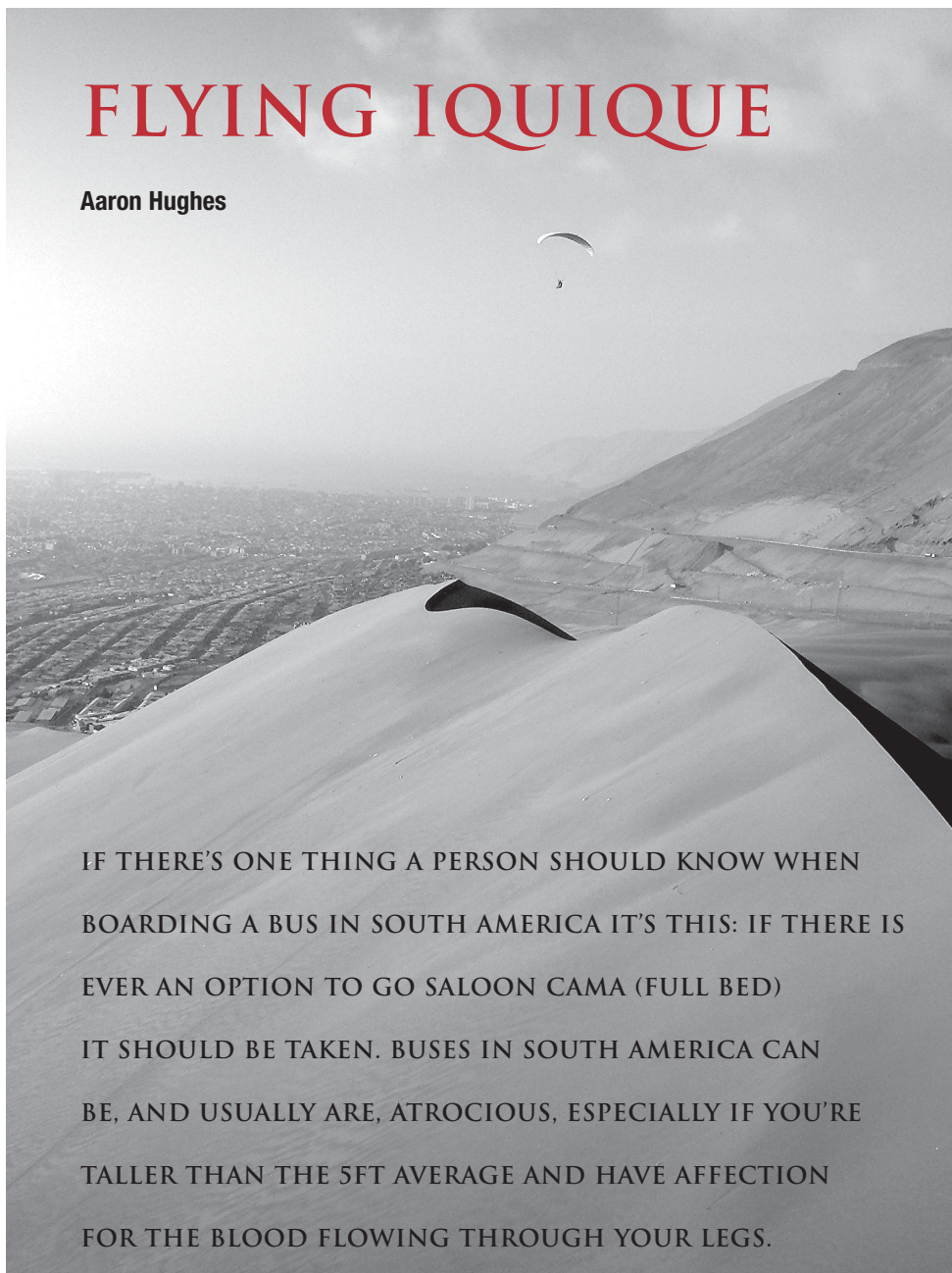
I will keep you informed.



FLYING IQUIQUE

Aaron Hughes

Photo: Alisha Hughes



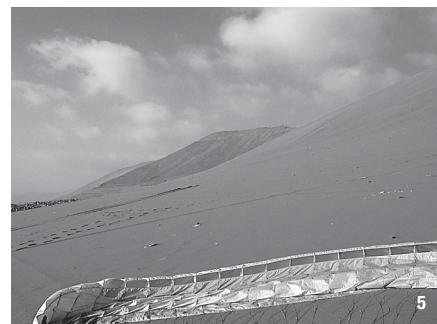
IF THERE'S ONE THING A PERSON SHOULD KNOW WHEN BOARDING A BUS IN SOUTH AMERICA IT'S THIS: IF THERE IS EVER AN OPTION TO GO SALOON CAMA (FULL BED) IT SHOULD BE TAKEN. BUSES IN SOUTH AMERICA CAN BE, AND USUALLY ARE, ATROCIOUS, ESPECIALLY IF YOU'RE TALLER THAN THE 5FT AVERAGE AND HAVE AFFECTION FOR THE BLOOD FLOWING THROUGH YOUR LEGS.

Matthew riding high on El Dragon



For us, after being delayed in Sydney airport for eight hours and then again in Auckland for another four, paying the \$20 difference for the saloon cama upgrade on the 26 hour bus ride from Santiago to Iquique was definitely not an issue.

After several days of travel from Perth we were finally about an hour south of Iquique when dawn broke, and it didn't take long for the blurry vision to disappear – the spectacular view of endlessly rolling cliffs rising from the great Pacific Ocean was a sight to behold. Straight away, it was obvious why Iquique has started to earn the reputation of being the paragliding Mecca, talk about a ridge! The city of Iquique, squashed in a few kilometres between the coast and the steep escarp-



- 1: Launching from the side of the road approximately 100km south of Iquique
 - 2: The problem landing at the foot of these hills is that the walk back to the road takes 30 minutes
 - 3: Overlooking El Cemitario from a safe vantage point
 - 4: Olaf helping to unload gliders
 - 5: It's an easy bottom landing on El Dragon thanks to the fine sand
 - 6: Matthew coming in for a beach landing
 - 7: A shot at the French paragliding school just a few minutes south of town
- Photos: Matthew Hodge

ment, is one of Chile's most prosperous cities. It is still, however, a little like something out of a Wild West movie with the feeling that cowboys might jump out and start shooting around corners at any moment.

After haggling with taxi drivers and then hotel owners, and being thoroughly shafted by both, Matthew and I quickly made a point of beating the street in search of a guide. It was 10am, but amazingly it took only about an hour for us to find who we were looking for... You know you've struck gold when you see a man walking down the street all fitted up in a paragliding flight suit and carrying all of his gear.

Olaf was, and probably still is, a semi-crazed Swede who happened to be leading a paragliding tour group of a dozen other Swedish pilots, and as fortune would have it, happened to know just about all there was to know about the paragliding situation in town. Olaf quickly put us in contact with an ex-Chilean Air Force Engineer, Hernan, who now runs a paragliding school, and he also invited us to come flying with his group after lunch. Our luck couldn't have been better!

Having only ever flown in around a dozen places in WA, all of which are minia-ture in comparison, it took a while to become accustomed to the idea of flying against a ridge that stands almost 1,000m high. To also have Olaf ask if we had reserve chutes and if we'd remembered to pack morphine into our first aid kits probably didn't help our taking-off hesitation, especially considering that we had none of these things. Thankfully Hernan gave us all the tips and encouragement we needed to get our feet off the ground and be flying on our first day in Iquique; not a bad effort, we thought, for relative beginners.

Surprising to me, it ended up that every single day for the two weeks we were in Iquique we had perfect conditions for flying, which is apparently the norm all year round. Already having known that Iquique has an official rainfall of zero millimetres a year and a consistent daily seabreeze from the Pacific Ocean, this really shouldn't have been so much of a surprise. It certainly gave us a chance to fly at some of the less popular take-offs around the city.



**Clockwise from top left: Iquique
Hernan and Alisha taking time for a mid-flight photo
Making the approach to land on Iquique's main beach
Transfixed child watching Tomas land on the beach
Photos: Alisha Hughes**

The locals, Iquiquians I guess you could call them, have come up with some pretty creative names for the locations around town, such as "The Yellow Sands of Texas", and probably the most amusing being a currently disused bombing range aptly named "El Cemitario" (The Cemetery) with an undesired landing here requiring the use of tippy-toes when leaving because of the risk of unexploded ordinance! Without a doubt, however, the most memorable place that I think anyone could hope to fly when in Iquique would have to be "Cerro Dragon" (Dragon Hill) or "El Dragon" as it's more commonly known.

El Dragon is a massive 400m high sand dune butted against the city's suburbs and a pilot reaching enough altitude from this sand dune can easily fly over apartment blocks, freeways and suburbs to land on Iquique's main beach. It's so common to see paragliders flying over the city the locals don't even batter an eyelid at the sight.

We had a fantastic time flying in Iquique and I thoroughly recommend anyone con-

**A French pilot preparing for a launch.
Photo: Aaron Hughes**



**A pair of gliders making the mad dash to the beach
over downtown Iquique
Photo: Matthew Hodge**



**This is what it's all about... Pass a beer would ya'?
Photo: Alisha Hughes**



sidering such a trip to make the effort to go. It's an experience that will certainly last and probably have me returning again some day. If anyone would like more information on our trip in Iquique or is interested in a copy of the video we made, you can contact me via email at <aaron@aaronhughes.org>. Hernan, our excellent guide, can also be contacted at <herycec@entelchile.net> for anyone interested in a guide and accommodation in Iquique.

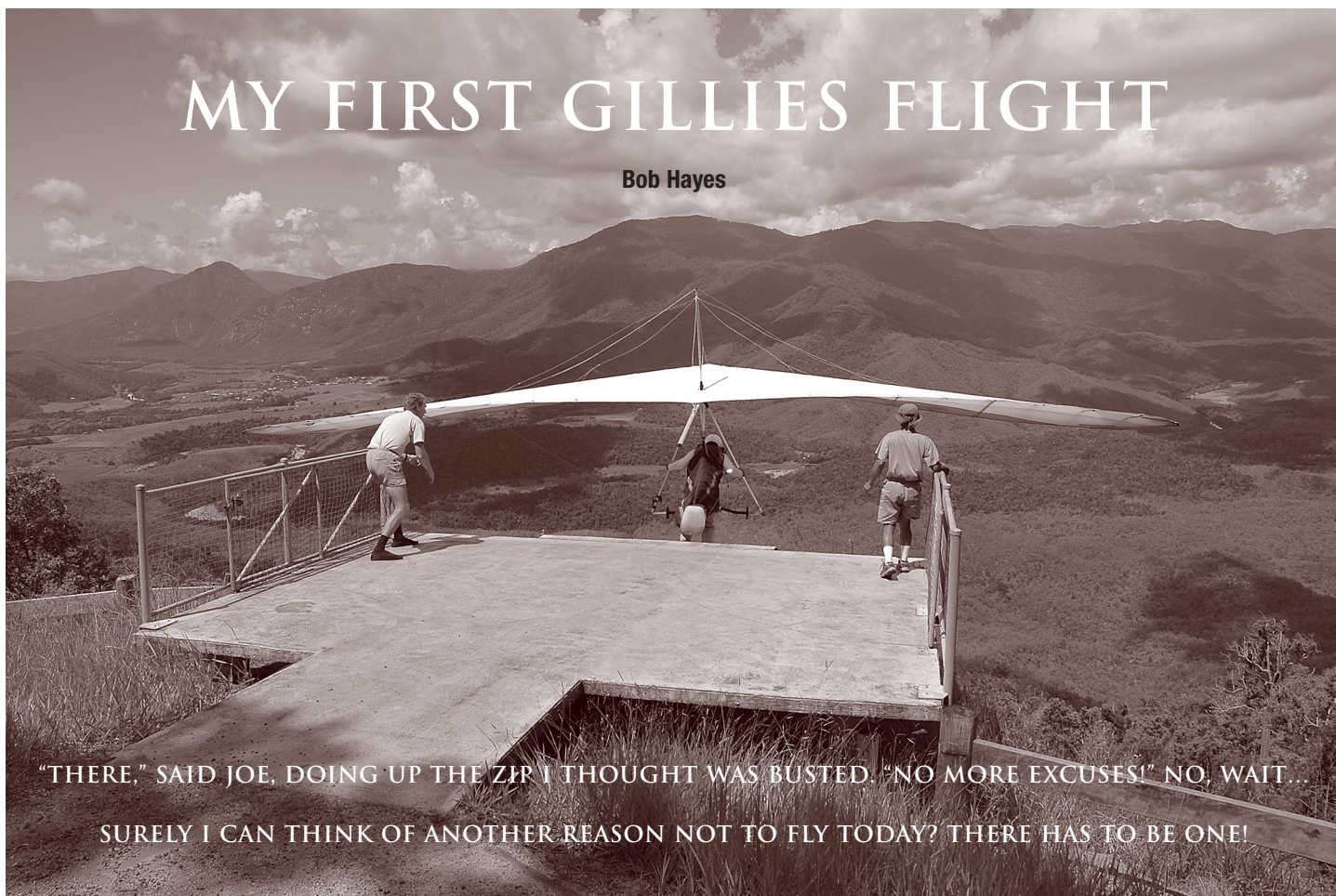


Clockwise from left:
Matthew preparing to head over the city
Flying over a freeway can be a bit daunting at first...
Hernan packing his gear after a successful tandem flight

Photos: Alisha Hughes

MY FIRST GILLIES FLIGHT

Bob Hayes



"THERE," SAID JOE, DOING UP THE ZIP I THOUGHT WAS BUSTED. "NO MORE EXCUSES!" NO, WAIT...

SURELY I CAN THINK OF ANOTHER REASON NOT TO FLY TODAY? THERE HAS TO BE ONE!

I've been waiting to fly the Gillies for about a year now. I've set up my glider on the hill twice, and packed up on the hill twice – have never actually run down the ramp. Until last Sunday, that is!

Ken Wright is the man responsible; he rang me Saturday night, leaving a message: "*The Gillies will be on, let me know if you want to go.*" Part of me did, but a very large

part did not! The Gillies is such a big step up from coastal flying. I wasn't sure I was ready. There's no beach to land on if it all goes wrong. I rang Ken Sunday morning, promising to come up "just for a look".

On the drive there I think it will be too windy, then not windy enough. The clouds are too low. The Rex will be on, maybe we should have gone there? I don't feel so well.

Am I pale? I feel pale. The closer we get, the more nervous I am.

Once at the ramp, I stand on the edge, "just looking". Conditions look excellent.

Rats.

I'll set up the glider, but that doesn't mean I'll fly, okay?

We watch Bernie and then Ken launch. Ken sinks out a fair bit after take-off, so it

is decided that Ron and I, being first-timers, should wait awhile until conditions improve. That suits me just fine! We get pre-launch briefings from Ken, Joe and Ian, telling us the dos and (more importantly) the don'ts of flying this site. No point making mistakes others have made before us. Learn from their experience.

Okay, no more excuses, it's time. I give the glider another pre-flight – looking for more excuses – but find none. A hang-check from Ron and Joe, and I am standing on the ramp, nerves almost getting the better of me, trying not to let the shaking hands show too much.

I look out at the valley floor far, far below and I see all the trees... Did I notice before how many trees there are at this place? Surely I've noticed that before? All I can see below me are trees, trees to the left and trees to the right, trees behind me and trees below. Now don't get me wrong, I'm a big fan of trees. I really like trees. But I have to ask, what am I doing here?

I run through my mind the things I have to do. Look up, step, walk, run, leaning down the ramp into the run. Check the ribbons, are they straight up the ramp? What about the tree below? What is it telling me about the air I'm launching into? Is it moving? No, not that tree, the other one. They all seem to be merging into one glider eating mass of trees...

Then the ribbons come straight up and the cycle feels very nice. The signal tree is moving, telling me the air current is still rising up to meet me. The ribbon on the rocks below is also straight, everything is perfect... WAIT! The glider has yawed around slightly. *"Bring that wing forward please, Ron. Thanks"*. Okay... deep breath... ribbons still straight, tree still moving, glider balanced... *"CLEAR!"*

It's the funniest thing as you run down that ramp; all the nerves, all the tension, all the worry just go. Gone. I'm not sure if it's from concentrating so hard, or if some part of your brain just shuts down a little during the completely un-natural act of sprinting down a ramp that is 2,470ft above sea level into a void. Whatever it is, there is no room in there for worry.

I can feel the glider flying now, a good launch. The glider even wants to go up! I slow it down a little and bank left, as has been drummed into us. I can't hear the radio, and realise it has been bumped and turned itself down. I try to get into prone and manage to get my foot tangled in the zipper rope. Hmm, this isn't going exactly the way I'd run through my head so many times! Stay calm, drop back into hang, stay close to the ridge, untangle the foot, turn the radio up, back



Ready-set-go!

Photos: Tracey Hayes

into prone and settle down a little, starting to enjoy the ride. I can't see Bernie, he is above me. It is re-assuring to know that he is there, and keeping an eye on things. He has agreed to escort us newbies to the north point to make sure we are okay, and that we don't fly into any danger areas. The run down the ridge is through lifting air the whole way to the north point. I can now relax a little more, as I can see the bomb-out. Seeing it is one thing, getting there is another! But I manage to find myself in lifting air, so I turn, and after a complete 360 I am still in lifting air! Excellent! I'm still going up! Turn again, and again, the vario chirping away happily, telling me the news I want to hear. I climb to just over 3,000ft, and then lose the lift... I have only flown the glider a few times, but I feel very comfortable in it. The air feels friendly, not like Eungella last year. I am relaxed and having a great time!

From up here, I can enjoy the view. I can see Cairns and Trinity Inlet, Gordonvale and the Mulgrave Valley, all the way to the base of Mt Bartle Frere to the south (Queensland's highest mountain at 1,622m), and across the tablelands to Lake Tinaroo and the Seven Sisters. Just amazing. I don't think I'll ever get tired of the view from up here. Along the cliff face below us, small creeks turn into cascading waterfalls over the edge of the escarpment.

For a while, I am above the other gliders. I am trying to follow our club president's personal motto, *"THINK: UP!"* Good advice Ken, but it doesn't take long for the experience of the others to show: they climb above me and stay there. The highest I reach is 3,890ft. The air becomes a little bouncier, and the lift is getting harder to find (though that may be just me!). Then I start getting

rained on! Not a lot, just a few drops, but it signals a deterioration in conditions. Ron has flown out into the valley in bright sunshine, and is floating about, not losing any height. The clouds above me are getting darker and darker, so I follow him out and set up to land, following him into the turf farm. The approach is a bit bumpy, and I am nervous about the landing, after hearing the many horror stories of people whanging in at this spot. My eyes are glued to the windsock that Joe made out of his old glider sail. Great job, Joe; it is very easy to see from height. Ron has landed okay, but it seems his and my gliders are attracted to each other! Or perhaps Ron's glider is suddenly magnetic. Why do gliders want to land on top of each other in a 50 acre paddock? Now is not the time to find out! I manage to bring it around, and set up to land, eyes still glued to the wind sock. I drop into hang, hands to the uprights, and pull on speed, as much as I can. Into ground effect, round out... wait for it... wait for it... oops, waited too long! I flare too late and nothing happens. I land on my belly, thankful again for those wheels. It's all good, no damage done and a safe landing, with only slightly grazed knees. Walk to the edge of the paddock and un-clip.

So that was my first Gillies flight.

After that great experience, I'm still looking for excuses, but now it's excuses to get back to the ramp for another go!



(Many thanks to the people who helped me on that day: Ken Wright, Joe Reyes, Ron Schulz, Ian Graham, Bernie Zwahlen, and our driver – my wife – Tracey Hayes.)



Godfrey over Linzough

Fred Gungi

Photos: Godfrey Wenness

AFTER A DISAPPOINTING EXPERIENCE AT THE ASIAN CHAMPIONSHIPS HELD IN KOREA, ATTENDING ANOTHER ASIAN COMPETITION WAS NOT ON MY 'MUST DO' LIST! BUT FAMILY COMMITMENTS DREW ME TO SWEDEN, SO WHEN I FOUND MY AIRFARE ALLOWED A STOPOVER IN CHINA I DECIDED TO GIVE ASIA ANOTHER GO. THE PRE PWC EVENT WAS BEING HELD IN LINZOUGH, SEPTEMBER 2004, APPROXIMATELY 500KM FROM BEIJING.



Aussie entrants, Godfrey, Fred and Bill

I met up with Godfrey Wenness at Beijing airport, and after a nine hour train ride arrived at the Linzough Hotel. The hotel was competition HQ, and also where most of the pilots were staying. Linzough was considered a small town with a population of 300,000! After settling in we decided to head out for a nightcap. A couple of warm beers later we called it a night so we could get ready for the first practice day.



Opening ceremony

Up at 6am (damn that jetlag) I was too early for breakfast, so I took in the sights at the park nearby. There was plenty of activity, lots of Tai Chi. I can't say I'm all that keen on early morning exercise, but it must do you good as the general population looks quite fit!

I met up with Alex Hofer (current World Champion) during breakfast; he was optimistic of a good day's flying, particularly as there was good visibility. (I wasn't sure what he meant by good visibility, but worked it out as the competition progressed!)

Godfrey and I were advised that we had to change rooms before we left for flying. The room shuffle caused us to arrive at the departure point five minutes late, only to find that the transport had left. Not impressed to say the least! After trying a number of options to get up to launch we called it quits and decided to check out the town. The locals were friendly, but not having kept up to date

with my Chinese, communications proved a slight problem.

Registration that afternoon was quick and painless, as most of the pilots were still out flying! Dinner was provided at the hotel. The food was tasty but I didn't recognise many of the dishes (definitely a different menu from the one at the Bright Chinese take away!). Bill Brookes (WA Bill) arrived that evening to complete the Aussie contingent.

Ready to go at 9am the next day, we were advised that flying had been cancelled as the organisation was concerned that pilots wouldn't be back by 1pm for the opening ceremony. A few rebellious pilots got together and headed up to launch in taxis. The ride was a good hour along a steep winding road; the mountain range is like a mini Grand Canyon, quite impressive! One of the local pilots bartered with the cab driver. It came to \$4 each – I can only guess what it would



Fred flying over the power station



Launch with limited visibility!

have cost back in Oz. The launch is 1,100m asl, approximately 800m above the valley floor. Some netting had been laid out on launch, which was five gliders wide and quite steep. I was hoping there would be a launch order for the 140 plus pilots of the competition, or it was going to get messy if launch conditions were marginal.

The stadium where the ceremony was being held was about 12km away, so we figured if we worked our way along the ridge then gained some height the glide would be achievable. It was considered a clear day, yet you could barely see Linzough through the haze! The conditions were good, as you could maintain whilst flying close to the sheer cliff walls, only needing to climb when doing crossings. Doing 360s next to these walls was intimidating to say the least. It was late in the season, but there were still some four metres per second plus climbs; not sure that I would like to fly here in peak season!

We made it out to the stadium in plenty of time, opting to land in a school ground next door. The stadium was packed; it seemed strange that so many people would be attending a paragliding ceremony, even in June 2005

China! It turned out that the paragliding ceremony was being held in conjunction with the anniversary of the completion of the province's aqueduct. The floorshow proved entertaining, the more memorable of the acts being a dance troop, a ladies bicycle gymnastics display (impressive to see a 10 person pyramid balanced on three bikes), and a couple of comedians. The comedians must have been good as they kept the majority of the crowd laughing, though there were quite a few blank-faced looking pilots.

THE COMPETITION

Task 1: Race to goal via two turnpoints, 54km

The conditions looked reasonable as there were a few cus forming over the higher peaks, but it was considerably hazier than the previous day. The ridge and thermals were working well on the way to first turnpoint, which was a couple of kilometres into the valley. Many pilots got stuck in slow climbs after getting back from the turnpoint below ridge height. Once high again, the run to the second turnpoint was good. The big decision then



Fred flying into Linzough and Linzough Stadium

was whether to go directly to goal via the flatlands (faster option) or make your way back along the ridge, then glide out. The flatties had worked the previous day, but not today. For the seven who opted for the ridge, goal was their reward; for most of the rest of the field it was a glide to the deck. Not a good day for the flats!

1	Jin Oh (Korea)	54km	1,000 pts
54	Fred Gungl	47km	733 pts
69	Godfrey Wenness	24km	372 pts
114	Bill made TP1 but didn't have track log		0 pts

**Task 2: Race to goal via two turnpoints, 56km**

The first turnpoint was further out than on the previous task. Conditions started okay, but base was around 1,500m asl, which didn't leave a lot of height to get to the turnpoint. The major gaggle split here, one group heading straight for the turnpoint whilst the other headed further along the ridge to get a slight tailwind component for the turnpoint. The second option proved better, as most of the pilots who flew direct to the turnpoint didn't get back to the ridge with enough height and landed. Conditions deteriorated as high level cloud moved in and the haze also worsened. I don't know what I would have done without a GPS! The only way to stay up was to hug the cliff and watch out for obstacles in the poor visibility (particularly single strand power lines running down the cliff). I managed to squeeze out an extra kilometre to win the day!

1	Fred Gungl	29km	898 pts
45	Godfrey Wenness	19km	592 pts
85	Bill Brookes	8km	214 pts

Task 3: Race to goal via one turnpoint, 56km

Conditions looked better than the previous day. The first turnpoint was further out in the valley than on previous tasks. The climbs were two to three metres per second averages and base around 1,800m asl, similar to the practice day. We got out to the turnpoint with reasonable height, but I figured we would still need a climb to make goal. Unsure of the flatties after Task 1, I decided to head back to the ridge. Alex headed straight for goal via the flatlands, which won him the day. Thirty-six pilots made goal. I discussed the decision with Alex that evening. He advised, "No problems – I got a low save out of the power station." "Isn't that a nuclear plant?" I queried. With a slightly concerned frown he answered, "I don't think so..."

1	Alex Hofer	56km	1,000 pts
7	Godfrey Wenness	56km	877 pts
14	Fred Gungl	56km	823 pts
103	Bill Brookes	10km	103 pts

Task 4: Race to goal via two turnpoints, 56km

Similar to Task 2 but conditions were slightly



Road and transport to launch



"Power stations! Good thermal generators."
Fred flying near Linzough power plant

better. The run down to the first turnpoint was good, though base was around 1,600m asl. The second turnpoint was a long way into the valley; with the low base it was going to be tough to get it then make it back to the ridge, so the flatties were the only option. No one made goal.

=1	Alex Hofer	46km	1,000 pts
	Fabrice Sibille		
6	Godfrey Wenness	42km	913 pts
7	Fred Gungl	42km	911 pts
86	Bill Brookes	11km	226 pts

Final Task 5: Race to goal via one turnpoint, 54km

Conditions were expected to be better than the previous day. The first turnpoint took us along the ridge in the opposite direction to the previous tasks. Once airborne it became obvious that this was going to be a struggle. Staying airborne waiting for the start gate proved to be a battle. The haze became thicker as the gaggles worked their way along the ridge. The glide to the turnpoint pretty much decked the whole field.

1	Kyong Choi	15km	577 pts
21	Fred Gungl	13km	501 pts
30	Godfrey Wenness	12km	472 pts
101	Bill Brookes	1km	9 pts

With five tasks completed, the China Pre-PWC was over. Even though we didn't get epic conditions there were a few good days which showed the potential of the area. The event ran smoothly enough and there were no serious accidents. The prizegiving was held the next day, then it was back to Beijing for a couple of days to check out a few of the local attractions, including the Great Wall. If circumstances allow, I'll be back.

**OVERALL RESULTS**

1	Alex Hofer	Swiss	4,170
2	Hong Zhou	China	4,160
3	Jean Michel	France	4,104
4	Fred Gungl	Australia	3,865
24	Godfrey Wenness	Australia	3,225
106	Bill Brookes	Australia	603

Other Side of the Wall

Told by Carol Binder

DO YOU REMEMBER WHAT FIRST
GOT YOU INTO HANG GLIDING?
PERHAPS SEEING SOME GLIDERS
CRUISING A COASTAL SITE, OR
A TANDEM FLIGHT BIRTHDAY
PRESENT, OR MAYBE IT WAS
NOTICING A YELLOW PAGES
ADVERTISEMENT? ASK YOUR
FLYING BUDDIES, AND YOU'LL
PROBABLY FIND QUITE A FEW
COMMON THREADS IN HOW WE
ALL GOT INTO THIS GREAT SPORT.

Every now and then, however, you'll meet a pilot with quite a different story to tell. Volkmar Kienol is one of those pilots. I met him during a trek up Mt Feathertop on a non-flying day, and became fascinated by his tale of Stasi surveillance, dangerous escape attempts, and prison sentences...

At the age of 27, Volkmar Kienol was living in East Berlin (DDR), East Germany. It had been Volkmar's dream to leave the DDR, travel and discover the world. Living in the east prevented him from doing so.

Something changed in 1986 after he had an idea, motivated by an article he'd read in a Russian Aerospace magazine. He read about the story of the Rogallo wing and how it was utilised by NASA. He went on to read about newer developments that followed with the modern day hang glider.

Now, keep in mind that hang gliding was forbidden in the DDR, as were most aerial activities, due to the possibilities of escaping and defecting to the west.

Volkmar had written numerous letters to the communist government in 1982 stating that he didn't belong in the east and that they should allow him to leave. They said

no. He tried to convince them that he had strong religious beliefs in order to avoid the mandatory army service of 18 months. They threw him into it regardless.

During his army service, Volkmar met Nick Kuschmierz. He saw Nick sitting on a bench with his little round glasses looking a little bemused. Nick complained about being in the army and that he despised the use of weapons. He felt that he shouldn't have to be there when he felt so strongly about freedom.

Over the 18 months spent in service, Nick and Volkmar developed a strong friendship, with their common bond being their passion for freedom. After their release they returned to Berlin and life went back to normal. Once again, Volkmar made an attempt writing to the DDR. Due to his service in the communications unit of the army the government had another reason to reject his request. So Volkmar began to turn his mind towards more creative ways of escaping.

Volkmar dug up the photo of the Rogallo, and in the confines of his apartment, discussed its possibilities with Nick. Perhaps it was a wing capable of flying them over the wall together, to escape from the east for a better life in the west. They had to be very careful that no informers heard about their plan. During this time in East Berlin you couldn't tell who was an informer and who wasn't. Also, because of their efforts to leave legally, the Stasi were much more likely to be watching them.

With Nick's knowledge of building model aircraft, they designed their gliders based on the photo. Firstly, they needed to find material for the sail. They estimated they'd need two 16m² areas of sailcloth, which they purchased in two square metre lots from a number of model airplane shops over a 300km² area of Berlin in order to remain inconspicuous. They then sewed all the pieces together – not an easy task. Volkmar worked on this over the next month, taking it in turns with Nick. They had to sew at random hours so the neighbours wouldn't become suspicious.

Next was to solve the problem of frames. There was no aluminium tubing in the east, however Nick, who worked with the Berlin Opera, suggested the use of prop material from the stage set. Nick and Volkmar studied the opera schedule, finding a time they could break into the storage rooms to "borrow" some items. Avoiding security guards, they collected pipes and other bits and pieces, transporting them in a borrowed van and smuggling them, during the middle of the day, into Volkmar's apartment wrapped up in a carpet roll.

For harnesses they sewed together old blankets and seat belt material with two carabiners from a hardware store.

Part by part, section by section, their gliders took shape over the next eight weeks. All went well, except for a few enquiries from neighbours asking what was going on in his apartment. He fed them stories about renovating the apartment, fixing leaky water pipes, and so on. Because all the apartments were in need of maintenance work, this was quite believable.

Finally, in October 1986, both gliders were ready. They had built them in sections small enough to be carried inside their East German Trabant stationwagon. One evening, after disguising them as carpet rolls, they drove to their training hill 70km east of Berlin.

Nick made his maiden flight under the headlights of their Trabant at 1am, immediately breaking both uprights. Volkmar followed suit. It didn't matter too much, as they had a full supply, compliments of the Berlin Opera. After a few nights training on the hill in the dark, sinking more than gliding, adjusting their centre of gravity, they managed to achieve a best glide ratio of 3:1.

This left one more thing to do: find the right launch building to enable them a successful glide over the wall and No Man's Land. They decided to do it in style, choosing the 75m building in Leipziger Strasse, not far from Checkpoint Charlie. Four weeks before the flight, they broke into the building and carried their gliders onto the rooftop, storing them out of sight.

The evening arrived with wind and weather perfect. It was time to go. Dressed in black for the occasion they made their way to the rooftop and set up their gliders. At 1:30am, after a few corn schnapps and some cigarettes, they drew straws to decide who would go first. Nick won.

With a hard run from the other side of the roof he leaped over the concrete ledge and launched off the building. (Thinking back on it, Volkmar now believes they should have built a portable ramp). Nick's glider stalled over the edge, then parachuted 75m to the ground after scratching a wing tip along a nearby building which broke both side wires. He hit the ground within a minute.

On top of the building, in complete darkness, Volkmar feared the worst. He collapsed his glider, removed his harness and ran down to Nick. Amazingly, Nick only received a scratch, but he was panicky, saying, *"We have to leave from here! With all that noise, the police will be here soon for sure – we've screwed up."* They fled immediately.

Fearful that their identities would be discovered through the material scattered on



Volkmar Kienol

Photo: Courtesy Carol Binder

and below the building, Nick and Volkmar took the next train for the Czechoslovakian border, having no other choice but to try and escape the more common way. They spent the night in a guesthouse, then moved by foot across an unmanned station early the next day.

Another train took them to the Bavarian border, arriving late in the evening. After an eight hour walk through dense forest, navigating only by the Northern Star to keep their westerly track, they arrived at the border at 5am. Exhausted now, they managed to climb over the first fence, which gave them confidence they'd make it over the second fence. Unfortunately the second fence triggered alarm wires, lighting up spot lights and bringing guards and dogs from all directions.

They spent the night at the border prison station, and were identified as being wanted in Berlin for attempting an escape flying over the wall with a hang glider. After a week being transported from one prison to another, then to Prague, they arrived back in Berlin.

For three months the Stasi collected 2,000 pages of information pertaining to their attempted escape. Nick and Volkmar were sentenced to three years in prison, alongside inmates that were in for murder and theft. Nick served six months, and Volkmar 13.

Volkmar's release from prison came in the wake of a 1987 amnesty. He was driven to the border and set free. By coincidence he met Nick collecting his mail at a halfway house. They partied hard before he found work, 10 months later, as soundman for a television station. Volkmar now works as a professional cameraman for APTN.

Late in the spring of 1992, Volkmar began to hang glide again, and continues to this day.



Unwrapping the Package

Terry Cubley – GFA Development Officer

MANY CLUBS ARE LOOKING TO OFFER MEMBERSHIP PACKAGES

IN ORDER TO MAKE THE SPORT MORE ATTRACTIVE TO POTENTIAL MEMBERS. THE FOLLOWING ARTICLE REVIEWS SOME OF THE PACKAGES BEING TRIED, AND THE ISSUES AROUND THIS APPROACH.

THE PURPOSE OF PACKAGES

Why offer a package deal? What do packages offer for the club and for the prospective member?

The club needs to be very clear on the purpose of the packages that they offer. Clarifying this purpose will result in a much more focused attempt to receive and give good value. The purpose may vary:

- Encouraging people to try the sport
- Utilise the 'special deal' mentality of modern society
- Ultimately, the purpose of the package should be to get a further commitment from the person to extend their membership

VALUE

The value that the club and the prospective member receive from the package are many:

Club

- Receives an upfront commitment
- Cash flow is better, more predictable
- Increased utilisation
- Managed workload for club

Prospective member

- Try before you buy
- Limited, and known commitment
- A definite start and end point
- Defined goals to be achieved

COMMITMENT

Both parties in the agreement have made a commitment.

For the club, you have a commitment to deliver what is advertised.

- The new member must get an agreed number of flights each day. (Limit the number of students to achieve this)
- Exposure to the correct type of flying – instruction, aerobatics, etc.
- Access to all attributes of club membership – social interaction, email lists, etc.

For the prospective member

- To spend a set fee
- To turn up and participate at the agreed time

TYPES OF PACKAGES

Package	GFA membership	Participant's Goal	Next commitment expected	Comments
Single flight	Three-day	Experience flight	Bigger package, Wanting to learn to fly	Give them an opportunity to fly the glider. Emphasise the sport and the easy skills to fly. Explain packages available for next stage. Get them to sign.
		Thrill	Tell their friends	If they are only interested in the one experience, give them something to take away so that they show their friends.
Five to 10 flight	Three day OR one month OR three months	Experience early training	Continue to C certificate	A set program of training exercises required to ensure a complete experience. Aim for three to five flights per day. Involve in normal club activities – briefing/debriefing, work on field. Ensure they experience some soaring. Using one month (or three month) GFA membership encourages additional flights at club rates. Possibly link this package to the next package – same GFA membership.
25 to 30 flights	One month OR Three months	Solo flight	Continue to C certificate	Pay up front, therefore club can discount the flights slightly. Aim for four to six flights per day. Involve in normal club activities – briefing/debriefing, work on field. Need to ensure some soaring experience to encourage future involvement.
One week (or five to six days over consecutive weekends)	One month OR Three months	Solo flight	Silver C	Pay up front, therefore club can discount the flights slightly. Aim for four to six flights per day. Involve in normal club activities. Need to ensure some soaring experience to encourage future involvement. Possibly include a credit for a short cross-country training flight.
Three months (fixed price)	Three months	Solo but with a guaranteed price and payment schedule (the Gym membership format)	Silver C	Possibly a set monthly fee withdrawn from a credit card, in advance. Need to clearly agree on number of flights and progress, time commitment.

PACKAGE DEALS FOR CURRENT MEMBERS

There is no reason why current members should not also benefit from a package deal. It can provide accelerated learning and/or focused goals.

The purpose is to encourage more flying from the member, increase their enjoyment and therefore increase the value of membership. In this way, they will be more likely to retain membership and continue to support their club.

Package	Member's benefit	Club's benefits	Comments
Bulk flying scheme	Known expenditure, reduced cost, incentive to fly more	Cash flow, increased utilisation, more activity, more launches	Issue is to effectively price the scheme. \$ for set number of hours, or \$ for set time? All up front? Or paid in set periods.
Outlanding course	Theory sessions Timing, pre-organised Progress to cross-country	Critical mass of people, improved progress, increased utilisation, more activity,	Possibly across a number of clubs? Include time in motor glider, two-seater glider. Result in a solo outlanding. more launches
Basic cross-country course	Theory sessions Timing, pre-organised Progress to cross-country Possibly a set fee	Critical mass of people, improved progress, increased utilisation, more activity, more launches	Needs a structured program. Coaches and instructors, maybe across clubs. See coaches for syllabus.
C certificate course	Theory sessions Timing, pre-organised Progress to cross-country Possibly a set fee	Critical mass of people, improved progress, increased utilisation, more activity, more launches	Needs a structured program. Coaches and instructors, maybe across clubs. See coaches for syllabus.
Wave camps	Theory sessions Expertise	Critical mass of people, improved progress,	Limited by location and weather. Expertise probably less available.
	Timing, pre-organised	increased utilisation, more activity, more launches	Technical support required.

For the club, it increases utilisation and potentially cash flow.

These programs need to be structured, with the member getting good value for money. Theory notes, structured training program, definite goals.

Who manages, arranges, runs this?

Commercial operations?

Larger clubs can run camps.

State association can program to share resources.

Caboolture has a part-time paid manager who handles all of this. They are the most successful club with regards to getting

passengers and converting them to members. This is something for the large clubs to consider.

SUMMARY

Packages offer a number of benefits for all involved. For the new member there are a range of progressively larger opportunities and commitments available. The purpose from the club's perspective is to get the new member to progressively increase their involvement and commitment.

The package is an enticement, but its success requires that the club can deliver

good value to the new member and meet their expectations.

There are many cases where clubs make the effort to run a package but they see their role is to get the short term dollar value from the package rather than the longer term benefit of increased membership. If the people who run the package at the airfield are conscious of the ultimate purpose, extra effort can be made to encourage that further commitment.

Ensuring that the new member gets the maximum value from the experience is crucial. Even if they don't continue, they pass on their positive experience to others who may then take it further.

Clubs need to review their processes in managing the new member, including a review of the people who deliver the package – is it the best instructor rather than the newest instructor?

Packages for current members

The larger clubs can arrange these packages, some need to become more organised about structuring them correctly or regularly. For smaller clubs, or for specialist areas, then possibly the State association can take over arranging these opportunities. Clubs and members need to be aware that many of the commercial operations have the expertise and facilities to make this a very memorable and positive experience. Quite often at a very affordable price.

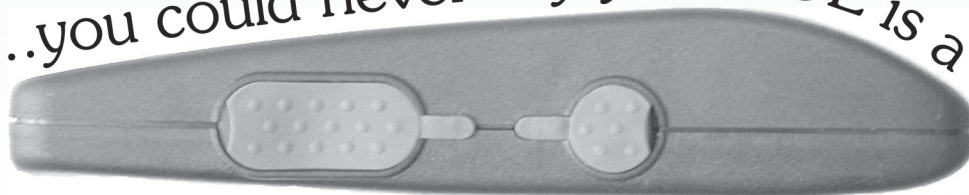


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THE INTERCONNECTEDNESS OF ALL THINGS

Emilis Prelgauskas

GLIDING ENCOMPASSES MANY FACES, ALL HELD WITHIN THE GENERAL HEADING OF SOARING.

Some elements of the sport have existed for a long time:

- *The opportunity to take non-pilots for an introductory flight.*
- *Teaching non-pilots to become pilots.*
- *Teaching pilots from other aviation disciplines to handle the specialities of sailplanes.*
- *Providing solo flying at both recreational and sporting levels.*
- *Providing the collective supporting fixed base, operations, airworthiness and administration formats for everyone's use.*

Some elements are newer:

- *The creation of the formalised entry path to the sporting side of soaring.*
- *Giving emphasis to the focused needs of juniors.*

All are factors in the development part of the sport, as in getting a handle on the interface between the sport and society, with its attendant promotion, public relations, and marketing components for the sport.

The sport also has the potential to take on niches it hasn't itself done much previously, but which are visible as key elements in other sports.

The promise that potentially comes from these adjunct activities and their being an integral part of gliding is that these may then have positive inflows back into the core of the sport.

The positioning between sport and society is classically seen as the sport offering its wares for those in the community who are interested. So, marketing is telling the story outward of what we have to offer.

In more recent decades, some sports have broadened this approach by inverting it to also offer government, business and opinion leaders something toward what of the latter's goals will be served by alliance with sport.

Then, the marketing is about the landmark positioning the sport represents in line with business' view of telling its story about being a good corporate citizen.

There are obvious ties with existing elements in gliding, its presentation, professionalism, and visibility.

The visible outcomes are that at the corporate level this means sponsorship for the sport as a whole in return for the sponsor's naming rights, visual promotion of business, brand name or social program on the activities of both sport and business. This is where the marketing of business links with the sport's visibility.

In some sports this is inverted again where individual heroes within the sport are sponsored as a means for business and equipment to be presented to that market. This occurs where the niche has desirable attributes in the mind of the consumer.

Talent is also encouraged within sport where it arranges ties between the sport and those commercial work opportunities where flexibility is geared to the sports peoples' training and competition commitments.

Gliding has done some of these things some of the time as individual initiatives. Examples are the Uncles Foundation, George Lee training, and single event sponsorship. There are sport specific merchants of equipment through to clothing.

What appears to be open as yet is the taking of these elements and integrating these to generate the synergy of these individual elements connected with sport-wide activities. That link then positions the sport in society, and this in turn ties this sport's hallmarks for business benefit, or shows the incoming participant that there is also potential for career paths where soaring has a place.

Very occasionally, at present, being a sailplaner is an asset in the business world.

Most of the time, at its most fundamental, a job in soaring is within the game, ie: as a charter pilot. In career development this moves onto allied tangents as a privateer including aerobatic pilot. Or as a professional racer, as noted below, or a paid support in the workshop or launch end, winch as well as tug. And then later onward into corporate training activities in broader society.

Some of these things fit neatly into the existing gliding format and flying. Some are a neat stretch into new areas for those who are interested in that sort of thing.

At present clubs send sailplanes to contests, where there are privateer entries, the traditional pilot sailplane owner. A further entry category for the future where we may be moving toward are specific racing teams as there are in other sports. In gliding, this may take the form of a senior pilot operating several entered sailplanes of similar type as an entered team with shared support, where one sailplane is operated by a rising junior identified by talent scouts and coached for performance improvement within the team.

With the 'classic' performance type of sailplane which came to Australia in the 1970s and 1980s, the most numerous in the Australian fleet, these may make a desirable target for such team presentation.

Interestingly, the first visible team formations have been noticed within the 'vintage' part of soaring, such as the Patching's operating the KPS team.

Focus on team ownership in the sport links back to other existing and emergent elements in gliding – the focus on particular classes within the competitive sector, the concept of branding such teams with colour scheme, logo, and crew wear. All this has its place in the sport's broader marketing noted above



Summer and Safety

Bruce Taylor – GFA National Coach

SO, IT IS JUNE ALREADY. THE SUMMER HAS CERTAINLY PASSED (MAYBE NOT FOR THOSE IN QUEENSLAND!) AND WE HAVE TIME TO REFLECT UPON OUR ACHIEVEMENTS OVER THE PAST SEASON.

What progress have we made in our cross-country efforts? Are we flying further, recording higher speeds, seeing better statistics at the end of the day or maybe our name is slightly higher up on the scoresheet at the end of each competition. Whatever your aspirations it feels good to be doing it well, or at least better than before.

At this point it might be useful to go over some of the most important points we have covered this year. These are skills that I most commonly see needing attention. They are simple skills to understand, but generally are the most difficult to stay on top of. We must all keep our eye on the ball, whatever level we are at, and these are the things to watch.

- *Look a long way ahead, 40 to 50km or more. Generally, we are good at choosing the next cloud to fly to in search of lift, but not so good at picking changes in the weather well ahead of time. Noticing these changes will help you avoid flying low into an area of poor conditions, or being too slow to push on quickly into a good sky.*
- *Look for indications of lift immediately above and below. When you are close to an area of lift there will be turbulence, but which way to go? Look closely at the cloud above and the ground below – very closely. You need any help you can get. Fresh cloud forming has a particular appearance from close by. Edges look soft and “halo”-like, bases are dark and may show movement. Thermals are usually triggered by irregularities downwind of a good heat source. Look for tree lines, houses, gullies and the edges of forests or water. Make a study of this and stow it carefully away in your hard drive.*
- *Become familiar with the “feel” of your glider. Live with one as much as you can and get to know it well. When approaching a lift area relax as much as possible and let the glider talk to you. Feel every bump and listen for every change in airflow around the cockpit. The same information is there*

for all of us – we just need to be able to interpret it as well as possible.

- *You are flying into lift and the surge is getting progressively stronger and stronger. RIGHT NOW IS THE TIME TO CONCENTRATE HARDEST! The next 30 seconds or so will have a huge influence on your total climb rate for this thermal. Try really hard to get a good picture in your mind of where the centre is before the end of the first turn. This period separates good pilots from average pilots. The skill is all about three-dimensional visualisation, and the requirement is to make quick, well-judged adjustments to your turn. Go out some afternoons with the sole intention of practicing this phase of flight. Find a thermal, climb three turns, leave it and fly away, turn around and repeat the process. You should be able to do this three or four times with one thermal.*
- *Work at maintaining the balance between speed and height band. You need to keep up the speed and momentum while in the top half of convection height, and be rigorous in rejecting climbs that are not strong enough. Once down to half the height of convection, you have important decisions to make, based on the look of the sky ahead. It is most likely that you should stop and use a weaker climb to get high again, even if you choose not to take it right to cloud-base. Don't be tempted to drive on in the hope of hitting a big climb, because invariably it won't happen.*

These are some basic skills that need your constant attention. Flying cross-country well doesn't come easily to most of us, we have to work hard at it and continually monitor our strengths and weaknesses. Always be looking for ways to improve those parts of our flying that are holding us back. Practice hard, but practice smart – make this work interesting and fun by using your imagination.

Lookout! Lookout! Lookout!

On a much more serious note, I would like to finish these series of articles with a solid reminder about safety and lookout. This

sport we enjoy can throw up scenarios that are potentially very dangerous. Recently at the Queensland Easter competition I had a near miss, with another very experienced pilot. Circumstances dictated that both of us were managing quite a high cockpit load for the minute or so before this incident, but the fact is we didn't see each other! The gliders were on a converging course for about 30 seconds, at a relative angle of around 40 degrees, and with a closing speed of probably 200kt. The possibilities are frightening – the closest shave I have had for a very long time, and one that left me pondering the consequences for days afterwards.

Particularly in the past five years or so there has been a huge effort in modifying our rules and procedures to improve the level of safety at competitions. However, there are times during a competition flight when you still need to do a little mental arithmetic or take a few glances at the panel to check on distances, height and time remaining. I think we all need to be very aware that while we are doing this, it is so terribly easy for a potential danger to arise. Also be aware that often the load will rise in the cockpit at about the same time for a number of pilots in a similar area. Assigned area tasks do spread the field while on task, but they also initiate some converging paths within the turnpoint area.

Finally, we all believe that we have wonderful scanning technique and are totally vigilant in this area. Don't let another glider arriving in your cockpit convince you that you still have room for improvement... I for one will be working on this skill in my own flying.

I have very much enjoyed meeting more of you and flying with you. I have had the pleasure of being with pilots of all experience levels, from those experiencing their first cross-country flight up to the best in the country. It has been a great experience.

Fly safely.





Paragliding World Championships 2005 – Governador Valadares, Brazil

Enda Murphy

“NICE FLIGHT FOR EVERYBODY” WERE THE WORDS THAT BECAME LIKE OUR GROUNDHOG DAY SLOGAN FOR THE 150 LUCKY PILOTS WHO WERE COMPETING AT THE 2005 WORLD CHAMPIONSHIPS. THESE WORDS WERE BLASTED OUT OF THE SOUND SYSTEM ON LAUNCH EACH DAY IN BETWEEN POUNDING BEATS BY DJ ANNA...

Day after day of perfect conditions gave us a total of 10 tasks. We were actually forced to have one rest day which was flyable and one bad weather day that pilots flew anyway!

The city of Valadares is dominated by a great hill that is a well known hang gliding and paragliding flying site. It is an open and safe cross-country area with generally low bases (1,100-1,400m), mild thermals and light winds. The only danger is the many power lines strung from hill to hill, but with a little vigilance these can be avoided.

With the competition being held in Brazil, there was a lot of interest in getting onto the team, but unfortunately we had two of our top ranked pilots, Fred Gungl and Craig Collings, unable to attend. For safety reasons, the FAI limits the number of competitors to 150, and team sizes are scaled from five males and two females down to

two males and one female – depending on your country's world ranking. The make-up of our team was Andrew Horchner (Qld, Team Leader), Enda Murphy (NSW), Rhett Rockman (NSW), Craig Donnell (ACT), Ky Wittich (NSW) and Heike Hamann (Vic). It was the top three ranked pilots from each country each day contributing towards the team score.

We were only offered a fifth male place with a week to go and luckily Ky was able to accept. He got asked on a Saturday, accepted on the Sunday, and was in Rio on the Tuesday!

When the rest of us arrived, Ky said, *“Every morning you get up, look at the hill in cloud, have breakfast, go up the hill, wait for the cloud to lift and then fly wherever you want. Thermals are as weak as pi##.”* Strange then, on the last practice day to see Ky launch with a big knot and being unable to steer properly fly into a 6m/s thermal, shoot up

and then get spat out the other side with a 60% collapse, rotation or two and recovery next to the very inviting cliffside! Everybody on launch had their hands over their eyes. Being a resourceful young man he got a lift back to launch and came out for a practice task with the rest of us. Not being his day, he landed on the wrong side of a swamp in 10ft reeds and then had to stumble and wade up to his chest through the swamp for the next couple of hours. We of course named him Swamp Donkey (or Swampy to his mates) for the rest of the trip.

The first task was 56km via three turn-points. Winner of the day was Bruce Goldsmith (GBR), with 26 in goal. Best placed Aussie was Enda, who after an epic struggle was last in goal, with Craig and Rhett scoring next best. Swampy was really unlucky to only have a glide straight from launch and landed without hitting any lift whatsoever



Cloud corridor on course

Photo: Courtesy Martin Scheel [azoom.com.ch]



"Comp confetti"

Photo: Courtesy Martin Scheel [azoom.com.ch]

– as did Kari Castle and some other good pilots. A really tough way to start the Worlds!

Task two was a 62km task via four turnpoints. Winner of the day was Norman Lausch (DEU), with 80 in goal. Enda landed after the first turnpoint along with most of the lead gaggle. Unfortunately, Andrew, who had been pushing for most of the day, ended up landing short of goal. Best placed Aussie was Rhett only five minutes behind the winner, with Swampy and Craig in goal also scoring for the team.

Task three was 52km via four turnpoints. Winner of the day was Frank Brown (BRA), with only five in goal. Enda had a good lead in the late part of the task, as he needed some big points to make up for the day before, but landed five kilometres short to be first Aussie for the day with Rhett and Andrew also scoring.

Task four was 58km via four turnpoints. Winner of the day was Christian Tamegger (AUT), with 61 pilots in goal. Enda was best Aussie ten minutes behind, with Swampy also in goal and Craig scoring again. Unfortunately most of the team and a lot of the other pilots were suffering a severe flu type of illness. Only Andrew and Enda were lucky to miss out on getting sick.

Task five was 61km via three turnpoints. The day shut down early and Enda flew the

furthest by landing six kilometres before goal, and thought he was the first Aussie to win a task at a paragliding Worlds! Unfortunately the scoring system awarded two extra leading points to Stephan Wyss (CHE) so he won the day by a point! Craig was again scoring for the team, along with Andrew. This day had the only accident of the comp, when a pilot hit some powerlines and fell to the ground – suffering a few fractures.

Task six was 53km straight to goal. Sixty got to goal, with Alex Schalber (AUT) winning the day. Swampy was the best placed Aussie, with Enda and Andrew following up into goal. Rhett and Craig, along with many other pilots, landed before the start, as conditions were very bad at the beginning but improved as the task went on.

Task seven was 66km via three turnpoints, with Stephan Morgenthaler (CHE) winning the day and 98 in goal. Andrew blitzed along to finish only one minute behind, with Rhett and Enda only five more behind.

Task eight was 76km via five turnpoints, with Petra Krausova (CZE), a female pilot, winning the day. This is definitely a first and well deserved. Twenty pilots made the goal, which was a virtual line halfway up the launch mountain! Enda was closest Aussie, 1.3km short, with Andrew and Rhett also just short.



Gliders climbing out

Task nine was 59km via four turnpoints, with Luca Donini (2003 World Champion) winning the day and 98 in goal. Andrew was up to speed, only two minutes behind. Enda and Rhett also scored for the team.

Last task was a strange one, as it was the lowest cloudbase all week with launch regularly covered. It was also raining out on course, so the task committee had to change routes to avoid the bad weather. At this stage Christian Tamegger was leading the comp by around 150 points. A 54.5km task was set, and after reaching the furthest turnpoint we could not push back far against the increasing wind. Christian Maurer (CHE) won the day with 29.7km, and Craig was best Aussie in third place, less than a kilometre behind. Andrew and Enda were also close by. Biggest surprise of the day was that Tamegger landed just after the start and that allowed Steve Cox (CHE) – who had flown super consistently over the 10 days – to take the lead and become World Champion.

Louise Crandal (DNK) has again shown she is the best female pilot we have seen, and is beating most of the boys as usual.

Results were as follows.

OVERALL

1 Cox, Steve (CHE)	Advance Omega Proto
2 Tamegger, Christian (AUT)	Gin Boomerang 4
3 Wyss, Stefan (CHE)	Gin Boomerang 4

Ewa launches





Our own Enda Murphy in goal

Photo: Ky Wittich



Celebration parade

Photo: Courtesy Martin Scheel [azoom.com.ch]



Steve prepares



World champ Steve Cox races over goal

Photo: Courtesy Martin Scheel [azoom.com.ch]

TEAMS

1	Switzerland	26,487
2	Germany	25,874
3	Czech Republic	24,954
4	Austria	24,766
5	Italy	24,701
6	Brazil	23,375
7	Great Britain	23,170
8	France	22,689
9	Australia	22,332
10	Korea	22,263

In general, we found the conditions to be a lot lower and slower than what we are used to in Australia. However it did allow us to keep up with the top guys. We got to fly with them and learn from them in these conditions... and get in front from time to time. Towards the end of the comp there were quite a few people asking who was the Aussie in the blue and white Targa, as they were noticing Rhett's aggressive flying style – always trying to push on. Unfortunately, being so low all the time, out in front usually wasn't the best place to be... but it is fun! The gaggles were huge, and as every day was a race start waiting for the gate to open, it was not for the fainthearted! Craig and Rhett both formed unwanted very close relations with other pilots (ie: mid-air touches). We will be working on having more air-starts in the Aussie comps in the coming seasons to help our pilots adjust to the gaggles and crowding.

With so many tasks and so many good pilots there, the best pilots rose to the top of the rankings. The Swiss team (who did not select the reigning World Champion in their team) were superb, with their five male pilots all finishing in the top 17. Most of the top 50 are all attending between three and five PWC comps a year, and coming from



Country Teams

Australia we will always find it tough against these top level comp-hardened pilots.

For the gear freaks, the most popular vario was the Brauniger Compeo/Flytec 5030. Most popular GPS was the Garmin 76. Enclosed harnesses are back in favour with most. The most popular glider was the Gin Boomerang 4, but it was a little unfinished as there were lots of line changes on launch each day. The general consensus was that the Advance Protos with the new enclosed harness was the best performing package around, and with two pilots on the podium it was a great result for this small team.

As a team, the Aussies have had the best result for at least the last ten years, and if it were not for the sickness I am sure we would have done even better. Heike was running strongly in the top ten females until she had to miss a couple of days flying due to illness.

We had a great team spirit with everybody helping on the radio and on the ground. We all socialised really well and the team building will help us to go onto better things in Manilla 2007.

The organisation by Chico and his staff of 30 was brilliant and everybody agreed it was the best organised Worlds we have been to. All possible pilot needs were catered for and the landing field was set up with portable bars and music. Also in the landing area were shops under a marquee and free internet. The local kids were catered for too with climbing walls, swings and even a hang gliding simulator! Brazil is a great country to visit with friendly people, cheap prices, cold beer and no matter where you land a kid will turn up and be able to pack up your paraglider!

Thanks to the HGFA for the support and also to our various Associations and Clubs for your help in attending these meets. Thanks to all our personal sponsors for equipment. All the pilots involved have an obligation to give something back and share their knowledge with their fellow pilots in Australia, and will be running seminars / training camps / talks in their local areas. Keep an eye out for these events.



FEMALE

18	Crandal, Louise (DNK)	Gin Boomerang 4
33	Wisnierska Cieslewicz, Ewa (DEU)	Advance Omega 6
36	Rauchenberger, Elisabeth (CHE)	Gin Boomerang XS

AUSSIERS

27	Murphy, Enda	Advance Omega Proto
51	Horchner, Andrew	Gin Boomerang 4
55	Rockman, Rhett	UP Targa 2
68	Donnel, Craig	Gin Boomerang 3
85	Wittich, Ky	Advance Omega 6
137	Hamann, Heike	Advance Omega 6

Soaring Calendar

AUSTRALIA

Jimbour Wines Qld State Gliding Championships

18-24 September 2005

McCaffrey Field, Jondaryan. Organised by the Darling Downs Soaring Club.

All classes, practice day Saturday 17 September. For more information contact Ralph Henderson, ph: 07 38436178, <rhenderson@iinet.net.au> or go to [www.ddsc.org.au].

Canungra Paragliding Cup

8-15 October 2005

Canungra Qld. Paraglider pilots are invited to compete in the sixth year of the AAA sanctioned Canungra Paragliding Cup. Only 85 entries will be accepted to compete this year for the eight day event. Pilots must have a minimum of Intermediate rating. Entries will be accepted based on the requirements in the latest edition of the HGFA Competitions Manual. Last year saw six days of epic flying, all high scoring 900+ point days! Come and experience the fun and games, supportive and diverse flying Canungra has to offer. Entry fee will be \$390. This includes full retrieve service, pilot pack, official comp T-shirt, map, presentation dinner and day prizes. Package includes pickup and return from Brisbane Airport on Friday 7 October. Accommodation in Canungra is limited, so book early for rooms at the Motel, B&B and Hotel. Details available at [www.chgc.asn.au] (click on the "Competitions" link). Registration can be made online. Email enquiries to the Competition Organiser, Brandon O'Donnell, on <canungracup@chgc.asn.au>.

AirBorne Gulgong Classic

22-26 November 2005

Gulgong, NSW. Entries for this aerotow competition will be strictly limited to 50 aerotow qualified pilots. Entry fee: \$350 covers T-shirt, presentation dinner, strip and hangarage fees and all tows on competition days (practice days are pay per tow). 21 November is set as a practice day. Due to the complexity of organising tugs a late fee of \$50 will be imposed for entries received after 30 September. Enquiries to <fly@gulgongclassic.com>, ph: 02 49423131 or 0412 423133. Online info and rego at [www.gulgongclassic.com]. Comp factors are: AA grade, 5km, 70km, 10%.

Club Class Nationals 2006

16-27 January 2006

Hosted by the Gliding Club of Victoria. While Benalla has had competitions in the recent past, this one is being held during the prime soaring season at Benalla.

We hope this will guarantee some excellent weather for your tasks. Benalla has large areas of flat land to the north and the foothills and Alpine Mountains

to the south, so these lots of variety for tasks or directions to fly. The airfield has a large (long and wide) grass east/west (08-26) strip, as well as a sealed power strip running parallel. Two grass parallel runways are also available for north south (17-35). Two tie-down areas are available. The first is adjacent to the runways and can accommodate approximately 20 aircraft. Further space is available in front

of the club hangars. The clubhouse has a large room well suited for briefing and the evening meal. The clubhouse is airconditioned and has a licensed bar. Meals will be available at the Gliding clubhouse and we're targeting around \$10 a meal

so you'll you can save your pennies at the clubhouse or sample the variety of restaurants around town. Benalla has

a variety of restaurants, clubs and take away to fill your tummies. The clubhouse has a number of PCs wired up to our network and broadband internet connection so you can download you emails fast. For those with wi-fi capability on their laptop or handheld will find connectivity in and around the clubhouse. Limited camping is available at the airfield and there are additional camping options at the town's caravan park. A variety of motel/hotel accommodation is available around town. The closest only 500m from the clubhouse. The township of Benalla is close by, about 1.5km, or about a nine-minute walk. There are many activities to amuse in the local region should the day not be flyable. Many wineries are available for tasting with the nearby Milawa region renown for its good food. The nearby hills offer many trips, walks and sights. If you need a real shopping trip, Melbourne City is just over two hours down the freeway offering its famous Victoria Market or bevy of fashion and food shops. The Gliding Club of Victoria welcomes all pilots and their crews and look forward to hosting a successful and safe competition for you. See you at Benalla.

John Switala, President Gliding Club of Victoria

OVERSEAS

Red Bull X-Alps

1 August 2005

Dachstein, Austria. Participants race across the Alps from east to west by flying their PG 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 four 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).

Hydration Whilst Flying

Dr Ken Wishaw

THE RECENT ARTICLE BY MARTIN FEEG ON HYDRATION AND GLIDING WAS SUPERB IN COVERING THIS OFTEN FORGOTTEN FACTOR IN SAFETY AND PERFORMANCE IN OUR SPORT.

I would like to offer an alternative opinion to the recommendation that only water should be taken during the flight. I am a medical specialist (anaesthetist) and fluid physiology and fluid management is a central part of my practice every day.

On long hot flights the strict adherence to water only may in fact degrade performance to the point of being hazardous. A few facts needed to be understood as to why this is so. If basic arithmetic and technical details turn you off, skip to the recommendations!

Our blood and body fluids normally contain 135-150 millimoles (mmols) of sodium and 100 mmols of chloride. We probably sweat at around half to one litre per hour on a hot day while gliding. Additionally we lose water at high altitude from breathing air with a low water content.

What we lose in sweat depends partly on our genetic makeup, but more importantly on whether we are acclimatised. The more acclimatised we are the less sodium and the more potassium we lose in our sweat. Sodium losses for a person who is well acclimatised is of the order of five to 30 mmols per litre. For someone who is not acclimatised (say an office worker who flies one or two days a week) sodium losses in sweat may be of the order of 40 to 100 mmols/litre. (As a crude way of gaining an appreciation of these figures, one level teaspoon of table salt, which is just sodium chloride, dissolved in a litre of water equals approximately 100 millimoles per litre).

We do possess a very sophisticated sodium control system in our bodies that works well providing we are sufficiently hydrated to produce reasonable amounts of urine. Most of us readily excrete excess sodium in our urine. Conversely we also have a specific salt appetite. Glider pilots with low sodium levels often love salty foods at the end of the day!

Ingestion of water to replace sweat losses will decrease the sodium concentration in

our blood, as we are not replacing the sodium that we are losing. Severe acute decreases in blood sodium (say 10%) may cause headaches, lethargy, apathy and confusion. Severe acute decreases (over 15%) may cause convulsions. While this is extremely unlikely to occur in our sport, cases of convulsions occurring in top athletes who only use water replacement are documented. Suffice to say even the mild symptoms are highly undesirable for a pilot!

Potassium losses may cause low blood pressure and weakness.

Small amounts of sodium and potassium in re-hydration fluids increases the rate at which the gut can absorb the fluid. Drinking only water, apart from leaving you still dehydrated (because you haven't absorbed the fluid) can make you feel bloated and nauseous.

Pure water ingestion tends to shut off the thirst reflex, even when we are dehydrated.

Taste is a critical factor on whether athletes drink adequately during exercise. Some people love pure water, others loathe it.

High carbohydrate drinks such as energy drinks, fizzy drinks and fruit juice contain 10% to 30% carbohydrate. Levels of carbohydrate over eight per cent inhibit intestinal absorption of the fluid. None of these are appropriate for re-hydration during flight.

Sports drinks are not excessively high in sodium. At recommended strengths they contain 10 to 25 mmol/litre. They are also designed to replace potassium losses. They do contain carbohydrate but this is of the order of six per cent which will not impede absorption or cause large fluctuations in blood sugar levels.

RECOMMENDATIONS

Guiding principles (on the basis that you are essentially fit and healthy) should therefore be as Martin Feeg wrote with regards to pre-flight dehydration, weighing, etc., and

- *On short flights whether we drink water or an electrolyte replacement is not critical.*
- *On longer flights (say over two hours) we should be aiming to replace what we are losing. Sports drinks are appropriate for this. As we are a "light physical activity in a hot environment", some dilution from the recommended concentration can be used if this makes it more palatable. Which one is not as critical as what tastes good to you.*
- *The carbohydrate (sugar) content is not harmful. Carbohydrate ingestion could only lead to a problem if a large carbohydrate load is taken at widely separated intervals, with the risk of insulin over secretion and low sugar levels occurring some hours later.*
- *Never take high sodium loads such as salt tablets.*
- *Heavy coffee and tea drinkers are prone to severe headaches on acute withdrawal. Recent studies have shown that caffeine is not deleterious to sport performance and a small amount on the long flying day before or after the flight is okay.*

By way of example I undertook two seven hour mutual flights on successive days in a Super Dimona motor glider. Both days were hot and dry, and the tasks were identical.

On the first day I stuck to a water regime. By the end of the day I was nauseous, bloated had a severe headache, and mild dizziness. I opted to let the other pilot (and aircraft owner!) do the landing. My urine output was very poor.

The following day was identical except that I used a half strength sport drink. At the end of the day I had none of the effects of the previous day (and a far healthier urine output). We flew and landed safely under my control!

For further reading on this subject there are excellent fact sheets at [www.sportsdietitians.com].





Narromine Cup Week On Again

Plans are under way for this year's Narromine Cup Week, to be held at Narromine, NSW from Sunday 20 to Saturday 26 November inclusive.

Last year's event attracted approximately 60 pilots from all parts of Australia, Europe and Japan.

Further information can be obtained by contacting the co-ordinator, Mrs Beryl Hartley, phone 02 6889 2733 (business hours), email hartley@avionics.com.au

Another major event coming up at Narromine aerodrome, planned for the long weekend of 2 and 3 October, is an air pageant, the highlight of which will be the inaugural launch of a full size working replica of the Wright Bros bi-plane.

The aircraft has been under construction in a hangar at the aerodrome for over two years. It will be dedicated by astronaut Dr Buzz Aldrin on the Saturday. Organisers are expecting a crowd of 8,000 to 10,000 to witness the event.



Top: Last year's line-up

Above: Narromine Cup Week 2004 briefing

Photos: Anne Elliott

HAPPENED RECENTLY ON AN AIRFIELD

Martin Feeg

ADuo Discus is on a competition; in the front, a veteran of gliding who now needs a safety pilot. In the rear seat is a youngish instructor with 10 years of instructing under his belt.

Conditions deteriorate and an outlanding is inevitable. A very large paddock is found without any pressure; however approach will be over a forest area. On short final the glider is getting a bit low, clipping the highest branch and being spun into the trunk and lower branches.

The glider comes to a rest some 10 metres above ground, and further actions are considered. Both pilots decide, and verbally agree, to undo their harness and try to climb out at the same time. Harness undone and the canopy opened now the glider decides to move towards the ground. As a result of the impact at ground zero the glider's largest piece is as long as the span of your arms, the front seat pilot suffers severe spinal injury, the rear pilot minor spinal and leg concussion.

Some months later both pilots are fine, after several days in hospital and a lengthy period of physiotherapy.

Close shave? I don't think so, or probably yes! Firstly, why do two experienced pilots cut the final so marginal without any need? Secondly, why are they misjudging the approach so grossly? Why do they decide to undo their harness before trying to get help? After all, modern aircraft have a safety cockpit. And why are they doing it at the same time instead of one climbing down and then the next? Why did they think of climbing down in first place so far above ground without any rope, or rope-type aid? Questions over questions, think for yourself – after all it happened not too far from civilisation!

Remember – always switch your brains on first, and then delve into action...

It is a lengthy story, but you have to understand that in any situation similar to this your life is on the line. Safe soaring.



ZEN AND THE ART OF HANG GLIDING

Greg Stroot

IN THE FOLLOWING ARTICLE GREG STROOT EXAMINES THE SIMILARITIES, SPIRITUAL AND OTHERWISE, BETWEEN HANG GLIDING AND ZEN...

The art of flying stems from a deep mysticism, with its origins in mythology (Garuda, Hermes, Apollo, Icarus and Daedalus) through to James Barrie's Peter Pan. Those that teach the craft are, of course, Masters of the Art. Their teachings are held in reverence, as if these teachers have attained spiritual enlightenment. It has been a source of amazement to me that the basic skills of hang gliding are usually attained within a week, however, what is the process that follows after?

Recently in Bright, at the Mystic landing field and Porepunkah airstrip, I was performing the usual routine of packing up the glider and was reflecting on the fine flights had. Thoughts wander, and I contemplated the notion that this pack-up ritual vaguely resembled the Japanese Tea Ceremony. There is an order to the process that is logical and grounding. While newcomers to this ritual may still require some cognitive process, initiates and Masters seem to perform it automatically, often immersed in their contemplations. Such phenomenon is Zen at its core.

The fundamental tenet of Zen is that enlightenment (Satori) is attained through practical application *"without words, without explanations, without instructions, without knowledge."* This pervades the hang gliding community as an unspoken philosophy. There are, of course, regulatory frameworks and broad strategies and teachings, but the spiritual side is there too, with true skill in the craft of hang gliding attained only through application of wordless experience. There is a Zen phrase, *"A finger is needed to point at the moon, but that we should not trouble ourselves with the finger once the moon is recognised."* The "Masters" of hang gliding provide a finger that is soon dispensed with, knowing that the spiritual aspect of the art will finish the learning process. Enlightenment in Zen *"doesn't mean withdrawal from the world but means, on the contrary, active participation in everyday affairs."* It is not a monastic recluse

that partakes in hang gliding, it is someone answering a call and embracing all the obligations. This call, like the approach in Zen, emphasises life's practicalities but nevertheless *"holds a mystical experience in wonder and mystery in every single act."*

There is occasional talk of having a so-called Sherpa that can carry and set up your glider, and then pack it up when the flying is done. This may be from those who consider the art to be akin to knighthood, where to attain the highest rank one needs to ascend from Page through Squire to Knight. The process is really more holistic for reasons of safety as well as pleasure (although having a buddy co-pre-flight makes good sense). A Zen parable runs:

A monk told Joshu: 'I have just entered the monastery. Please teach me.' Joshu asked: 'Have you eaten your rice porridge?' The monk replied: 'I have eaten.' Joshu said: 'Then you had better wash your bowl.'

Rather prosaic perhaps, but early in the hang gliding course the Masters place heavy emphasis on the set-up and strip down of the glider, and advice as to stowage of pack up gear, along with preliminary ventures into ground handling.

Anticipating flight often involves the process of "hang waiting". During this period the preparatory ceremony (set-up/pre-flight) has usually been performed, and the contemplation of fluid dynamics commences. To attain enlightenment a Zen Master will provide their student a "koan". This is a paradoxical question that is intended to stop the mind and empty it in preparation for Satori. Since no one has perfected "Thermal Detection Goggles", much time is spent on the paradoxical nature of thermal behaviour, or coastal fronts, wind cycles, and launch directions. This period serves to empty one's mind, become transcendently detached from the earth, and thus in tune with the heavens.

Zen can be thought of as a blend of Buddhism (meditational), Taoism (mystical) and Confucianism (formalised and dealing

at times with morality). A common symbol across these beliefs, and based in Taoist thought, is that of the T'ai-chi T'u. This is the familiar "yin yang" image. In its origins the dark and light tadpole shapes represent the shady and sunny sides of a mountain. Each "tadpole" has within it the seed of its counterpart, and represents the balance of yin and yang. These two opposing characteristics need to live in harmony with each other. Its western analogy is the pendulum, which will inevitably swing the other way.

Those catabatic (yin) and anabatic (yang) airflows, or onshore/offshore cycles that affect prospects of flight, are both manifestations of the cyclic nature of the T'ai-chi T'u. The yang (lighter side) represents the bright side of the mountain; it is creative, implies movement, and is aligned with heaven. If these meteorological forces are in sway then we will hopefully have some yang for launch.

Once having performed the launch ritual and finding ourselves airborne, we move directly to a state of Satori. One of the Zen methods of invoking enlightenment is for the Master to shock the student at a critical juncture through a yell, or a hit with a stick. I wouldn't advocate this as good practice after a hang check, but then perhaps the sudden flurry and injection of adrenaline already performs this for pilots. The eastern mystics also study these meditation techniques because of their value to warriors. The detachment attained through meditation allows one to concentrate strongly on the task at hand, to the expense of any distractions. A Zen Master, Yasutani Roshi, describes the meditative state of Shikan-taza as follows:

"Shikan-taza is a heightened state of concentrated awareness wherein one is neither tense nor worried, and certainly never slack. It is the mind of somebody facing death. Let us imagine that you are engaged in a duel of swordsmanship... were you to relax your vigilance even momentarily, you would be cut down instantly."

He goes on to describe the crowd that gathers, but suggests that you (the warrior) are distracted by neither the noise nor presence. The Bhagavad Gita, India's favourite religious text, is set in a battlefield, and Bushido is a form of Samurai swordsmanship strongly influenced by Zen. Certainly the vigilance of the pilot is key to a safe, enjoyable, and successful flight.

One of my early revelations in the understanding of thermals is that if one takes the path of least resistance they should get prepared for a landing. The thermal will tip your wing away and you will always find sink. I struggled with early theory advising that the air just outside a thermal sinks faster

THE MOUNTAIN BECKONS

Pete Brennan

than air further in, so that when encountering sink on my right wing I yielded right in search of the thermal beyond (to the despair of those on the ground watching the eagle to my left). The Lao Tzu would say, "Whenever you want to achieve anything you should start with its opposite."

Invariably the pendulum will swing and the yin again strengthens over the yang. "Landings are mandatory." The yin is the darker side of the T'ai-chi T'u, being the shady side of the mountain. It further represents the earthly aspect of the balance, and brings things to rest. It is intuitive, and is described as female, or maternal.

And so we go back to the pragmatic duties of pack-up and the cha-no-yu Tea Ceremony (although my luck is usually better because my wife has a few cold beers at hand). Soon afterwards, I become thankful for the yin.



Author's note: This article is in contrast to true Zen, that would simply state, "The instant you speak about a thing you miss the mark". Many of the facts and much of the material quoted here has been obtained from Fritjof Capra's "Tao of Physics".

THE MOUNTAIN BECKONS

THE MOUNTAIN LOOMS

A GATEWAY TO THE SKY

WHERE UNSEEN CURRENTS SWIRL

AND EAGLES FLY

WHERE COLUMNS OF HEAT PUNCH FOR THE SUN

THROUGH THE RESTLESS SEA OF AIR

THAT MURMURS AND BREATHE AND LIFTS TO THE SKY

OUT THERE



rash shirt polar fleece vest 3/4 sleeve t-shirt

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OUT NOW



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HGFA General Manager's Report

Board Meeting

The April Board Plenary Meeting was held at the Sportavia complex in Tocomwal, NSW. Over the two day weekend meeting the Board made review to a number of items currently affecting the organisation and began an initiative toward an overall Risk Management approach to guide the future direction of the HGFA. The initial steps have identified subsets of risk the HGFA faces in terms of Governance (external), Organisational (internal), Economic, Environmental, Cultural and Technical dynamics.

The Board is very aware of the trends within the membership and the number of diverse types of activities that the membership engages in. The Board is dedicated to protect and support these activities, realising that to do so the various activities must be declared within the operational privileges under the CASRs. To this end it is clearly important that the membership assist with the project of reviewing and updating the Operations Manual so that these new aircraft and operational activities can be incorporated and approved as legitimate recreational activities.

PAX Medical Requirement

During the Board meeting some discussion was given to the requirements of pilot medicals for passenger carrying. The discussion included the view of the law regarding Informed Consent to participate in a risk activity and the Duty of Care that is required by the regulations supporting the activity. Informed Consent means that a person must be made aware of the risks involved in the activity they are about to undertake. Duty of Care means that there is a responsibility to provide for the most favourable condition for the person undertaking the activity. In terms of passenger carrying operations, the passenger is about to undertake a risk operation which is dependent on an adequate state of health and as such that passenger should be provided a level of assurance that the pilot in command is fit to fly on health grounds. The passenger has the right to assume the question of health has been taken care of. The standard for that duty of care by an organisation is the Class 2 medical. By imposing the Class 2 medical the passenger has the assurance that a physician with a view to aviation medical dangers has declared a bill of health reviewable in time. The passenger's assumption to the fitness of the pilot is catered for by having the pilot's medical certification provided by a DAME (Designated Aviation Medical Examiner).



HGFA Board members meet at Sportavia, Tocomwal, NSW. Left to right: Kathy Little (WA), Rohan Grant (Vice Pres), Chris Fogg (GM), Andrew Polidano (NSW), Hakim Menten (VIC), Carla Pierce (Secretary). Absent: Rohan Holtkamp, Bill Moyes, Mark Thompson, Stewart Dennis

There can be no misrepresentation by way of a pilot's own self declaration to fitness nor can the passenger be non informed as to the state of the pilot's fitness by not making any self declaration of fitness to the passenger.

The motion was put forward, to be effective immediately, that PAX Instructional medical requirement to be upgraded to require a Class 2 Medical and that the PAX Sport medical requirement to be upgraded to require a Class 2 Medical. The motion was carried unanimously and the requirement will now be applied to all new and renewing passenger carrying endorsements.

Public Liability Insurance '05/'06

As indicated in the last General Manager's report, the HGFA has renewed its third party liability cover as per standing cover of last year. While the insurer did present two options for Passenger/Student Liability cover to the HGFA these were considered too expensive for the type and extent of cover they provided. Neither of the passenger/student options provided for "non-dual" instruction which precluded any ground to air training, meaning that the instructor would need to be onboard the aircraft with the student during all training sessions. What the insurer was trying to avoid (and did not wish to entertain) is solo instruction from the ground using radio or similar in lieu of dual onboard instruction. Since the normal manner of training in hang gliders

and paragliders requires ground to air training via radio instruction these options of passenger/student cover would only have been suitable for tandem operations and WM pilot training. Furthermore, the options included limited liability cover to either \$250,000 or \$500,000 respectively for any one accident. It would have been unreasonable for the cost of this cover to be shared across the membership and was considered out of the price limits for those that it would have covered. Neither option was therefore considered to be viable.

While these options were not conducive to our passenger/student cover this year, they were provided to us very late in the term, just prior to the insurance renewal date, and they do provide indication that the insurer is prepared to continue to work with us toward some re-establishment of our previous cover. Further negotiations will be conducted throughout '05/'06 in an attempt to improve the type and extent of cover that we currently have.

The new insurance certificate has been posted to the HGFA website for members to download and use in establishing or continuing access approvals to flying sites.

Accident Reporting

The reporting of accidents is a central part of the HGFA safety system and a direct responsibility of all pilots under CASA regulations. Most of what you need to know

in regard to the process of reporting accidents is contained under section 5.5 in the Operations Manual. It is important to remember that the accident report is not about attributing blame for the accident but is more concerned with establishing the primary and secondary causes of the accident so as to provide the knowledge to other pilots in the hope of prevent any similar event occurring in future. It is extremely important that information regarding any fatal accident or accident occurring during training is relayed to the General Manager as soon as possible so that a full brief of the accident can be passed onto the necessary authorities and any media interest in the accident can be portrayed with accuracy. In the case of a serious or fatal accident the Australian Transport Safety Bureau will also need to be advised as soon as possible on their 24 hour hotline (ph: 1800 011034).

CASA Notification – Complaint Regarding WM Operations in Whittlesea Area

I have received a complaint forwarded on from CASA regarding a powered hang glider or trike operating at low level near a ridge line backing onto Mt Disappointment State Forrest near Whittlesea, Victoria. The aircraft is described as being white on top and red underneath and was operating in close vicinity to horses in the area. While this complaint is being accepted as a noise complaint at present, there will be a need for further investigation if additional comment is made to CASA from ongoing operations of similar kind in the area. If this description fits your glider or area of operations of recent times please note that the complaint has been put to CASA. I am sure it does not need to be restated that we must all remain considerate to the land users of the areas over which we fly and take care not to disturb live stock or irritate the ground dwellers below us during our operations. Please respect their space during your operations.

Safety in Pre-flight Checks

This photo (right), sent in by Gordon McCabe, WA, shows the importance of doing a thorough pre-flight safety check. The pilot obviously had enough calm to take the picture once they realised the situation. I'm sure I would have been too apprehensive to worry about pics for the gallery if I were in the same seat.

Accident Reports

Number 1

Pilot: Advanced

Experience: Several thousand hours; approximately 200 hours last 90 days

Aircraft type: Paraglider, competition type

Pilot injury: Severely winded and some mid-back soft tissue injury

Aircraft damage: Nil

Location: Low coastal site

Conditions: Moderate to fresh onshore breeze

Description:

The pilot was flying an older glider over low sea cliffs in reasonably strong wind. The pilot was making some aggressive turns and dives, causing the glider to pitch rather hard. Despite the glider's trend to pitch on the turn, the pilot continued to push it until the glider collapsed while it was out in front of the pilot and beginning to dive to regain airspeed. As the pilot was only about 4m above the ground there was no chance to recover. As the pilot fell, he was rotated backwards and landed on the flat of his back. The pilot experienced difficulty in breathing due to being severely winded from the impact and also noted that he was experiencing some back pain. An ambulance was called, taking the pilot to hospital. It took several hours before normal breathing was regained, and x-rays revealed no damage other than muscular soreness.

Comment:

Luckily this pilot suffered no major injury. There was real potential in this incident for a more severe compression injury. Playing with your wing over low soaring sites is a fun activity, but remember, the ground is not very far away and the forces that you create when pitching a glider aggressively through a turn can result in a harsh impact due to the proportional loss of altitude through the turn.

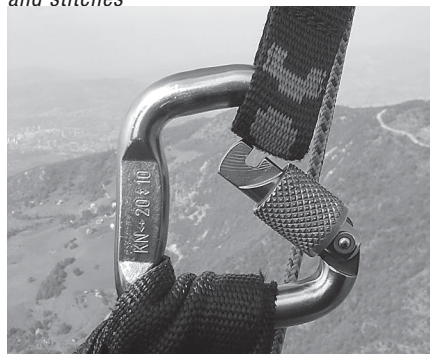
Number 2

Pilot: Advanced HG, Intermediate PG

Experience: 780+ hrs; 40 hrs last 90 days

Aircraft type: Paraglider

Pilot injury: Anterior wedge L2 and stitches



Scary moments in flight



Following Fred cross-country

Photo: Meg <conquest01@bigpond.com>

Aircraft damage: Two broken lines

Location: Coastal cliff

Conditions: Moderate onshore breeze

Description:

The pilot had been flying the launch site for a couple of hours and assessed the conditions to be a little risky but reasonably okay to make a flight along the coastal cliffs to another beach. He had flown the site and the route to the other beach many times previously and with his experience of the area he thought at worst there would only be minor control problems in making the target. Moments before arriving at the target beach, flying tailwind above the forested cliff with approx 50km/h groundspeed, the pilot lost height in rotor and collided with a tree. The pilot then fell 5m through the forest crashing face first onto the rock face of the cliff, most of the impact then being taken up by the harness.

Comment:

The pilot gives his own comments stating that over confidence was the primary cause of this accident. He knew that given the conditions there would be a risk in making the transition to the other beach and decided to take it. He believes his harness and full face helmet saved his life on this occasion. His advice: consider carefully the risk you are about to take and reduce it as much as possible. The closer your flight path is to the ground, the more you should reduce the risk factor to 0%. Invest in a good harness with good inbuilt protection and always fly with a full face helmet.



HGFA GENERAL MANAGER

Chris Fogg

PO Box 258, Helensburgh NSW 2508

Ph/fax: 02 4294 9300, mob: 0417 766356

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

Contact Addresses

GFA

NSW Gliding Association (NSWGA)

Australian Air League

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

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 & Aeroclub

PO Box 549, Byron Bay NSW 2481
02 66844244.

Canberra Gliding Club

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

Central Coast Soaring Club

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

Cudgong Soaring Pty Ltd

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

Forbes Soaring & Aero Club

PO Box 267, Forbes NSW 2871,
02 68523845.

Goulburn Gliding Group

57 Munro Rd, Queanbeyan NSW 2620.

Grafton Gliding Club

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

Greenethorpe Gliding Club

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

Harden Gliding Club

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

Hunter Valley Gliding Club

PO Box 9, Newcastle NSW 2300.

Lake Keepit Soaring Club

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

Leeton Gliding Club

PO Box 607, Leeton NSW 2705,
02 69536970.

Narromine Gliding Club

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

NSW AIRTC Gliding Club

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

NSW Police Gliding Club

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

RAAF Richmond Gliding Club

RAAF Base, Richmond NSW 2755.

RAAF 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.

Scouts NSW Air Activities Gliding Wing

RG (Bob) Balfour, 80 Malvern St, Panania NSW
2213, 02 97735648 (h), 02 9695
1100 (w), <rbalfour@tpg.com.au>.

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 appropriate
State associations, region or club.

Board Members

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

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

Sec: Carla Pierce 33 Edmonds St, Diamond
Creek VIC 3089 Ph: 0407 788710,
<Secretary@hgfa.asn.au>.

Trs: Stewart Dennis PO Box 118, Dickson
ACT 2602, ph/fax 02 62470008, 0429
158721, <Treasurer@hgfa.asn.au>.

Hakim Mentès 16/59 Riversdale Rd,
Hawthorn VIC 3122, 0412 617216, <Hakim.
Mentes@hgfa.asn.au>.

Bill Moyes 173 Bronte St, Waverley NSW
2024, 02 93875114, fax: 02 93693342, <Bill.
Moyes@hgfa.asn.au>.

Andrew Polidano PO Box 1903, Byron Bay
NSW 2481, 0428 666843, <Andrew.
Polidano@hgfa.asn.au>.

Kathy Little Lot 108, Pinjarra Rd,
Ravenswood WA 6208, 08 95376204, <Kathy.
Robinson@hgfa.asn.au>.

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

Microflight Public Relations

Paul Haines ph/fax: 02 42941031.

GFA MEMBERSHIP FEES 2005

Membership:	Normal	Family
NSW/QLD	\$175	\$139
Victoria	\$176	\$140
South Australia	\$179	\$143
Western Australia	\$180	\$144

Student membership:	Full	Family
NSW/QLD	\$108	\$72
Victoria	\$109	\$73
South Australia	\$112	\$76
Western Australia	\$113	\$77

Short-term membership:	1 Month*	3 Month*
NSW/QLD/VIC	\$48	\$60
South Australia	\$57	\$69
Western Australia	\$58	\$70

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

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

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

States & Regions

ACTHGA

PO Box 3496, Manuka ACT 2603; Pres: Steve Foggett 0417 313589, 02 62884351, <steve.foggett@homemail.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@jillrld.com.au>; Committee: Nicolas Steffen, Barry Oliver, Stephen Harris; SSO: HG – Peter Dall, PG – Peter Bowyer 0412 486114. Meetings: 1st Thu/month 7:30pm Yamba Sports Club, Phillip.

Hang Gliding Association of WA

PO Box 146, Midland, WA 6936; <hang_gliding_association_wa@hotmail.com>. Admin: Rick Williams <hang_gliding@dodo.com.au>; V-Pres/Sec: Nigel Sparg <nsparg@bigpond.net.au>; HG Rep: Gavin Nichols <gknichol@tpg.com.au>; PG Rep: Gordon McCabe <sikacro@yahoo.com.au>; PM Rep: Mark Wild <mark@gastech.com.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 <apaterson@bhsc.nsw.gov.au>; Trs: Allan Bush 02 47738037 <fairallan@pnc.com.au>; SSO: Allan Bush, Paul Hunt 0408851876 <hupnt@ozemail.com.au>; Newsletter: Paul Hunt. Comp Director: Alan Bond 0408470544 <skybond@iprimus.com.au>. Meetings: 4th Wed of Jan/Mar/May/Jul/Sep/Nov, Blue Cattlelog 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@dustydemons.com>; Editor: Kath Kelly 02 64561590, 0427 220764, <phase9@snowy.net.au>.

Hunter Skysailors

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

Illawarra Hang Gliding Club Inc.

27a Paterson Rd, Coalcliff NSW 2508. Pres:

Frank Chetcuti 0418 252221 <chetcuti1@bigpond.com>; Sec: John Parsons; SSO: Tim Causier 0418 433665 <timcau@ozemail.com.au>.

Kosciusko Alpine Paragliding Club

[www.homestead.com/kapc]; Pres: James Rylie 02 62359120, <rymalcalago@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, <tlean@smarthat.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 Hurley 02 49432903; V-Pres: Matt Olive 02 49436791; Sec: Simon Ross 02 49447915, 0407 528966; Trs: Monica Barrett 0425 847 207; SSOs: Tony Barton (coastal) 0412 607 815, John O'Donohue (inland) 0419 765715, Alaric Giles (inland) 02 49430674, James Thompson (PG) 0418 686199; Newsletter: David Stafford 02 49215832 <editor@nhgc.asn.au>. Meetings: Last Wed/month 8pm South Newcastle RLC, Llewellyn St, Merewether.

Northern Beaches HG Club

Pres: Wayne Fitzgerald 02 99827094; Sec: Brian Clarke 0418 280407, <trincott@bigpond.com>; Trs: Jim Gaal 0414 799822, <jimg@acay.com.au>; SSO (HG): Glen Salmon 02 99180091; Wayne Fitzgerald 02 9982 7094; SSO (PG): Wayne Fitzgerald 02 9982 7094. Meetings: 1st Tue/month 7pm Mona Vale Bowling Club.

Northern Rivers HG and PG Club

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

Stanwell Park HG and PG Club

PO Box 258 Helensburgh NSW 2508; Pres: Chris Fogg 0412 904800, <cfogg@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>; SSOs: Bruce Wynne, Doug Sole; SSO: Ken Stothard. Meetings: Monthly 7:30pm Endeavour Hotel, Botany.

Victoria

Dynasoarers Hang Gliding Club

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

Melbourne Hang Gliding Club Inc.

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

North East Victoria HG Club Inc.

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

Sky High Paragliding Club

[www.skyhighparagliding.org]; Pres: Colin Page 0411 555128; V-Pres: John Styles

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

<jdstyles@hotmail.com>; Trs: Clinton Arnall 0415 229315, [membership@www.skyhighparagliding.org]; Sec: Georgia Buckingham <secretary@www.skyhighparagliding.org>; Web: Tony Tidswell <webmaster@www.skyhighparagliding.org>; APN Editor: Julie Sheard 0425 717944 <editor@www.skyhighparagliding.org>; SSOs: Kevin Gingell-Kent, Alister Johnson, Adam Neinkemper.

Meetings: 1st Wed/mth 8pm Retreat Hotel, 226 Nicholson St, Abbotsford.

Southern Microlight Club

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

Western Victorian Hang Gliding Club

PO Box 92, Beaufort VIC 3373, [www.vhpa.org/vvhgc]. Pres: Glenn Bachelor 0419 324 730, <GlennB@pocketmail.com.au>; V-Pres: Mark O'Keefe 0412 473724, <mokeefe@bigpond.net.au>; Trs: Stuart Coad 0408 524862, <scoad@edlyn.com.au>; Sec: Lisa Miller, 0407 319397, <lisam130@hotmail.com>; Web/Database: Damian Georgiou 0413 677090, <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

Caboilture Microlight Club

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

Cairns Hang Gliding Club

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

Canungra Hang Gliding Club Inc.

PO Box 41, Canungra QLD 4247, [www.chgc.asn.au]. Pres: Brandon O'Donnell 07 3399 9850, 0416 089889, <president@chgc.asn.au>; V-Pres: Raef McKay 0408 994104, <vicepresident@chgc.asn.au>; Sec: Phil Hystek 07 55434000 (w), <secretary@chgc.asn.au>; Trs: Cameron McNeill 0419 706326, <treasurer@chgc.asn.au>; Gen. Exec. Member: Greg Hollands 07 32534239 (w), 07 3844 8566 (h), <gem@chgc.asn.au>; SSO PG: Phil Hystek 07 55434000 (h), 0418 155317, <sso@chgc.asn.au>; Senior SO (HG): Ken Hill 0418 188655, <sso@chgc.asn.au>.

Central Queensland Skyriders Inc.

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

Conondale Cross-Country Flyers Inc.

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

Dalby Hang Gliding Club

27 Van Gogh Pl, Mackenzie QLD 4152, [www.hgfa.asn.au/~dhgc]; Pres: Daron Hodder 0413 515160, <daron@powerup.com.au>; Sec: Rod Flockhart 07 32193442, 0412

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

Sunshine Coast Hang Gliding Club

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

Whitsundays HG Club

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

Northern Territory

Alice Springs HG and PG Club

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

Western Australia

Albany HG & PG Club

Pres: R D Jones, 1/14 Lyndavale Dr, Alice Springs NT 0870, 08 89551088, 0402 805099; SSO: Simon Shuttleworth 0427 950556; Sec: John Middleweek 08 9841 2096, fax: 08 98412096.

Cloudbase Paragliding Club Inc.

334 Belmont Ave Kewdale WA 6105. Messagebank 08 94875253; Pres: Wesley Zadanowicz, 08 92747307, 0411 185091 <president@cloudbase.asn.au>. V-Pres: Nigel Sparg, 08 93049785, 0427 476629 <vicepresident@cloudbase.asn.au>. Trs: Colin Brown, 08 94594594, 0407 700378 <treasurer@cloudbase.asn.au>. Sec: Ian Threlfo, 08 94177952, 0407 089101 <secretary@cloudbase.asn.au>. Committee members <committee@cloudbase.asn.au>: Colin Asplin (08 92774191, 0409 050370), Mike Allen (0408 947048), Mark Wild (0411 423923), David Morgan (08 93590390, 0418 908625). Meetings: 2nd Tue/month, 7:30pm, The Windsor Hotel, 112 Mill Point Rd.

Goldfields Dust Devils Inc.

9 Broadarrow Rd, Kalgoorlie WA 6430. Pres: Richard Breyley <richard.breyley@harmonygold.com.au>, 0427 778202; Sec: Andrew Talmage <jodanew@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: Rick Williams 0427 057961; Sec: Gary Bennett 0412 611680; Committee: Dave Longman 08 93859469, Mike Ipkenanz 08 9255 1397, Gavin Nicholls 0417 690386. Meetings held on site during club fly-ins, at either York, Toodyay or Seabird.

South West Microlight Club

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

Western Soarers

<wshgc@hgfa.asn.au>, PO Box 483, Mt Hawthorn WA 6915, [www.westernsoarers.com]. Pres: Mirek Generowicz 0427 778 280, <mgenerow@bigpond.net.au>; V-Pres: Mark Wild 08 94098581, <mark@gastech.com.au>; Sec: Ben Griffith 08 94724068, <benandrobryn@aardvark.net.au>; Trs: Sun Nickerson 0401 135042, <Sunny@iinet.net.au>; SSO (HG): Shaun Wallace 0411 885178, <swallace@iprimus.com.au>; SSO (PG): Jules Sanderson 0405 089709, <airoz@speedlink.com.au>. Meetings: Last Tue/month 7:30pm The Como, 241 Canning Hwy.



IGC News

NATIONAL GRAND PRIX

Bob Henderson – President, International Gliding Commission

The following decision was taken at the Plenary meeting in March this year:

"The meeting empowered the Bureau to receive bids for National Grand Prix, which will be open to international participation and qualifying for the next World Grand Prix. All these Grand Prix will be run according to the same rules but the organisers will have the choice of the class. The National Grand Prix will be category 2 events. Bids should be received via the NACs before 1 October 2005. It should be noted that the Plenum preferred the term "Qualification Grand Prix" to the name National Grand Prix."

The following timescale is now being put in place for bids for 2006 and 2007:

31 AUGUST 2005

- Bids close for the series of 2006 Sailplane Grand Prix qualifying contests. The Bureau will review these bids in September 2005

31 OCTOBER 2005

- Bids close for the 2007 2nd World Sailplane Grand Prix. The Bureau will review these bids in November 2005

I believe that these timescales are appropriate. The Sailplane Grand Prix events are limited to 20 competitors and, as a result, the logistics are really a lot simpler than those required to support a full IGC WGC with 100 plus sailplanes present.

Our experience from Saint Auban in 2003 is that one needs a director, tasksetter, scorer, administration person, competent

PR person, referee, a small number of enthusiastic club members to look after the bar – meals – crowd control, and a small number of tow pilots.

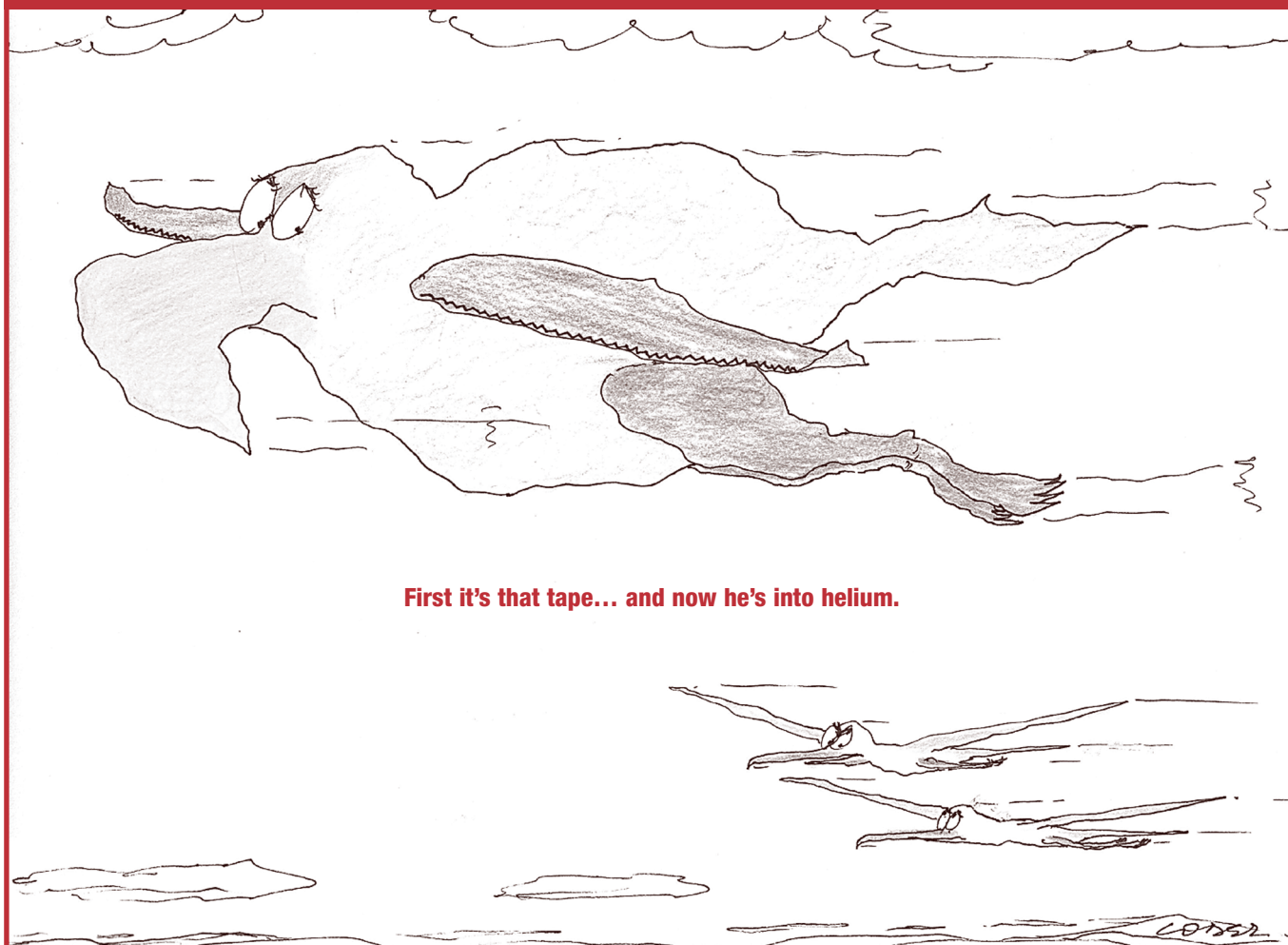
A "unified" image will be maintained by using the same name for all, for example: Grand Prix de France, Grosser Preis von Deutschland, Grand Prix of New Zealand.

A copy of the rules is available from the IGC Secretary Peter Eriksen at <eriksen@cegetel.net>.

With this event having been developed and trialled in Australia, and then promoted by the French, the first world championship takes place in France during September this year. Australian Bruce Taylor will be one of the competitors.



Cartoon by Codez



First it's that tape... and now he's into helium.

GFA Badges & Certificates

FAI Badge Claims, 29 April 2005

A BADGE

ROBERTSON, Joel Peter	11092 Bathurst SC
DENMAN, Adam Gordon	11095 Bathurst SC
RICHARDSON, Ross James	11096 Beverly SC
SUTTON, Owen C	11103 Bathurst SC

B BADGE

MAY, Peter Joseph	10943 NSW Air TC
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C BADGE

HAMEY, Stewart Robert J	10981 Boonah GC
PICKUP, Brett Alan	10894 NSW Air TC

B & C BADGE

SHACKLETON, Edward JW	11088 Gympie GC
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A, B & C BADGE

WESTREN, Kevin	11091 Sportavia SC,
BRYAN, Leigh J.	11097 Swan Hill GC

A, B & C BADGE

HOWE, Tony	11098 Wagga Wagga GC
GROTE, Gerhard	11099 Sportavia SC
HOPKINS, Paul Jonathan	11100 Sportavia SC
REYNOLDS, Eva M	11101 NSW Air TC
TAKAMARU, Tadashi	11102 Narromine GC
HEARN, Norman Douglas	11104 VMFG

SILVER C

WESTREN, Kevin	4590 Sportavia SC
HADKINS, Wayne Peter	4591 Leeton GC
OSHINOMI, Yotaro	4592 Sportavia SC
GROTE, Gerhard	4593 Sportavia SC
HOPKINS, Paul Jonathan	4594 Sportavia SC
ITOTAGAWA, Shozo	4595 Narromine GC

GOLD C

MAREL, Edward	1604 Bathurst SC
GROTE, Gerhard	1605 Sportavia SC

DIAMOND GOAL

HEDLEY, Stephen Lawrence	Lake Keepit SC
OSHINOMI, Yotaro	Sportavia SC
GROTE, Gerhard	Sportavia SC
OGURA, Hiroyuki	Sportavia SC
RIDGE, Michael James	Boonah GC
HARPER, Grant Hamilton	Nth Qld GC

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

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

Classifieds

GFA

NOTICE TO ALL GFA ADVERTISERS

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

Single-seater Sailplanes

ASTIR CS, VH-GDT. Hangared at Boonah Club, Qld. Full sale incl. trailer, new parachute, oxygen system, Form 2 current 8/12/05, instruments. \$23,000. Ph: Owen 07 37114595 (h) or 0438 371145.

ASW 20B – self-launcher VH-GTD. Recently refinished in PU & in “as new” cond. No damage history. TT under 500 hrs & only 25 hrs on top motor. Trailer & basic instruments incl. Total package \$85,000. Ph: Brian 0408 777564, <barau@ozemail.com.au> or Bernard 08 84492871.

KESTREL 19m. VG cond. Always hangared. 30 yearly just completed. Radio, vario & GPS, etc. Fully enclosed trailer & groundhandling gear. A dream to fly – currently based @ Tocumwal. 3,990 hrs for 1,785 landings. Priced to sell @ \$26,000 all up. Ph: Richard 03 58743431.

GLASFLUGEL MOSQUITO “A”, VH-GKV s/no 7, 15m flapped glider. Very well maintained & in excellent cond. Delightful handling glider. Good for long distance flights. Ph: Ian 08 81721675.

LS-3 VH-WUR. 15m Flapped. Excellent cond, 3,150 hrs. No gelcoat PU paint. Form 2 to Oct 05. Instr. incl. Borgelt 21 vario, 24 averager & 25 nav computer. Wing walker & complete tow-out gear, incl. custom-built enclosed trailer. \$42,000 obo. Ph: Ray Tilley 08 93397559 or <yellit@nw.com.au>.

PILATUS B4, VH-GJV. Excellent cond, 2,231 hrs, not flown since 30 year survey completed. Blue tinted canopy, Cambridge vario, oxygen system, towing gear & registered enclosed trailer. Ideal for early cross-country, wave or aerobatics. Reduced to \$16,000. Ph: Ken 02 43242483 or 0403 844504.

SPEED ASTIR G104, VH-IZW. Flapped 15m 40:1. Approx. 1,300 hrs. B50, Palm PDA, Microair, Joey, GPS, winglets. Gelcoat excellent. Factory trailer, rigging gear, wing & tail dolly. Just buy & fly, no work to do. \$27,500 ono. Ph: Mark 0427 127128 or <mfisher@scu.edu.au>.

STANDARD CIRRUUS, VH-GQQ complete with basic instruments, tow-out gear & enclosed trailer. This glider is based at Gawler & has been well maintained. Offers over \$20K to John Nicholls at 08 83563038 or <samnic@senet.com.au>.

SZD51 Junior, at Tocumwal since new, TT 2,000 hrs, has been well maintained & hangared. Very good value at \$22,000. Ph: Don 03 58743897.

Two-seater Sailplanes

ASK 13. Excellent cond. One owner since new. Ph: 0412 379667.

BERGFALKE II – a great training/gliding aircraft in very good cond. One-piece canopy, new Form 2. C/w a very clever open trailer – an affordable & easy to fly true classic. Ph: 02 66847572.

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

IS-28b2, VH-OKR – Syndicate owned since registered, approx. 500 hrs. Hangared, excellent appearance & cond. Basic instruments & radio. For sale or swap for single-seater. Sell price: \$27,000. Ph: Tony Hubbard 08 92952202 or email Bill Whitehand <abcands@bigpond.net.au>.

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



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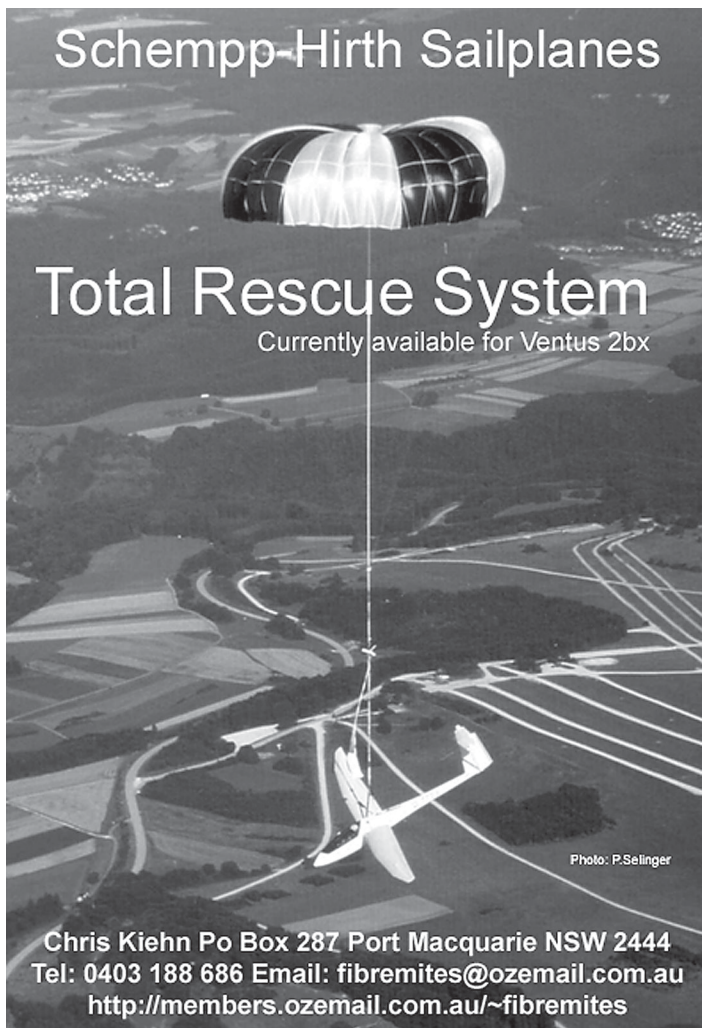
Condor: The Competition Soaring Simulator can help you pass the day, providing you with the best soaring experience on your home PC!

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- + Realistic weather model with thermals, ridge lift, turbulence, rotors, waves,...
- + Detailed flight analysis
- + Network flying with up to 32 pilots

And more...

<http://www.condorsoaring.com>

Classifieds



Schempp-Hirth Sailplanes

Total Rescue System
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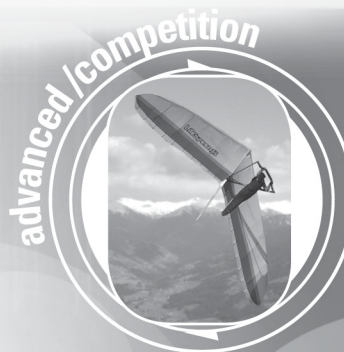
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