

Soaring AUSTRALIA



October 2005



**Soaring Patterns
and SAD**



**Viking Glide
2005**



**Moroccan
Visions**



**Review: Flying the
Aeros Discus**

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Photo: Lionel Richards

Soaring AUSTRALIA



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SOARING PATTERNS AND SEPARATION ANXIETY DISTANCES

Barry Oliver

I wonder where this guy is going?

Photo: Peter Bowyer

SOARING ALONG ANY RIDGE, HILL OR CLIFF REQUIRES A COMBINATION OF PILOT SKILL AND KNOWLEDGE OF RULES-OF-THE-AIR (SEE HGFA OPERATIONS MANUAL FOR RULES-OF-THE-AIR).

A GOOD UNDERSTANDING OF THE SITE AND CONSIDERATION OF OTHER PILOTS THAT YOU ARE FLYING WITH IS ALSO HANDY. THE CONSIDERATION THAT YOU HAVE FOR OTHER PILOTS AND THEY FOR YOU CONCERNS RULES-OF-FLYING-ETIQUETTE, AND THIS IS WHAT THIS ARTICLE IS ABOUT.

Specifically, it is to discuss the anxiety often associated with ridge soaring, particularly when other pilots are flying with you and particularly when the band of lift is narrow, light or thermic. The purpose of this article is not to discuss issues on avoiding mid-air collisions, but on how to improve the enjoyment of flying (although hopefully improved safety is also a result) by managing anxiety.

Flying with others may create conflicts for all pilots, and as the number of pilots increase so too does the potential for conflict.

The conflict can be of two forms:

1. *Physical conflict – is where the physical distance between your glider and an obstacle is such that a collision is likely. Generally, rules-of-the-air are established to reduce physical conflict, such as mid-air collisions,*

with other gliders.

2. *Psychological conflict – is where there is sufficient physical distance between your glider and the obstacle but you are unnecessarily anxious with the distance.*

I refer to this distance as the minimum separation anxiety distance (SAD). It is the shortest distance between a glider and an obstacle that the glider can be flown before the pilot becomes anxious.

Generally, rules-of-flying-etiquette are established to avoid psychological conflict between pilots. Unfortunately, these rules are generally unwritten and often situation specific. However, there are some basic ones that help us all enjoy our sport better and reduce psychological conflict. These are discussed below.

Psychological conflict is the interruption

of an otherwise enjoyable flight because someone has made you or you have made someone else unnecessarily anxious. You or someone else has breached your minimum SAD.

Every pilot, irrespective of airtime and experience, has a different safety margin or minimum SAD.

As my flying experience has increased, my minimum SAD has decreased in many situations, but I notice that other pilots with similar airtime have a different minimum SAD than me. However, not only do different people have a different minimum SAD, they have a different minimum SAD depending upon different flying conditions and it changes over time (not necessarily always decreasing).

Think of what it would be like if we all had the same minimum SAD. Whenever you approached other gliders, each pilot



Way too close... for the dog!

Photo: Barry Oliver

turned at exactly the same time as you and everyone passed each other at a distance that everyone felt comfortable with. Wouldn't that be bliss! Unfortunately, that's most unlikely as we all have a different minimum SAD.

The different minimum SAD becomes more of an issue when the lift band is very narrow, the thermal very small, or the lift very light. Often in these cases if everyone is to remain flying then the physical distance between gliders must be reduced. It is in these situations that conflict is likely to be high (both physical and psychological).

Because we all have a different minimum SAD it means that we react, and other pilots react towards us, in different and often unexpected ways.

A different soaring pattern adopted by one pilot may infringe the SAD of another pilot causing them to either move out of the lift band or behave unexpectedly and lessen the enjoyment of the flight for all concerned.

When the lift band is very narrow a careful and considerate approach to soaring is required to ensure all pilots have an enjoyable flight. Remember my purpose here is not to necessarily write about avoiding collisions (rules-of-the-air have been established for that purpose) but about improving the enjoyment of flight for everyone.

Approaching along a ridge

A good example of how an otherwise enjoyable flight can be lost is as follows. If there is only one glider in the air, then the only conflict that arises is between that glider and the ridge or some object on it, such as powerlines, towers or trees (assuming no eagles are about, but generally they are better flyers than us and can manage their minimum SAD better than us!).

Any psychological conflict is determined solely by the choices of one pilot and that pilot's minimum SAD with the obstacle(s). In most cases the minimum SAD is greater than the distance that would result in unavoidable physical conflict. We don't often see pilots flying into things, seemingly unaware

of the risk and danger, but then there will always be the Darwinian candidates. Anyway, let us not consider them here.

If we introduce another glider into the air, conflict is now determined by the choices of two pilots, with another object, being the second glider.

Assume the two pilots are flying towards each other along the face of a ridge in a narrow lift band. Both pilots are likely to have different minimum separation anxiety distances. The pilot (pilot 1) with their right wing towards the ridge has right-of-way according to rules-of-the-air (HGFA section 6.7.2). All pilots are to also avoid assuming absolute right of way*.

Assume pilot 1 has a shorter minimum SAD than the oncoming pilot 2. Pilot 1 has three choices:

1. *continue straight towards pilot 2;*
2. *turn right towards the ridge; or,*
3. *turn left away from the ridge.*

For pilot 1, continuing straight ahead towards pilot 2 isn't much of an option as pilot 1 has a shorter minimum SAD than pilot 2. This means that as the two gliders get closer pilot 1 begins to suffer increasing anxiety as a result of the developing situation.

Pilot 2 does not suffer increasing anxiety or suffers considerably less than pilot 1 due to the greater minimum SAD than pilot 1. Given pilot 2 has no increased anxiety or if he doesn't recognise the increased anxiety the closing distance is having on pilot 1, then pilot 2 will most likely do nothing and continue towards pilot 1.

For pilot 1, turning more towards the ridge causes his minimum SAD of the ridge to be compromised; this also causes increased anxiety for pilot 1. This isn't much of a better option relative to flying towards pilot 2.

He takes the third option and turns left into 'free' air.

Unfortunately, this now creates increased conflict for pilot 2. The oncoming pilot 2 most likely assumed that pilot 1 (with right of way) was going to continue along close to the ridge, but since pilot 2 hadn't reached his minimum SAD he makes no attempt to allow the oncoming pilot right of way by moving to the right out of the way.

Since pilot 1 has reached his minimum SAD from pilot 2 and the ridge, he has now started to go left into 'free' air, directly into the path that pilot 2 was planning to take.

Pilot 2 now faces increased anxiety. He can turn further right, according to rules-of-the-air, but now potentially out of the lift band to allow pilot 1 to still pass on the ridge side. Pilot 2 can continue to turn right and continue to turn right until he has turned around 180 degrees, most likely out of the lift band and possibly heading towards LZ.

Pilot 2 can also continue along the path closer to the ridge, taking the right of way from pilot 1. Irrespective of what he does, pilot 2 now becomes unnecessarily anxious or annoyed, as he isn't sure what pilot 1 is doing.

Pilot 1 probably thinks pilot 2 doesn't know what he is doing, as he sees pilot 2 as not giving right of way. Conflict for both pilots has occurred.

Another scenario is for pilot 1 to get closer to the ridge. Since pilot 2 hasn't reached his minimum SAD and considers the separation between the two sufficient, pilot 1 most likely will fly into the ridge as the lesser of the evils.

Also, pilot 2 may consider how close he expects pilot 1 can fly to the ridge based on pilot 1's glider performance and his own skill level, not that of pilot 1. Possibly pilot 1 can't penetrate as easily and therefore gets anxious when forced onto the ridge in high winds. Or maybe the conditions are thermic and pilot 1 is concerned he will experience sink and not be able to maintain height above ground. Again, this is a direct impact of different SAD between the two pilots.

Whatever the course of action pilot 1 and pilot 2 take, the end result is increased anxiety and an otherwise less than enjoyable experience, potentially for both pilots.

These situations are made worse when pilots are inexperienced, flying with unfamiliar pilots or unaware of different separation anxiety distances. Essentially, whenever we are flying with someone else.

What is a solution?

Pilots with right of way should maintain their flight path along the ridge on the understanding the pilot coming the other way will veer right. In other words, if you are flying with your right wing to the ridge assume the glider coming towards you will veer to their right and allow you right-of-way.

Indicate your intention to take the right of way by turning a little towards the ridge. Make sure pilot 2 sees you do this so your intention is clear. Of course, never assume absolute right of way and always be prepared to avoid a collision.

Importantly, keep in mind that minimum separation distances may be different between pilots. Give as much indication of your intention as early as you can and if you don't get a response from the other pilot begin to think of evasive action. Maybe you need to turn away to avoid a collision. Hopefully, you won't need to do this and your intention will be recognised.

If you are pilot 2, flying with your left wing to the ridge, consider that the pilot coming towards you may have a shorter minimum SAD than you and give them plenty

of distance between you and the ridge.

Indicate your intention to allow more room between your glider and the ridge by turning a little to the right. Make sure pilot 1 sees you do this. Make your intentions clear. Pilot 2 should also remember that wake turbulence is most likely going to affect pilot 1. The greater separation reduces this risk.

When the lift band is narrow or inconsistent, maintaining height requires all the skills you can muster. When there are other pilots in the air with you, the only solution for everyone to maximise their chances of staying in the air is for all pilots to be very considerate and apply rules-of-flying-etiquette.

The pilot with right of way should get as close to the ridge as their minimum SAD will allow and the pilot coming the other way should give as much distance as possible between the oncoming pilot and the ridge. If conditions are thermic the pilot with the right of way may have a higher minimum SAD than otherwise and may need greater separation from the ridge to feel comfortable.

Furthermore, if pilot 1 is closer to the ridge than pilot 2, if its thermic and pilot 1 experiences sink then he may need to turn quickly away from the ridge to avoid colliding with it. Pilot 2 needs to be aware of this and provide as much separation as possible.

The pilot with the right of way should not turn in front of the oncoming pilot if he wishes to turn, but wait until the oncoming pilot has passed before turning. Again a good deal of consideration for different minimum SAD is required.

If you do turn in front of another pilot you may see the turn as smooth, not abrupt and adequately separated. The other pilot may see things the opposite. They may see your turn as sharp, radical and way too close.

The only solution in such situations is for all pilots to be very aware of rules-of-the-air and also that other pilots may have a different minimum SAD and to make intentions very clear.

Note that the minimum SAD may also be a vertical as well as a horizontal distance. When it is thermic one glider can get considerable lift while another glider that is very close by can get considerable sink. Vertical separation in these situations must also be considered.

When you are flying close to, but above, another glider and the lower glider is closer to the ridge, in most cases the lower glider can turn out from the hill if they need to. If it is thermic then lift and sink can be considerable over a very short distance. The pilot of the lower glider may feel very anxious knowing the higher glider can experience considerable sink and in no time be at the same height as the lower glider and directly
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in the flight path if they experience sink and have to turn away from the hill.

Minimum SAD on vertical separation becomes as important as minimum SAD on horizontal separation.

Increased conflicts

When two pilots are flying in different patterns then the possibility for conflict is increased significantly. A solution in this case is for one of the pilots to get into the same pattern as the other. However, this often doesn't happen.

Each pilot believes that they are in a better pattern, or lift along the ridge is inconsistent. To maintain height, turning at different locations are often necessary. Flying patterns are irregular and inconsistent.

In these situations psychological conflict may be considerably higher for either or both pilots. Additional awareness of different minimum SAD is required for everyone to have an enjoyable flight.

There is of course countless other rules-of-flying-etiquette. For example, if the band of lift is very small and there is more than one pilot flying, then for all to enjoy the flight it is often worthwhile for all pilots to fly through the lift and suffer some sink on the other side of the lift. This is so other pilots coming behind can maximise their lift while not feeling crowded out. Be considerate.

If you are the one behind, don't turn in the lift behind the pilot in front of you, while he suffers sink so you can get a bit higher – take your turn in the sink as well.

Of course sometimes pilots fly in a manner that defies logic and sometimes you have to take action that might seem a little rude. Reading someone else's mind is a difficult task at the best of times!

The only real answer if someone cuts in front of you, turns in lift while you were suffering sink so they could get lift, is to make sure you don't do it back. Learn from their mistakes. If it continues, ask them if they've read this article!

However, a basic rule when there are more pilots in the air is to increase the circuit as large as possible. You will find that if everyone shares both the lift and some sink then everyone will be happier and everyone will spend maximum time in the air.

Crowding out in areas where there is only a little lift increase anxiety and in most cases results in only one pilot ending up remaining in the air – usually the pilot who ends up being disliked the most.

Generally, it is possible to experience sink then make it back to the lift without bombing out. Often staying continually in the lift doesn't get you much higher anyway, just into the bad books of those pilots around you.

Next time you are soaring and you see other pilots heading to land and you end up being the only one in the air, ask yourself, why? Maybe the answer is obvious to those pilots in the LZ, and it may have nothing to do with your skill level!

Conclusion

There are two main types of conflict in flying. A physical conflict occurs where gliders are in close physical proximity to potential danger. Rules-of-the-air attempt to reduce physical conflicts.

A psychological conflict occurs where pilots become anxious about potential danger, commonly with other gliders. Rules-of-flying-etiquette attempt to reduce psychological conflicts.

Unfortunately, rules-of-flying-etiquette are often unwritten and rarely taught in flying school. Breaking these unwritten rules can often result in a physical conflict in the landing paddock between pilots!

There are an infinite number of possible scenarios for ridge soaring patterns and there are an infinite number of potential areas for psychological conflict. Avoiding such conflict maximises the chance that everyone has an enjoyable time and remains flying.

In all cases pilots should apply rules-of-the-air to avoid physical conflicts. However, remember that we all have different minimum separation anxiety distances and minimising psychological conflict improves both enjoyment and safety.

Next time you are in the air, don't just think about the rules-of-the-air, also think about rules-of-flying-etiquette. These include:

1. *be aware that other pilots might have a different SAD to you;*
2. *make your intentions clear to other pilots around you;*
3. *try to follow the pattern of other pilots already flying, but if you can't then think much more about 1 and 2;*
4. *try to maximise the airtime for not only yourself but also for those flying with you – take a little sink if it can help someone.*

If conditions are marginal then be even more conscious of the above points.

And most importantly, have an enjoyable flight, along with everyone else.



** The pilot in command of an aircraft that has the right of way must maintain its heading and speed, but nothing in the rules shall relieve the pilot in command of an aircraft from the responsibility of taking such action as will best avert collision (CAR 12.1.161(2)).*

Author's note: Thanks to Richard Lockhart and Russell Barrow for comments on earlier drafts.

VIKING GLIDE 2005:

My experiences and observations

Shinzo Takizawa

IT WAS FOUR O'CLOCK IN THE MORNING. OUTSIDE, THE SUN WAS SHINING. THE BIRDS WERE SINGING. THE COWS WERE MOOING. THE FOXES WERE BUSY CARRYING PREY BACK TO THEIR BURROWS... I COULDN'T SLEEP!

The location of this hive of early morning activity was Ekeby airfield, nestled between the lakes of Mälaren and Hjälmaren in Sweden, where I was attending Viking Glide – the Pre-Worlds, or preparatory competition for next year's World Championships.

But why am I telling you of my problems sleeping, rather than my flying experiences, in a magazine about soaring? Whilst the flying was very enjoyable, sleep was all-important; and the search for it was frustrating. With sunset at 11pm, sunrise at 4am and no real darkness in between, I had little sleep until I was able to make successful use of a pair of eyeshades.



Author doing his daily engine check before take-off

Photo: Christiane Takizawa

The schedule called for training from 13 to 15 June, and competition for the week following. The airfield is on the eastern edge of the city of Eskilstuna, an hour's drive east of Stockholm. For this trip I chose not to ship my Nimbus 4 DM from Narromine across to Europe; the shipping is not cheap, and can often bring unexpected surprises. But it was not easy to find a glider in Europe. After nearly giving up, I found through a very good friend the owner of a Nimbus 4M. He trusted me enough to loan me his glider in exchange for my Nimbus 4 DM at Narromine. I was so happy to have the best glider I could imagine.

Of course, I do like my own Nimbus; but whilst it has the enjoyable advantage of two-seat flying, I prefer to fly competition alone. The single-seater has better handling as its fuselage is smaller than that of its bigger brother the Nimbus 4 DM, and it also allows wider scope for weight variation.

This Nimbus 4 M had a new anti-collision warning system, called FLARM. Using GPS it displays any nearby gliders which have the same system installed. Gliders in my blind spots appeared on my display; it was amazing how many I could not actually see. FLARM is becoming more and more popular in Germany, Switzerland and

Austria. Priced at only €500, I believe it has huge potential for Australia. [See the GFA Executive Officer Report in this issue – Sub-Ed.]

THE TASKS, AND MY FLIGHTS

Day 1: 16 June

**Racing task over 485.1km
4th place, 767 points, 99.7km/h.**

The conditions changed from strong to weak, and some areas were devoid of thermals as showers started to develop. Once, I had to survive for more than 10 minutes over unfriendly terrain. This first competition day showed nearly everything.

I flew all day on my own, keeping my own pace. I was always able to judge the conditions in front of me, and so I had a good understanding of when it was necessary to change gear from 90km/h to 180km/h. Overall, a very enjoyable day.

Day 2: 18 June

**AAT speed task with a minimum
of two hours
11th place, 111 points, 87.5 km.**

A silly mistake, and I lost 500 to 600 points. After retracting the engine I forgot to switch the pitot for the vario into 'total energy' mode. I couldn't climb, I couldn't centre the thermal,

Photos: Courtesy Christoph 'Harvey' Ritter*(Aaron Stroop's co-pilot and owner of the Nimbus) unless otherwise credited***Left: Author in his Nimbus 4 M, joining Aaron's thermal**

I couldn't find the correct cruising speeds, and only one hour after start I outlanded.

The first class in front of the grid had to launch in unsafe cross-wind conditions, after which the launch was stopped. From the ground, we watched the whole class struggling for over an hour to stay in the air.

Another hour later, the two remaining classes in front of us were cancelled, but we (the last class on the grid) were moved to the other side of the airfield: the organisers were hoping to find better take-off conditions. However, as the wind was still blowing across the airfield, this made little difference. We had to move as quickly as possible to the other side of the runway; grid position no longer mattered. We were given new tasks, for which we had only ten minutes to prepare.

Under stress in these hectic and difficult conditions I was focused too much on my take-off, leaving no capacity to think about the rest of my flight. I was very angry with myself. How could I be so stupid?

Trying to find an 'up side' to this mistake, I put this terrible day behind me. Tomorrow I mustn't try to do too much,

or things would only go from bad to worse. I didn't want a repeat of the Worlds in Leszno two years ago.

Day 3: 19 June***Racing task over 517.7 km******10th place, 772 points, 95.1 km/h.***

A combination of wet cumulus thermal, dry blue thermal and weakening evening thermal. My task for this day was flying without stress, keeping my own pace, enjoying myself, and most importantly completing the task. Everybody completed between 700 and 1,000 points. My task to keep myself out of more trouble succeeded; I was happy with myself again.

20 June, a lost day

The day started with the usual preparations. During the first briefing, we were told that as the weather conditions were not good, a second briefing would be held at midday. At this second briefing we were told that the weather conditions were too difficult for reasonable tasks in all classes. Only one class received a task, the others being cancelled

**Author taking off in "FE"****Photo: Viking Glide**

and not allowed to conduct even practice flights. Anger and frustration amongst the pilots, myself included, showed. Why were we cancelled so early, whilst outside the first cumulus clouds were starting to develop? After one class launched, several pilots went to the competition organisers to protest that they were not allowed to practice. They gave in, and everybody who wanted to could finally launch. The day turned out to be the best of the whole competition: cumulus clouds, good climbing rates, and no sign of the forecast high-level cirrus. In all my previous European competitions, I've never experienced such a misjudgment of the weather and mismanagement of a competition. I was determined that from now on we would not be cancelled too early,

**Author in his Nimbus 4 M 'FE'**



Author solving the problem how to open the water valve without injuring his hand. Meanwhile, Aaron Stroop and Keith Gateley (team leader) are truly looking after their team mate. Aaron flew in Open Class with a Nimbus 4 DM, 'OH'. Author's wife Christiane performed crew duties

and would face more difficult and challenging tasks.

My concerns proved to be correct. During the next two days we had to grid every morning, regardless of the weather, and were not cancelled before 4 o'clock – that is, until 23 June, the last competition day.

Day 4: 23 June

Racing task over 255.2 km

6th place, 714 points, distance: 181.3 km.

My most remarkable day!

As the competition organisers tried to recover from their previous mistake, with only three more days available the pressure

was on to achieve one more competition day, no matter what the conditions.

The first class on the grid was launched at midday. Some soon landed, and some tried to survive above the airfield whilst the rest of the remaining classes waited on the ground, watching their struggle. The tugs were called back to the hangars. Christiane couldn't wait any longer to go to town and mail her postcards; being the last working day before midsummer holidays, this was the last opportunity to buy stamps.

In spite of all these dramas around me I still hoped to fly, and at 3:30pm we finally launched. When the gate opened after 4pm we had a 20kt westerly wind, thermals of

only 0.5m/s, and an altitude of only 1,600m. I was very calm before the start, realising that today's task couldn't be a speed task but a pure surviving game to achieve the longest distance. For the first time I decided to take-off at 800kg, the maximum certified take-off weight of a Nimbus 4M. Although originally I had planned to fly right from the start at 800kg, I found Ekeby airfield too short to guarantee a safe take-off, and had flown until now at 750kg.

During the last IGC meeting, the maximum take-off weight in Open Class was limited to 850kg for all gliders, both single and two-seaters. This means that all single-seated Open Class gliders are now allowed to fly above the previous limit of 750kg if certified higher, as it is the case for the Nimbus 4M.

The wind for take-off was a 20kt headwind, so my take-off was fine. It was fortunate that I decided to fly with 800kg for this last chance to find out what this would bring. After the first hour, I adjusted to 750kg for the following two hours, and down to 690kg for the last hour. I landed at Ekeby at 7:30pm after a 181.3km flight, averaging 60km/h. What a great day! Nobody in Open Class completed the task, but I enjoyed my flight.

Whilst most of us in Open Class had the privilege of having an engine to get us home, the other gliders had to return mostly by trailer. More than 80% outlanded on the last day, and the closing ceremony started with the majority still retrieving their gliders or trying to get home. The final results were announced without having all flight traces scored, as many loggers had not yet been handed in. I was very unhappy that the competition management could allow this to happen.

SOME GENERAL NOTES

Ekeby Airfield

The airfield has two grass runways: 05/23 as the main strip, and 17 as a short cross-strip running into it. The main strip is only about 900m long and not very wide, with high trees along the southern boundary and power lines on the north. The grid, launching and landing was only carried out on this strip. 17 was used for landing the tow planes, and for gliders when the main runway was occupied. With its limited length and width I asked myself how this airfield could accommodate twice the number of



Ekeby airfield

gliders next year. I feel that the 60 gliders on the airfield for this year's event is the maximum possible.

On more than half of our 14 flying days we experienced cross-winds. This made launching difficult for both large and small gliders, and did not provide for safe landing options in case of launch failure. The short length of the runway and the cross-winds for take-off made it very difficult to relax. This was why I hesitated until the last day to take-off at maximum weight; I preferred a safe take-off to having the last one of my life!

The Open Class grid was always at the end, but our tasks were always the longest.

It did not rain much during our stay, and according to the locals we had reasonable weather. If during future events it rains for more than a day, as is quite often the case, I am very concerned that this airfield will turn completely into a mud field – making it impossible to use for at least a couple of days.

The finishing and landing procedures were acceptable, and there were rarely any dangerous situations. However, this will be very different next year with more than 120 gliders on the airfield. Discussions aimed at changing the venue or splitting up the championships to two separate airfields seem to have started already. When I attended the Barron Hilton Cup in the USA a month later, rumours of this were already circulating.

The infrastructure on the airfield was also not as I would expect it for such an event. There were too few toilets, and the temporary, chemical toilets too infrequently cleaned. The organisers promised to fix this next year, but they can't change the size of the airfield without a change of venue.

Terrain and task area

The task area has numerous large forests and lakes. The main task area north of Esklistuna offers very few opportunities for outlanding, whilst the southern task area offers more paddocks and fields. I enjoyed flying in the northern area, but I was glad to have an engine in the back of my fuselage to give me one more opportunity to get home. Nevertheless, I always flew inside the gliding range of fields, just in case my engine would not start. The Rotax engine in my friend's Nimbus 4M proved to be much easier to operate, started quicker, and gave me the impression of being much more reliable than the Solo engine in my own 4 DM back in Australia.

On the last competition day, I observed a glider which landed on a small island. It was the only possible field around. I have no idea how he managed to retrieve his glider.

Airspace

Airspace is not very complicated. If the next world championships aren't relocated, it shouldn't present problems.

Task setting

Task setting and weather forecasting were not of a high standard. Task setting never suited the real weather conditions, as the forecast was often wrong. It was either too optimistic or too pessimistic. How could this be, when the weather people were all long-experienced professionals?

The weather in this part of Sweden is very complex, as it is influenced by a large number of small factors. The computer models used for the thermal forecasting used weather data relating to the air masses lying above us in the morning. However, these air masses were passing us and being replaced by different ones before we were ready to launch a couple of hours later. It must be difficult to forecast gliding weather even four or five hours ahead if the available data is inaccurate, originating from an air mass which has already passed by. But for next year, the competition organisation must take a more flexible approach to setting tasks. Cancelling a day as early as midday during some of the best conditions, and setting on another day tasks for which 80% are forced to outland, needs improvement.

The briefings always started with an announcement from the sponsors, which were funny video clips to attract everybody's attention. The video clips had nothing to do with any sponsors, but showed the Swedish humour and indeed kept our attention. A great idea!

Thermals

The thermals originate from rocks, forests, edges of lakes or small ridges – and strangely, sometimes even from lakes themselves. I observed small convergence lines resulting from the various lakes. On some days the thermals were wet after rain; occasionally they were blue, and very often broken and small. On a day of good conditions, I could pick up many cloud streets up to a cloud base of 1,600m. The highest cloud base was 2,000m. The average climb on a good day was 2m/s. The best weather conditions were during the three official practice days, where we could achieve an average speed of more than 100km/h.

Team captain

Without wanting to start discussions on the duties of team captains, from the experiences in this competition it does help if they have an understanding of loggers, downloading their files and passing them to the competi-

tion office. In Viking Glide, all flights had to be submitted via either the Internet or a disc or flash card, with the flight in IGC format. Handing in loggers was not possible.

The runway, grid and briefing time was sent by SMS to all team captains, who then forwarded these messages to their pilots. As all of us had mobile phones from different countries including Australia, Germany, France and Sweden, a few problems occurred at the beginning when the organisers tried to contact us.

One condition for a team captain is, I think, essential: he or she should be able to empathise with pilots when they have had a bad day, and know what kind of support they need in difficult times. Our team captain, Keith Gateley, understood this well. If there was something wrong he was here to help, and even if he knew that the problem was out of his experience he tried to be positive. With his charming jokes to both sexes he kept all of us very relaxed.

Living and eating

I brought a lot of winter wear with me, as I knew Sweden can get very cold even in summer. However, the temperatures were quite reasonable during our stay. It was never really cold, and never really hot. If it rained for a few hours in the morning, flying in the afternoon was still possible.

Food and living costs are reasonable and comparable to those in Germany, as the Swedish Krona has lost ground against the Euro in the past couple of years. However, the price of alcohol is higher than in southern Europe; a bottle of wine worth \$12 in Australia costs about \$20 in Sweden.

Communicating with Swedish people is very easy, as the majority speak good English. We had never any problems finding the things we wanted. If we couldn't find anybody to talk to, Christiane could translate some Swedish writing into German.

Our hosts on the farm, where we stayed, were very friendly and looked after us well.



Our hosts, Berit and Nils-Olov Fuxgård, with my wife Christiane. We rented the holiday house on their huge farm at Rostock, a half hour drive from Ekeby. The house was well equipped and set in relaxing surroundings
Photo: Christiane Takizawa



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The Australian Vikings during briefing. The new 'thermal hats' (Viking helmets), worn by Aaron Stroop and author were bought by Aaron in Stockholm, attracted some interest

Photo: Viking Glide

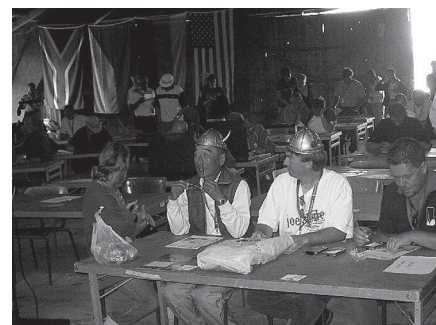
The forests and the lakes in between are beautiful, and give this country some unique scenery. Sweden is called the South France of North Europe, which I think is quite true.

My overall experience, and lessons for the future

In more than half of my flights, I was forced to take big detours to avoid breezes over the lakes. However, as I have over ten years of competition flying experience in Europe, I found it very interesting and enjoyable. Visibility was often very good, which suited me well as I like to observe the weather conditions in front so that I can adjust my flying technique well in advance. For a while I was wondering why I enjoyed this competition so much in spite of the complex weather patterns. I came to the conclusion that it was due to the good visibility.

From the FAI website, I knew that a couple of years ago one Swedish pilot had flown a 1,000km FAI triangle from Eskilstuna in 11 hours. As I found this to be the only such feat yet achieved, I was curious to find out who this pilot was. When I finally met him (Owe Engstroem) he showed me all his flight data and reports. The maximum thermal top was never higher than 2,000m, yet he was able to complete 1,000km. I also learnt from him that if there aren't any signs of convection, not to fly into areas where out-landings are impossible. As the Finish European Championships recently have shown, nothing is impossible, but we need to understand well how to fly in these conditions.

At Eskilstuna, Finland won first and third places in Standard Class. Italy placed first and second in 15 Meter Class, the Netherlands placed first and second in 18-metre Class and Germany placed first and second in Open Class. Pilots flying in this environment from the beginning have a considerable advantage. In addition, all these four teams carried out close team



flying, which they had practiced for several months before.

I see the need to share all these experiences amongst pilots who hope to represent Australia now and in the future in overseas competitions. If we start learning and listening to each other, we will stop making the same mistakes again and again. In the past few years I have observed many pilots, including myself, going overseas to represent Australia. The majority of them returned disappointed. Some have even decided not to represent Australia again until they are sure that they will do better. In the meantime, new pilots must go overseas instead. But without the feedback from their previous fellow pilots, they will have little chance to do well. If we could somehow stop this vicious circle and work together, forgetting self-interest and realising the need to work together to create a winning Australian Team and not an independent single pilot, then I am sure that we will have better potential in future.

The coaching camp in March this year was a good step towards this. We had a sports psychologist with us during this camp, and I believe that I did much better this year in Sweden than I would have done without this training. If a pilot plunges from fourth ranking to last in only one day, he or she needs to know how to cope with and manage such a crisis. I am angry with myself for making such a silly mistake, but I am also happy with myself for being able to manage it. This experience gave me the feeling that I have a chance to do well in the future.

Last but not least, I would like to thank my team-mates Aaron and his co-pilot Harvey, who competed with me in Open Class. You were great companions, you helped me so much to stay relaxed, and you made me feel part of a team.



It never gets boring, this gliding thing

Rob Izatt

IT'S ONLY THREE YEARS SINCE I OFFICIALLY TOOK UP THIS 'HOBBY', AND THREE YEARS ON THE COMMITTEE. I BECAME THE SECRETARY OF BOONAH GLIDING CLUB EXACTLY TWO MINUTES AFTER MY APPLICATION FOR MEMBERSHIP WAS PROCESSED BY THE MEETING. IT HAS BEEN A RAPID, ACTION-PACKED THREE YEARS; LOTS OF STUFF HAS HAPPENED BOTH ON AND OFF THE AIRSTRIP. FOUR NEW AIRCRAFT, THE DISPOSAL OF OTHERS, DEBTS PAID, CLUBHOUSE RENOVATIONS, THE END OF THE 'CLUB' AND THE BEGINNING OF THE 'CENTRE', AND A COUPLE OF PRANGS – ONE OF WHICH STRESSED ALL OF US ALMOST TO BREAKING POINT.

Now the Boonah Gliding Centre, our club has grown significantly. The committee has attempted to stay one step ahead of this expansion by providing suitable aircraft and resources. There will always be growing pains and members who don't fit the club scene, and then there are those who embrace the whole idea of being in a club, do the work, love the flying and are great people. You really can't worry about the former – how could we have catered for them, why did they leave, what should we change? Far better to ensure that those who enjoy being in a club environment are having fun. As one club member intimated to me on a recent bright, blue Boonah day: *"I just like being here!"*.

Now, I was talking about gliding never being boring. Our CFI now lets me take passengers in our ASK-21, VH-BGE (The Boonah Gliding Experience). We do about 10 to 12 passenger flights a week, and about one in 20 are conversions. The '21' is fantastic for this job, and Mr Eckey's persistence in selling me the aircraft was time well spent.

Back to the flying. Last week, we ran a course for two Englishmen who were escaping the English summer. Boonah gets cold, but only early in the morning, and wearing anything but a polo shirt after 10am is foreign to us. They had a ball! There was good soaring on every day. On the Thursday evening, after both had gone solo, they suggested that if I could organise it they would like to do some longer thermalling. Well, I have lots of jobs at the club, but Chief of the Weather is beyond me. Friday was brilliant,

and they both had over two hours with an instructor, learning the intricacies of soaring.

That morning, an Irishman called the club and wanted to go flying. We were there, so I told him how to get to the field. Well, three turned up wanting to fly, so we rearranged the day and lined up the 21. The first flight was pretty standard. We tow air experience flights to 4,000ft agl. It takes away the strain on pilots to get the 30 minutes promised, and gives the student a greater opportunity for hands-on; it is, after all, their flight. 4,000ft also means less thermalling, less going endlessly round and round, making novices reach (if you'll pardon the pun) for the photo bag that we provide for anything that develops, so to speak. This guy had had about 10 hours in gliders in England, 30 years ago, and flew quite well. The third AEF was his wife, who had always wanted to try gliding. Another good flight, some gentle lift and an easy 40 minutes which she effused about until they departed.

You noticed I missed the second flight?

Well, another gentleman (her brother, who lives here) we launched into an almost clear blue sky with just a few little puffs at about 4,500ft. We released at 4,000ft and flew over to one of those little puffs. Just before we reached the edge of the cloud we encountered a good, consistent four-knot lift and started thermalling nice and gently. I said to my passenger that I'd see if we could climb up to cloud base, and then start him on the controls. But the lift kept us climbing. Half a dozen turns later the cloud had grown to some 500m across, and we were

600ft above cloudbase, level with the cloud tops. The lift petered out here, and I was amazed at being where I'd never been before. I'd never climbed above cloud base before – towed, yes; but not climbed.

Then I saw something that I had heard about, but never seen. I decided to head off and circumnavigate the cloud, and there it was – a perfect image of the glider on the face of the cloud, surrounded by a strong, vibrant and completely circular rainbow! Cloud low and to the left, sun high and to the right, glider in between. Amazing! My passenger saw it first; he just pointed and said, "Wow!"

Now, this alone was well worth the price of admission, so we headed off around the cloud. It took about five minutes to arrive back at the point of origin, back at cloud base. Then we did it all again. Same thermal to cloud top, same glorious halo, and off we went again.

Then it was gone! The cloud just vanished two-thirds of the way around, leaving just a wisp. When will I learn to always take a camera?

He's coming back. Gliding at Boonah is never boring.

Come and visit us here someday. We fly in a valley surrounded on two and a half sides by the Great Dividing Range. Glorious scenery, and a friendly group of keen glider pilots.



[boonahgliding.com.au]

Author's note: I wrote this article after reading Emilis Prelgauskas' article on the Halo effect in the August issue, p30.

XC's, PB's AND FLYING WITH MATES

Mark Gamer

IT HAD BEEN ABOUT 14 MONTHS SINCE I FIRST STARTED FLYING PARAGLIDERS. I'D HAD MANY GOOD FLIGHTS AND WAS HAPPY WITH MY PROGRESS, HAVING A FEW CROSS-COUNTRIES UNDER MY BELT. HOWEVER, MY PERSONAL BEST REMAINED AT 30KM, ACHIEVED ABOUT SIX MONTHS EARLIER. IT WAS NOW NOVEMBER, AND AFTER UPGRADING TO A HIGHER PERFORMANCE DHV 1-2 (WITH A NEW DHV 2 ON ORDER) AND DOING A FEW MORE CROSS-COUNTRIES AS WELL AS CLOCKING UP 150-ODD FLYING HOURS, I STILL HADN'T MANAGED TO BREAK MY 30KM PERSONAL BEST.

Some of my flying mates were getting good XC results. Work commitments always saw me arriving at the hill late when they were already over the back. This would sometimes see me turn retrieve driver. On one particular occasion I chased a fellow pilot mate from Mt Tamborine in Queensland to Tyalgum in NSW, a new PB of 47km for him. I hoped that sooner or later conditions would favour the weekend pilot and that I too would once again see the western side of the ranges and put my old PB to bed.

Finally a Saturday late in November dawned as a great looking day. After gathering some weather information, I loaded the family in the car and headed for Canungra with the intention of going to Beechmont as it was very light easterlies. While at Canungra, I stopped in at instructor Phil Hystek's shop where I saw Phil and Brandon O'Donnell planning the day's XC. They told me that they were heading to Flying Fox, our north to north-east site, as the wind was so light you could fly off any hill. Phil had a strange look on his face that day, like a man

on a mission. Not convinced of their decision to go to Flying Fox, I continued to Beechmont launch.

At Beechmont I found the usual crew of XC legends. Karen Sexton, an expert comp organiser, had organised a friendly comp and the task had been set as 54km to Maroon Dam. Now, as everyone around these parts knows, I'm not into comps. In actual fact, comps do nothing for me but screw up a relaxing day flying with my mates, so I paid little attention to the task.

A pilot named Richard was already in his harness and launched to test the air. Conditions were very light and it was not at all ridge soarable. After boating around launch in a light thermal he face-landed. He relaunched a short time later and was followed by Geoff Sexton. They soon dribbled over the back and out of sight as I continued setting up.

After setting up, my flying mate, Nigel Arnot, arrived. Late, he began setting up like a lunatic. Nigel and I had become pretty good flying partners and where possible

always flew together. Nigel was a novice rated pilot with about 50 hours at that time, but with the benefit of 30 years aviation experience in everything from hang gliders and sailplanes to jet fighters. He still flies aerobatics in old warbirds at airshows and will pull the odd impromptu display over my house from time to time in a WWII Yak-9 fighter. But he prefers a good XC any day.

The thermal cycles began to get stronger and closer together and I desperately wanted to launch. However, launch was congested with hangies and few paraglider pilots who were having trouble launching, so I politely waited.

Eventually I launched straight into one of the strong cycles and began to climb out. Nigel followed hot on my heels and we were soon at the back of Beechmont plateau at about 3800ft. We had either topped out or lost the thermal, so I called him and told him I was heading to Gordo's Knob. We then ran into Martin Nightingale who was boating around in a lee-sider in little Flying Fox. We topped up before continuing to Gordo's.

Halfway across Flying Fox Valley, Martin began to resemble a rock rather than any kind of flying machine – real sinky air.

"Woooa... I'm not flying through that air," I thought. I tracked a little further south and topped up again in something. Nigel was also getting lowish but was looking down at Martin thinking he was me. When he finally looked up and saw me 1,000ft above, he was like a man possessed, once again working whatever he could find to catch up – there was no way he was going to let me get away on him. I flew over the top of Gordo's Knob (a geographical mountain feature named after an old hang glider pilot by the name of, you guessed it, Gordo). I was just above hill height and was suddenly rewarded with a 1,000ft/min climb.

After climbing to about 5,500ft, next



Mark Gamer climbing out over Rathdowney

October 2005

stop was Kerry Valley, that notorious sink-hole where gliders disappear like a squadron of fighters over the Bermuda Triangle. Some are never seen again and old timers say they are sucked up by aliens!

After entering the Kerry it seemed like I was flying forever with my vario silent. Down to about 1,800ft, I saw Richard on the deck packing up. It seemed that the Kerry was already taking visitors; Richard was its first victim, being the first to get away from launch. *"Not happy!"* I thought. I assessed the situation: *"I know what I'll do, I'll fly over those black paddocks and they will be working for sure."* But nothing! Then I thought, *"Hmm, that little round hill must be working."* But again nothing! Down to about 600ft agl I saw a newly started fire a little further north-west. The inclined smoke from the fire was indicating a reasonable strength north-easterly. As I flew closer, the smoke suddenly got sucked into the thermal of the fire, straight up and no longer inclined. All of a sudden I could see thermals – I felt like Superman or some other superhero with a bionic eye (if only I had a cape and my underpants on the outside). I hit the smoke and the vario started making happy sounds. Nigel dived in under me from nowhere and we took that one to cloudbase at 6,000ft. By now Karen Sexton was in the Kerry Valley on retrieve duty and we were able to direct her to where Richard had landed.

From the Kerry Valley, I tracked south along the Jinbroken Range while Nigel tracked south-west. All of a sudden I was sinking like a stone and I looked over my right shoulder to see why. Nigel was now tracking along on a westerly heading and going up, however, he was too far up-wind for me to make it back there so I stuck to my heading getting low on the western side of the range. It seemed that he had found the lift and I the sink. It was at this stage I saw Brandon in the company of another pilot climbing out in a slow one a little further along the range – obviously he and Phil had stuck to their game plan and got away from Flying Fox. I pushed on in sink and eventually I hit a bubble well below ridge height. After a few nervous moments I began to find a core and climb out. I took the climb to about 4,500ft when I saw Brandon and company heading off on glide well above me. I continued to climb in a slow one for a while and in the distance I saw a huge dust devil rising a couple of hundred feet from a quarry on the other side of Christmas Creek Road. I was now well south of Beaudesert and on track to the township of Rathdowney. Upon seeing the dusty, I made two mental notes: one, I don't want to fly in anything that looks like

that, and two, that quarry is a big thermal trigger and I'm heading there as soon as I get high enough.

On glide toward the quarry, I realised that I was going to deck it just short if I didn't get something. This realisation was growing stronger, as I was down to just above tree height. I chose a landing paddock. *"If only I had milked that last thermal a little longer,"* I thought. I was low, and could feel the heat, taste the flies and smell the cow dung. While doing S-turns over the landing paddock, I got hit momentarily by a violent bullet of lift. *"I don't like the feel of that,"* I thought, before instinctively turning straight back into it in the hope of one last climb. Several nervous minutes passed, in and out of this rough-arsed thing trying to keep the wing over my head, until I eventually reached 2,000ft where things got better. At 3,000ft I was joined by another pilot, Steve Cawte, and we took it to 6,400ft. Now I had a clear view of Rathdowney and a straight glide to a new PB of about 40km. At this stage I hadn't heard Nigel on the radio since we separated and was sure he had wound up on the deck.

Once at Rathdowney, I heard Geoff Sexton on the radio advising that he was 5,000ft over the day's goal of Maroon Dam and was winding down to land. I myself was joining Brandon in a very light thermal at about 1,000ft. There didn't seem much in it, but I was happy and chose my landing field once again. However, as Brandon was circling me taking photos, I stayed in the light thermal and before I knew it I was back at 4,500ft and heading off on glide, leaving Brandon. Maybe I'll make 45km, I thought. Got to be happy with that!

Soon I was on the western side of Rathdowney and all of a sudden I was joined in a climb by Nigel. He had taken a different track and had gotten low a couple of times too. Now we were flying together again, feeding off each other as usual and things felt good. We trucked on toward Maroon Dam with good climbs to 5,500ft then 6,500ft. I left on my last glide at about 8km out from goal and at 6,500ft. I glided for ages, not losing a foot – it was the most amazing straight-line glide ever. I got over goal at the dam with 4,000ft and was ecstatic. I had flown 54km, but was facing a new big dilemma: was goal more important, or doing a better PB?

Now as I said, I'm not into comps, so a quick consultation with my retrieve driver below confirmed what I wanted to do: push on! I did the calculation and thought I was good for a 60km flight, as with the slight tailwind I now had I should be able to milk another six kilometres from 4,000ft easily.



Brandon O'Donnell 8km out from Maroon Dam



Nigel Arnot high over Maroon Dam
Photos: Brandon O'Donnell

It was getting later in the afternoon by this stage and the ranges were a breathtaking golden colour. I could see the Carr's Lookout launch at Killarney and it looked deceptively close. Maybe three more thermals would do it. But thinking of my retrieve driver, I dismissed having a go at that option. I glided up the beautiful valley and eventually chose a nice big landing field. I did a real nice downwind, base and final approach, landing as far back up the valley as possible to stretch the distance.

After landing, before my wing had even floated to the ground, I checked my GPS: a new PB of 60.2km in a time of four hours and 15 minutes! (The retrieve from that paddock was also legendary, but we will leave it to those that were there to tell that one on the hill. Needless to say my retrieve driver and I are still married!)

Nigel, Brandon, Shane, Ian, Geoff and Ivan all made goal at Maroon Dam, with Nigel on a new PB of 54km. Karen Sexton was there waiting with the prizes and a cold one for Geoff.

On the way back to the Canungra Pub for re-hydration therapy and much back slapping, we heard on the grapevine that Phil had launched from Flying Fox, headed off on his own and smashed the Flying Fox record with a 79km flight. As I'd said, Phil had a strange look on his face that day, like a man on a mission.

It was a classic dose of XC's, PBs and flying with mates.





Hang Glider Review: FLYING THE AEROS DISCUS

Peter Davies

IT WAS NOT MY INTENTION TO FLY THE AEROS DISCUS,
BUT THE NECESSITY BECAME SOMEWHAT CLEAR AS I WAS
STARING DOWN AT THE BROKEN BASE BAR OF MY LITESPEED S.

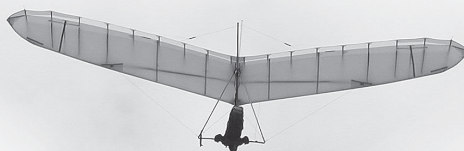
That was the first thing I saw after the dust cleared and I had prised my pride and joy out of the clutches of the Birchip Easter comp paddock. The base bar had snapped cleanly in two. Quite unusual, as it didn't catch on anything and there was no abrupt stop. The crash investigation crew determined that as the paddock was so soft from recent ploughing, the A-frame corners sunk into the ground while the flat base bar slid across the top of the dirt. This flexed the base bar to the point where it broke in an upwards direction. The irony here is that I ploughed into a freshly ploughed paddock that clearly did not require any more ploughing. Nevertheless, there I was, unceremoniously picking dirt out of my teeth as my glider was being carried away by Baden to be retired for the event as a replacement base bar proved to be unavailable, unless I stole Beavo's, and I am almost certain he would have noticed.

It was at this point that Peter Holloway of Melbourne-based Freedom Airsports wandered over and asked if I would like to fly the Aeros Discus 15m² that he had brought to the comp to demo. As I had exhausted all avenues of a timely base bar replacement, my answer of, "Yes please, you charming and generous fellow," sprang easily from my lips. Followed by, "What is an Aeros Discus 15m²?" His answer was thus:

"The Ukrainian company Aeros has in the last 10 years become one of the world's premier manufacturers of hang gliders, paragliders, trikes and now ultralight sailplanes. It is probably best known in this country for its Stealth, and more recently its advanced, World championship winning, Combat series of gliders. The Discus is relatively new to Australia, but is currently one of the biggest selling double surface intermediate gliders in Europe and the US. The

Discus has relatively conventional construction with large diameter leading edges, glass tips, top rigging and enclosed aluminium crossbar. It runs one luff line and one sprog each side. The VB has a large range and is light to pull. Interestingly, the Discus has almost 90% double surface, more than other comparable gliders such as the Wills Wing U2 and the Moyes Lite-sport, and this is likely one of the reasons for its amazingly flat high speed glide performance. Launching the Discus is straightforward. Like many gliders the lower side wires are slightly loose on the ground, but this presents little problem. Take off is easy, just level the wings and go. Take off under tow in still air happens in only a few steps, with no tendency to drop a wing. Once airborne the glider tracks straight with very little tendency to wander or yaw. Handling with VB off is light and the glider gives you lots of feedback and inspires confidence. Roll is light and very neutral with almost no high-siding necessary. Stall is not a break as such, more of a mush and occurs at full arm extension."

Wow, I was impressed. He said all that without taking a breath!



So there I was, day three of a four-day comp. Day one was canned due to strong winds, and although day two was low scoring due to light tailwinds preventing half the field from getting out, those that did displayed some mighty fine flying to get as far as they did and scored well. This left me with bomb-out points in kingpost class, flying a glider I didn't know, chasing down the masters of the air with fire in their eyes and a hunger for hang gliding glory. Sounds like the script for a Hollywood blockbuster!

On set up the first thing I noticed about the Discus was that it was beautifully made. The level of craftsmanship was quite a surprise. The sail material was strong and of a very high quality, with perfect wrinkle free assembly. The fittings were CNC manufactured solid metal. The second thing I noticed was that it was big, very big! This was mainly due to the cord being larger than my Lite-speed S, so it looked a lot larger than what it was. Peter Holloway helped me set it up, all the while pointing out items of interest to assist me in its flying. Thanks again Pete, you're a legend!

My harness and all my gear mounted to the glider with no adjustments, so the only thing left to do was to fly it. The day was ON, no time to waste. The beer at goal was not getting any colder. The static balance of the glider was very good, so after clipping in and going through the correct and standard procedures (which didn't include stuffing up and ploughing into the ground!) it was GO, GO, GO.

The glider tracked like it was on rails! I was able to completely relax and look around for turning gliders and other signs of my ticket to altitude, but it was not until my third tow that I found it. What a ride! The turn performance was remarkable, as I could push way out in thermals, staying in the strongest part of the lift and in the process easily climbing through other gliders in the stack. How cool is that. In fairness, I was flying a glider one size too big for me, but it looks like the ideal sized 14m² wing would not perform too differently from the 15m² one I was loaned, plus it would be faster on glide.

Flying between lift showed that pitch pressures are light, but increase progressively as you pull in, making speed control easy. Applying VB acted more like trim control and the glider seemed to settle about 10km/h faster in glide. This also lightened pitch pres-

suers at speed, but the most amazing thing was how flat the Discus could glide. Most kingpost gliders have noticeably worse glide ratios than topless gliders at all speeds. The Aeros Discus, however, was a revelation. I found that I was gliding with topless gliders at most speeds and only noticed a slight difference at the highest speeds, higher than most weekend pilots would ever use. As a result I was easily able to keep up with the topless gliders on the downwind tasks we were set, and they didn't get away all day. Placarded V_{NE} (Velocity Never to Exceed) on the Discus is 80km/h, and I would guess that it would be possible to exceed this if you tried. Of course, that is something I would never do, and which I'd strongly advise all pilots against!

The Discus really hit its straps at 12km out from goal that day, which was 64km WSW to Lake Boga. I was flying with a group of about nine kites and we were spread out on glide and down to 900ft. I decided to fly back to the road and crosswind along a tree line at 600ft. To my great relief, there she was. Not a thermal as such, but enough lift to stay up in. Everyone else came in as they saw me turn and everyone else went down to land. Don't you just hate that! I managed to scrape up to 1,500ft over what seemed an eternity, and then looked longingly at goal, now 10km away. My mental arithmetic was in overdrive. Am I high enough? What height do I need? What is the real glide angle? All of this became irrelevant as the lift progressively turned to zero and then light sink. Goal glide now or never – it was full VB, pointy toes and think happy thoughts time.

My final glide was a classic. A bit of lift, "I'm gunna make it!", a bit of sink "Bugger, a hundred metres short" was experienced over and over. I even wondered for a second if I could run out a downwind landing. But I'd done enough paddock ploughing for one comp so that was definitely out.

It wasn't until I crossed the goal paddock fence that I knew I was going to make it. With 30ft to spare I whipped over the line, eased off the speed and climbed into a tight left hand 180 degree turn. I popped off the VB, unzipped and came in for a perfect no-step landing. It doesn't get any better than that!

The last day was a cake walk – out of the paddock on the first tow to 4,500ft and never getting lower than 1,800ft. The task was set to Nandaly, 62km to the NNW, and apart from some slow going at Sea Lake, I had no problems. I somewhat over-compensated for the day before by starting my final glide from 4,200ft at 13km out. Needless to say I arrived at goal going as fast as the glider would go (80km/h apparently)



Aeros Discus under tow

and at 2,000ft. What can a boy do at goal with so much height? Nothing that can be reported here!

Landing approach was similar to my topless Litespeed S. The flare window seems relatively wide; just round out in ground effect with speed that you bleed off and wait for a subtle backpressure on the downtubes then flare. The glider had no tendency to drop a wing, even in still air. My landing was slightly downhill and no more than two steps. More goal beer. Yeeharr, what a sport!

So did the Discus fly me to the top of the results as well as the top of the stack? I managed to win the kingpost class and come ninth overall, making the Discus the highest placed kingpost class glider in the comp. Wrapped, stoked, pumped? Ooohhh yeeahh!

Many thanks again to Peter Holloway of Freedom Airports for the loan of this fabulous glider, which is quite simply a joy to fly. I would recommend the Discus to any advanced intermediate pilot or even the weekend warrior who wants 95% of the performance of a topless glider at 2/3 the price! The Discus is available in 15m², 14m² and 12m² sizes and your choice of colours, for \$6,295 (landed price in Melbourne including GST, freight outside Melbourne extra).



Author's note: I am now working on the accident report to explain the series of events which led me to require the services of Peter Holloway Esquire in the first place!

Photos: Courtesy Peter Davies

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Ulrich and daughter Jessica shortly before take-off from the Arkapeena airstrip

Photo: Joanne Stauss

Stranded in the Flinders Ranges

Ulrich Stauss

THE LARGE WEDGETAILED EAGLE DROPPED OUT OF THE WEAKENING THERMAL IT HAD BEEN SHARING WITH US FOR THE LAST 15 MINUTES OR SO. IT FLAPPED UPHILL

TOWARDS THE BASE OF WILPENNA POUND. FOR A MOMENT I PONDERED WHETHER TO FOLLOW, IN THE HOPE IT MIGHT LEAD US TO THE CLIMB WE SO DESPERATELY NEEDED. ONE LOOK DOWN AT THE UNCOMFORTABLY CLOSE, UNLANDABLE TERRAIN BELOW CONVINCED ME OTHERWISE!

We needed all the distance between us and the ground that we could possibly get. It was either scraping away from here or else... I did not want to contemplate the alternative yet! Completing the next circle in zero sink at best, I got one last glimpse of the wedge as it disappeared with powerful strokes behind a tree about halfway up the hill.

For the next few minutes, I concentrated hard on flying as precisely as I could, and tried to sense even the faintest gust of rising air through the wings of our ASK-21 twin-seat sailplane. In the front seat, knowing that the last thing I needed now was any kind of distraction, Joanne remained quiet and clutched her half full heavy-duty, zip-lock freezer bag, careful not to spill any of its malodorous contents. Despite her many flights as my trusty co-pilot, she has never been able to overcome her airsickness; although she thoroughly enjoys our soaring adventures.

The audio vario softly beeped its up and down indications at me, and the averager dithered about the zero mark. With all my mental strength, I willed this measly updraft to pick up and carry us back into the bright, blue sky where we had come from. Several more circles resulted in nothing other than the altimeter reading roughly the same that it had for what seemed like hours. Once we had actually gained perhaps 200ft, only

to gradually lose the precious margin again before I managed to shift our circles into better air once more.

Retching sounds from the front seat – for the second time on this flight – broke my concentration for only a second, but it was enough to let the glider slip into a less optimal orbit. Shallowing our turn in the hope to reconnect to this scanty trickle of solar energy, I set up a wider search loop through the next few degrees around the compass – to no avail. Without any significant lift right now, we were not high enough to complete another circle with sufficient margin for a proper circuit of our only landing option.

Dejectedly, I rolled out of the turn parallel to the Wilpena airstrip for our downwind leg, gave a smart, hopefully professional-sounding circuit call on the radio (the tourist pilots from the commercial flight operations at Wilpena and possibly Rawnsley would be listening in) and went through my landing checks. Joanne had finished her 'business' and zipped up the second freezer bag of this flight. I told her that I was going to land, and turned onto base leg. A neat, well-banked turn (we might have professionals watching here) had us lined up into wind on a precise final approach. A measured dose of airbrake, and we touched down precisely on the threshold of the gravel strip. With

the remaining inertia, I taxied the glider off the runway, and pulled up into an empty slot past a tied down 'Stationair' next to the car park. That should have impressed any onlookers, but even after I had helped Joanne climb out of the cockpit – ever mindful of 'The Bags' – there was no-one to be seen.

Once 'The Bags' were disposed of in a bin next to the little hut at the entrance, I peered inside through the open door. Apart from a few tools, tins of oil and hydraulic fluid, etc. it was empty. I had hoped for a phone or radio connection to the nearby resort, but there was nothing. My mobile, too, indicated 'no service'. I went back to Joanne and we settled in for a bit of a wait in the shade under our glider's wing. Back on terra firma and after a drink, she felt visibly better. There were two cars in the car park, so someone would turn up eventually...

It was the Balaklava Gliding Club's annual pilgrimage to the Flinders Ranges. One by one, the familiar cars and four-wheel-drives of our fellow club members arrived at the Arkapeena bush camp, some with caravans or camper trailers, others with the club glider trailers in tow. Tents were pitched, caravans manoeuvred into position, annexes erected. Slowly, the little community took shape and a large communal campfire was built, around which we would gather

October 2005

to cook our meals and enjoy each other's company long into the cool, dark nights.

Next morning, our operating base was set up at the old airstrip not far from the camp. The four club gliders as well as several private ones were rigged and carefully checked; the large tie-down pegs were driven into the ground and the winch wire was laid out. Before long, the first glider lifted off to soar silently above the rugged landscape around Wilpena Pound.

Every year, usually in spring, we shift our club operations up here for a week to take advantage of the good soaring conditions, and to admire the breathtaking scenery. Gliding in this part of the world is not exactly for beginners. Apart from the few airstrips, there is nowhere to land and the weather always has surprises in store. Conditions can change in no time at all. For the more experienced glider pilot, though, this is a magnificent playground. Given the right wind strength and direction, the long, craggy cliffs and ridges produce strong updrafts and, sometimes, standing lee waves that extend to well above 10,000ft. The sunbaked rocks generate strong thermals that often reach 6,000 to 9,000ft or more.

Yesterday had seen our white planes with their long, sleek wings float effortlessly to


8,000ft into the cloudless sky above the Chace Range and the Pound. I had just taken off for a sightseeing flight with my daughter Jessica in the front seat, when I heard excited reports over the radio of a bikini-clad beauty sunbathing on St Mary Peak. A concerned parent, I turned the radio down to protect my minor passenger from the adult content and concentrated on working the nice big thermal that steadily carried us aloft. An awe-inspiring panorama slowly rotated beneath us: the Elder Ranges, Hawker township in the distance, Chace and Druid Ranges, the ABC Range, the long band of nameless rocky ridges snaking north towards the horizon, the unbelievable vista of Wilpena Pound and Lake Torrens in the far background.

After several encores, the scenery gradually sinking away from us, we reached the top of the thermal at 8,000ft. From this lofty height, we did an easy half lap of the Pound and soon joined two other gliders in a thermal over St Mary Peak to top up for a second time. Jessica was delighted. Neither her brothers nor her mum had been here in a glider before. We were both enthralled by the view. My own enjoyment was only negligibly marred by the sight of a group of hikers descending on the trail just below the summit. After a quick dash over Edeowie

Gorge, where another strong thermal made up the few hundred feet we had lost on the glide there, a fast cruise brought us back to Pound Gap in only a few minutes. With plenty of height for safety, I cut the corner, accelerating across the inside of this large, crater-like formation and aimed for Rawnsley Bluff at its south-eastern corner. As the ground of the opposite rim rose up closer to our glide path, our high speed became very apparent and I could see Jessie's wide grin in the canopy reflection. She was absolutely thrilled. We skimmed low and fast over the rocks. Then the cliff fell away, giving us plenty of height to span the short distance to the Arkapeena airstrip.

Naturally, the rest of the family was green with envy, and after hearing the story of our adventure for the umpteenth time, my better half developed very specific expectations for the following day. It was her turn for a flight after all. But as always when plans are made – especially for a glider flight – the weather would demand a say as well.

With my task firmly set, we took off into a slightly hazy, late-morning sky. The gliders that had taken off earlier reported reasonably good lift to 5,800ft. With no more than perhaps 3,000ft above the lower ground to play with – much less above the ridge tops – this



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flight would require a lot more skill than the 'walk in the park' yesterday. But I do like a challenge. I was encouraged by the radio calls of two higher performance gliders who had made it across to the Wilpena side of the Pound and found ridge lift from a northerly breeze. The prospect of being able to do a few high-speed runs along the weathered rock walls spurred me on. I vividly imagined zooming low over the scrub and the crippled trees that cling to the stony outcrops for mere survival, the wingtips unnervingly close to the sheer cliff face; then pulling up into a fast climb, our destination quickly sinking away below us; a slow 180 degree turn high above the peak, then dive down to accelerate for another run...

The thermal we had found shortly after release from the winch felt quite different from the wide, powerful ones yesterday. It was narrower and weaker, requiring me to turn steeper to stay in the core and get a decent climb rate. By the time we reached the top at 5,500ft, we had drifted a short distance to the south-west. I headed for Rawnsley Bluff expecting that the light breeze would be caught in the narrow ravines to be channelled upwards and heated by the sun-exposed rocks. My theory proved correct: a stronger but very rough thermal carried us aloft once more, a few hundred feet higher this time. Knowing my dear wife's reaction to the tight manoeuvring



required in these conditions, I asked her how she was going. We could just turn for home now and enjoy the great view on a direct and lazy glide back. No, she was unwavering! Very well, I always do as She says. So I pushed on, trying to maintain a straight and level cruise. However, pockets of strong sink and the narrow working band between the rocks and the tops of the thermals demanded more frequent height replenishment. Another narrow column of warm, rising air about three kilometres past Point Bonney propelled us back to our previous height, reinforcing my confidence. The slopes above the Wilpena resort were now in easy reach. This was where the first freezer bag found its use. Again, my offer to turn back met solid opposition. We were very determined to see St Mary Peak!

As we coasted on a westerly heading toward Pound Gap, the air suddenly became suspiciously smooth. I stuck to the jagged ridgeline, gently zigzagging above it. If not pushed up the slope by the breeze, the air here would be warmed by the rocks in the direct sunlight and should thus rise in bands along the north-facing ridge. Relentlessly we sank towards the harsh terrain. I was desperately looking for gliders or other indications of lift, and told Joanne of our situation. Abeam the resort, we were barely above ridge height following the contours down into the Gap. A look at the windsock at the Wilpena airstrip told me that there was no longer any hope of ridge lift parallel to the slope – it was firmly indicating a light easterly.

That was when Joanne pointed out the eagle below us. Skimming low over the rocks, it was very obviously in search of lift. Cautiously I followed, staying wide to the eagle's right to increase our combined search area, and thus our chance of finding lift. Occasionally we caught the eagle cheating, flapping its wings once or twice – not a good sign! The cliff edge was now above us, rising up towards our intended destination. The undulating, rock-strewn landscape below was definitely no place to land a glider.

I left the wedgie to fend for itself, and headed towards the low-lying hills north-east of the Wilpena airstrip. The early afternoon sun scorched the hillsides at right angles, and the easterly breeze should trigger the resulting hot air to rise. If there was still lift to be found at all then this would be one of the few places. It was also the perfect position for joining the Wilpena circuit, right on the downwind leg.

The ground dropped away, and shortly after we intersected the end of the runway with barely 1,000ft of air below our wings, I could feel the telltale signs: a little turbulence followed by increased sink, and then

the mounting seat pressure. The thermal was nothing spectacular, but as long as we were still airborne, there was hope. We might just be able to scrape away.

Halfway around our first centring turn we both spotted our friend the wedgie again, furiously flapping its wings. It had obviously followed and, with a glide angle worse than ours, was now even further below us. I expected it to catch up to us very quickly, but it took a surprisingly long time. We were both doing our best to cling to this mere puff of rising air, staying opposite each other in the circle and shifting our orbit towards where we perceived a relative gain on the other. It was fascinating to watch the animal close up in its element. Every tiny movement of a feather was with purpose. That was when we started losing ground again, and the eagle threw in the towel...

As we contemplated these events, I could hear a single-engined aircraft approaching, and saw it turn final for a straight-in landing. The passengers stared at us as they taxied past to park next to the hut; but instead of having a closer look, they got out, headed straight for their car and drove off. I wandered over to find the pilot busy preparing his aircraft for the next lot of tourists. I introduced myself and told him the reason for our somewhat involuntary visit and that we needed to get in contact with our friends at Arkapeena. He knew about the glider pilots in the area, having heard us on the radio for the last few days. He promised to let 'Arkapeena base' know, as soon as he was airborne again, that we were here and needed a retrieve.

Eventually, as his passengers seemed late, he came over to us. He seemed surprised that this was "a real plane", having much the same controls and instruments as his, and he admired the sleek, graceful lines of our bird. Strange how little even power pilots – let alone the public – seem to know about gliders.

It was not long before a car with more passengers crunched down the gravel road. They took off for the usual lap around the Pound, oblivious to our exploits, not knowing what they were missing out on. On their return 20 minutes later, the pilot confirmed that our friends would pick us up.

Before the tourist plane had completed yet another tour a convoy of several cars, one with the long glider trailer, arrived in a dust cloud. The largest 'retrieve crew' I had ever seen spilled out, and with much ribbing and bantering proceeded to de-rig and load the '21 onto its trailer.

In no time at all we were back at the camp, where good-natured teasing and tales of outlandings were the topic until long into night.



Fotokalender – Segelfliegen

To order a copy of this popular pictorial gliding calendar, which sold out last year, contact Martin Feeg <XCcloudBase@aol.com> or phone 0423 044403.

Czech gliders to be imported

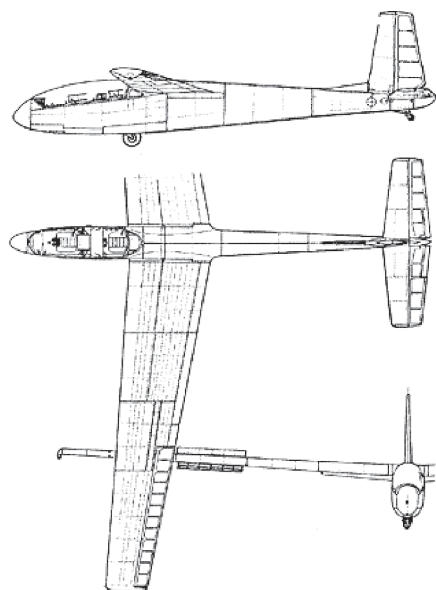
Jet Propulsion of Kingford, NSW [www.jetpropulsion.com.au] has announced plans to import LET L-13AC Blanik, L-23 Super Blanik and L-33 Solo aircraft and spare parts.



L13AC

LET, a glider manufacturer for almost half a century, also built the L-29 Delfin and L-410 Turbolet aircraft.

The all-metal gliders are designed for basic and advance training, and can also make short cross-country flights. Information sheets on each type are available. Demo flights will be available early next year.



44th Multi-Class National Championships

2-13 January 2006

Adelaide Soaring Club will be hosting the Multi-class championship at Gawler airfield from Monday 2 to Friday 13 January 2006. The competition will run two classes, the 15m Class and the Open Class, and all gliders will be handicapped according to the current Multi-class handicaps. However, if sufficient entries are received the 15m Class will be split

into Standard and 15m Racing, and the Open Class will be split into 18m and Open.

The task area to the north of Gawler features gently rising ground with very wide valleys and large, safe paddocks, while the area to the east extends past the Murray River to south of Waikerie.

The club has applied for an increase in airspace to minimise the possibility of airspace incursions. The airfield has plenty of room to land, and the tie-down area will be near the club facilities and have water provided.

During the competition there will be meals available in the club rooms adjacent to the bar. There is limited camping available on the field. Roseworthy College is only 10 minutes from the field and has houses to rent during the event. Contact the club to arrange bookings. Gawler township has a large number of accommodation options.

Gawler is the gateway to the Barossa, with numerous wineries to tempt the connoisseur. We are receiving excellent support from the local community and businesses, and negotiations are in place to secure significant sponsorship from the Barossa region for this event. The city of Adelaide is only 45 minutes away.



Photo: Philip Ritchie, near Gawler

Gawler Week will be held immediately prior to the event. There will be weather briefings and tasks set; all are welcome to attend and get some practice in before the start of the competition. Online info and entry is available at <www.adelaidesoaring.on.net> or phone (08) 8522 1877.



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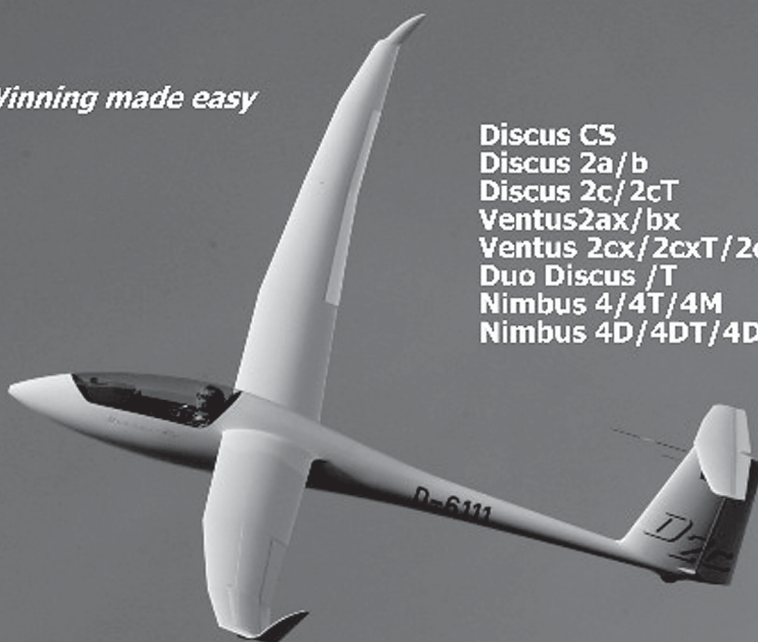


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Operations at Non-Towered Aerodromes

Article content supplied by National Airspace System Implementation Group (NASIG)

Changes that affect every airspace user in Australia, including all glider, hang glider, paraglider, ultralight and tug pilots, will come into effect on 24 November this year. The changes introduce a set of simple standard procedures for use by pilots operating at all non-towered aerodromes.

These new procedures will provide safety and efficiency benefits and assist pilots to gain better situational awareness. They encourage high levels of participation by all pilots and are easier to use by less experienced pilots.

The changes to operations at non-towered aerodromes are part of Australia's airspace reform programme. In May 2002 the Deputy Prime Minister and Minister for Transport and Regional Services, The Hon John Anderson MP, announced that the National Airspace System (NAS) would be the model for the reform of Australia's airspace. Implementation of the NAS has taken place in stages since May 2002 and is continuing.

How do the changes affect pilots involved in sport and recreational flying?

The new procedures are quite simple and easy to adopt – the changes aim to standardise procedures at all non-towered aerodromes.

Gliding operations will not be greatly affected by the changes. Current procedures established to separate gliding and powered operations will remain. Pilots of tug aircraft should comply with the new procedures whenever possible, when there are no special local procedures. Discrete frequencies for use at aerodromes as they exist today will remain.

Pilots involved in sport and recreational flying will become more familiar with the operations of other aircraft, and be able to conform to the traffic pattern or avoid those areas where aircraft converge if they learn the new procedures.

It is essential that pilots of all sport and recreational aircraft equipped with a serviceable radio, monitor and broadcast on the CTAF.

Mandatory Broadcast Zone (MBZ), Common Traffic Advisory Frequency (CTAF), and Multicom aerodromes

Australia presently has three types of non-towered airfields, called MBZs, CTAFs and Multicom airfields, with different procedures associated at each. Volumes of airspace with variable standard dimensions are published for MBZs and CTAFs. These volumes of airspace do not always contain all of the operations that occur at the airfield – for

example, instrument approach procedures. Multicom airfields have no volume of airspace associated with them. There are no criteria to determine whether an airfield should be classified MBZ or CTAF. As a result some CTAFs are busier with a greater traffic mix than some MBZs, although CTAFs have smaller volumes of airspace and permit non-radio operations.

The changes being introduced on 24 November will remove these airfield classifications and associated volumes of airspace, and introduce one simple set of standard procedures to be used at all non-towered aerodromes. These procedures are based on proven, safe, and efficient practices used for more than 40 years at over 12,000 non-towered aerodromes in the United States, which has over 20 times the volume of air traffic of that in Australia.

The new procedures are generic and do not supersede any special procedures detailed in the En Route Supplement Australia (ERSA).

Most mid-air collisions and near-miss incidents occur within 10NM of an aerodrome and the majority of these occur in the circuit, typically involving faster aircraft overtaking a slower one. The new procedures are designed to reduce these incidents in the vicinity of an aerodrome and create an effective alerted see and avoid environment.

The task of seeing another aircraft in the circuit area is made easier by pilots using the radio effectively. Under the new procedures, pilots of radio equipped aircraft must continuously monitor and broadcast on the CTAF by 10NM when operating in the vicinity of an aerodrome. However, at busy aerodromes and those with RPT services, it may be advisable to monitor the CTAF earlier.

Rather than engaging in pilot-to-pilot dialogue, the positional broadcasts are used to build situational awareness for all pilots in the vicinity of the aerodrome. The new positional broadcasts have been designed to provide the greatest amount of information in the shortest time, freeing up the frequency for all aircraft.

Radio-arranged separation can be more time-consuming and less accurate, particularly for pilots who are unfamiliar with local landmarks. Excessive radio-arranged separation prevents other pilots from making broadcasts.

The standard circuit broadcasts are made before turning, as banking aircraft provide better visual contact.

Clear, concise broadcasts avoid confusion

If calls are not made clearly and concisely using the standard phraseology, confusion can arise at aerodromes that are close together and where the CTAF is the same.

Pilots should make circuit broadcasts just before making a turn because banking aircraft are easier to see. A simple strategy to remember when flying in the circuit is "Look", "Talk" and "Turn".

Including the aircraft type is important because it allows other pilots to plan their circuit according to what type of aircraft they are operating.

To achieve the greatest degree of safety, it is essential that pilots of radio equipped aircraft monitor the CTAF and make all the broadcasts. Only operational considerations would preclude a pilot from making them.

Circuit heights

The new procedures will separate aircraft based on performance rather than type. This reduces the chance of a faster aircraft overtaking a slower one, which is a major cause of accidents.

Pilots of ultralights with a maximum speed of 55KT should fly circuits inside the standard circuit ground track.

Circuit heights are:

- 1,500ft above ground level (agl) – all jets, turbo-props, and high performance aircraft with a downwind speed greater than 120kt.
- 1,000ft agl – typically single-engine piston aircraft (including high-performance ultralights)
- 500ft agl – ultralights with a maximum speed of 55kt, and helicopters

Local exceptions might apply and so always check ERSA for details. These heights could also vary for operational reasons, such as night flying or weather avoidance.

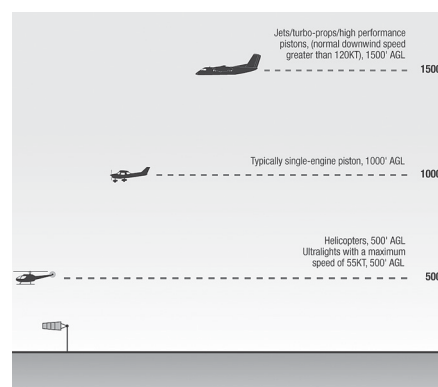


Figure 1: Circuit heights

Give way rules

In addition to the present give way rules, pilots of ultralights with a maximum speed of 55kt should give way to all other aircraft including those conducting a straight-in approach.

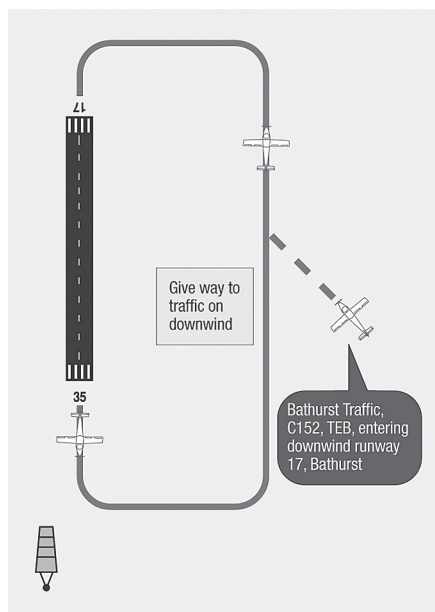


Figure 2: Entering the circuit 45° to downwind

Entering the circuit

The preferred method for entering from the downwind side of the circuit is to approach the circuit on a course 45 degrees to the downwind leg and join the circuit at midfield. Give way to aircraft established in the circuit.

Aircraft entering from the dead side should join crosswind at circuit height between midfield and the departure end of the runway. Give way to aircraft established in the circuit and on the 45 degree entry to downwind.

Where gliders are using the same runway as powered aircraft, they might not be able to give way to other aircraft when landing. CAO 95.4 details the flight conditions,

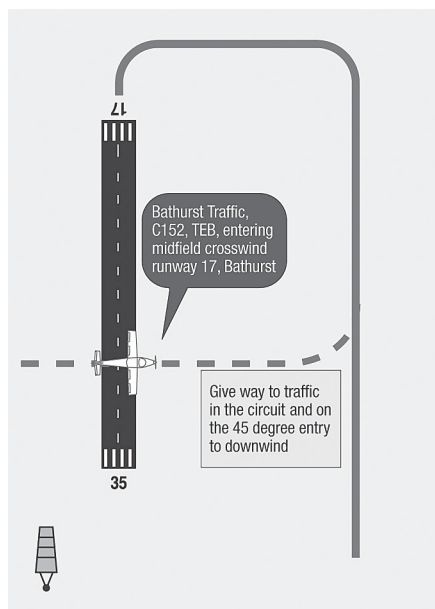


Figure 3: Entering the circuit midfield crosswind

October 2005

exemptions and limitations imposed on gliding operations.

Nothing prevents a pilot from overflying the field to ascertain the wind direction and/or aerodrome condition. The aerodrome should be overflown at an altitude clear of circuit traffic.

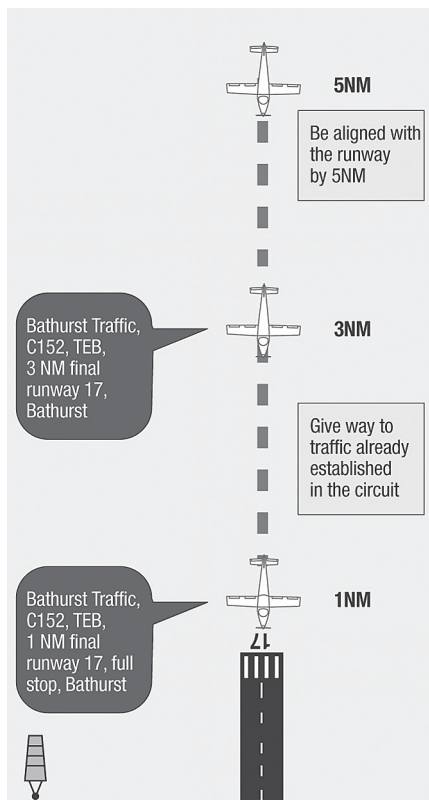


Figure 4: Entering the circuit via straight-in approach

Straight-in approach

CAR 166 is being amended and will permit pilots of any radio equipped aircraft to conduct straight-in approaches at all non-towered aerodromes.

Although permissible, a straight-in approach should only be made when it does not disrupt the flow of arriving and departing traffic. Only pilots flying an aircraft equipped with a serviceable radio, who broadcast their intentions, are permitted to fly straight-in approaches at non-towered aerodromes.

These procedures do not change the requirement for aircraft to be aligned with the runway by 5NM from the runway threshold when conducting a straight-in approach.

Pilots conducting a straight-in approach should include their intentions in their inbound broadcast and be established on final by 5NM.

When conducting a straight-in approach, positional broadcasts should be made at 3NM and 1NM final.

Departure procedures

Pilots departing a non-towered aerodrome should monitor and broadcast on the CTAF from engine start until at least 10NM from

the aerodrome to be aware of other traffic.

If departing to the live side, climb on the extended runway centre line straight ahead to circuit height before turning, to provide greater lateral separation from the circuit traffic. When past the departure end of the runway and at circuit height continue straight ahead or make a 45 degree turn to the left (or the right where an aerodrome has a right-hand circuit). Continue the turn when clear of the circuit traffic and proceed on track outbound.

When departing contrary to circuit direction, pilots should wait until 500ft above circuit height before turning and make a broadcast on the CTAF.

Standard Positional Broadcasts

All operations

- Before taxiing
- Before entering the runway for departure (with intentions)
- Clear of the runway

Inbound/overflying

- By 10NM from the aerodrome (unless otherwise specified in ERSA). At busy aerodromes, or when operating high performance aircraft, pilots are encouraged to make calls earlier to aid situational awareness
- When entering the circuit from the downwind side – Entering downwind
- When entering the circuit from the dead side – Entering mid-field crosswind
- When conducting an instrument approach
- When departing the final approach fix, inbound; or
- When established on the final approach segment
- Upon completion or termination of the approach
- Upon execution of the missed approach procedure
- When conducting a straight-in visual approach
- 3NM
- 1NM

In the circuit

- Downwind
- Base
- Final (with intentions)

SAFETY TIP:

When operating in the circuit use the phrase “turning”. For example – “Turning downwind runway 17”.

Outbound

- Departing contrary to circuit direction

The new standard broadcast format is:

- [Location] Traffic
- [Aircraft Type]
- [Call sign]
- [Position/Intentions]
- [Location]

Some key points of the changes

Non-towered aerodrome. A non-towered aerodrome describes any aerodrome that does not have an operating control tower and any towered aerodrome when the tower is not operating. This includes most of the Defence bases.

Common Traffic Advisory Frequency (CTAF). The CTAF is a radio frequency on which pilots make positional broadcasts when operating in the vicinity of a non-towered aerodrome. The most commonly used CTAF is 126.7. Discrete frequencies as they exist today will remain.

Volumes of airspace. Volumes of airspace that are associated with Mandatory Broadcasts Zones (MBZ) and CTAF aerodromes will be removed. Pilots will monitor the appropriate CTAF when operating within the vicinity of a non-towered aerodrome.

Due to the traffic mix and/or density at some aerodromes, only aircraft fitted with a radio will be permitted to operate there. These aerodromes will be depicted in ERSA and on maps and charts as CTAF <freq> (R).

Positional broadcasts. Central to the new procedures are a set of simple standard positional broadcasts for use by all pilots at non-towered aerodromes.

The benefits of the new procedures are their simplicity – encouraging greater participation and removing the responsibility of assessing risk from inexperienced pilots. Standardising procedures at all non-towered aerodromes has obvious safety benefits.

By now most pilots should have received a copy of the booklet “Operations at Non-towered Aerodromes” in the post. This booklet describes the new procedures in detail. If you haven’t received a copy of the booklet you can download it from the Airspace Reform website at [www.dotars/airspace-reform] or contact the Airspace Reform Hotline 1800 007 024 for a copy.

For further information call the Airspace Reform Hotline 1800 007 024.

Article source note: National Airspace System Implementation Group (NASIG) is a multi-disciplinary team that functions within the Department of Transport and Regional Services (DOTARS) to oversee and administer the staged implementation of the National Airspace System (NAS). NASIG consists of staff seconded from Airservices Australia, the Civil Aviation Safety Authority (CASA), the Department of Defence, DOTARS and other organisations as required. They include pilots, air traffic controllers and engineers. NASIG staff is supplemented from time to time by representatives from the United States Federal Aviation Administration (FAA) and other experts.

HGFA News

HGFA Calendar – Out Now!

- Available October '05
- 28 page, full colour glossy, month to a page calendar filled with photographs of the sport you love!
- Functional calendar squares
- Great gift idea
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- \$17.60 plus postage

CLUB NEWS

Blue Mountains Hang Gliding Club

I’ve heard tales of some flying from Mt Ovens – one pilot apparently stayed at cloudbase, 1,000ft above the hill, for four hours. At Blackheath there were a few flyable days over the month of August interspersed with some windy and very cold days (even some snow). One Sunday in mid August only three hang glider pilots (Jim, Aaron and I) and a couple of paragliders turned up on what looked like a good day. This turned out to be the best day for ages, with the inversion lifting and Aaron and I getting to 5,500ft on a fantastically clear sunny winter day with views forever. Unfortunately the wind was a bit strong from the north higher up so we couldn’t get away, but we boated around for a couple of hours anyway. The last monthly comp round at the end of July was well attended as usual, with everyone getting a fly. The weather should be getting warmer from now so hopefully the thermals should be getting better.

There’s been a change to the club meeting venue and time as well as the monthly competition round. The club meeting is now to be held monthly on the last Sunday of every month at 10am across the road from the Ivanhoe Pub. This will coincide with the comp round which will occur after the meeting. Apparently there’s some good events coming up with talk of resurrecting the inter club competition, endorsement evenings, towing events as well as cross-country awards for various distances from club sites.

Any news can be sent to me at <dtoulalan@hotmail.com> or <derek.toulalan@ozemail.com.au>.

Derek Toulalan, BMHGC

NEW PRODUCTS

Mac Para now in Australia

Mac Para Paragliders are one of the biggest selling brands in Europe and you can now get them here. Tim Hewatt and Brett Robinson have started importing them into Australia and they have a range of models available for test flights now. “We have got our first Eden 3 into the country, it’s a new generation DHV 1/2 wing and will give the established brands in Australia a serious run for their money – if you’re buying a DHV 1/2 glider you should test fly this first! It was voted best glider in its class by the German paragliding magazine Gleitschirm.”

This competition season we will also be putting a few top pilots on the Mac Para Magus 4. This wing has been generating impressive competition results overseas and will shake up the Aussie comp scene.

For demo flights on the new Eden 3 (DHV 1/2) or more info on any of the gliders have a look at [macpara.com.au].

New Charly Helmet – No Limit

The ultimate PG and HG helmet according to CE EN 966 for competition pilots offers uncompromising safety. The visor integrated in the helmet form reduces air resistance measurably. The mounted, clear polycarbonate visor possesses a field of vision that had until now not been known for a visor-integral-helmet. The



break-resistant visor offers 100% UV protection and is provided with anti-reflection, anti-fog and anti-scratch coatings. This

makes sunglasses unnecessary. The clear visor can be dismounted and replaced by a toned one (not included in delivery).

By its fixed textile interior in four sizes, the Charly No Limit offers the same good fit that has made the Charly Insider the most popular flying helmet worldwide. As with the Charly Insider, the helmet shell is produced by a high pressure heat process with counter-mold and is reinforced by aramid fibre and sealed with an epoxidy finish. The high-quality materials and the elaborate production process offer the greatest possible stability and durability with a weight of only 650g.

For more info visit [www.finsternerwalder-charly.de/html_eng/helme/nolimit.php].

For stock of sizes and colours contact the Australian Distributor: Moyes Delta Gliders Pty Ltd, 1144 Botany Road, Botany NSW 2019, ph: 02 93164644, fax: 02 93168488, web: [www.moyes.com.au].

Moyes Competition News

June 2005:

1st Seppi Salvenmoser, Bavarian Open – Litespeed S3.5; 1st Martin Harri, Swiss Open – Litespeed S4; 1st Brett Hazlett, Canadian Nationals – Litespeed S4; 1st Gerolf Heinrichs, Pre-Europeans – Litespeed S4.

July 2005:

1st Olli Barthelmes, German Open – Litespeed S4; 1st Corinna Schwiengershausen, German Open Women’s – Litespeed S3.5; 1st Gerolf Heinrichs, Nordic Open – Litespeed S4; 1st Nils Henden, Norwegian National Champion – Litespeed S4; 1st David Seib, Spanish Open – Litespeed S5.

August 2005:

US Open in Big Springs Texas, USA

1	DURAND Jonny	Moyes Litespeed S4	4600
2	BARBER Mike	Moyes Litespeed S4	4441
3	VOLK Glen	Moyes Litespeed S4	4300
4	HAMILTON Robin	Moyes Litespeed S4	4128
5	MARTIN Dustin	Moyes Litespeed S4	4027
6	COOMBER Kraig	Moyes Litespeed S4	3585
7	OLSSON Andreas	Wills Wing T2 154	3539
8	GOODMAN Bubba	Wills Wing T2 144	3313
9	BURICK Carl	Moyes Litespeed S4	3282
10	ZIMMERMAN Chris	Wills Wing T2 144	3272

1st Guga Saldanha, Brazilian Nationals – Litespeed S3.5

Moyes Delta Gliders Pty Ltd

Paragliding Headquarters News

Another new product in our range: a UHF radio. The Motorola T5509 is a 1W UHF CB unit with many innovative features. To suit a paragliding or hang gliding application, it has a jack for adding a remote PTT button. This makes this unit almost custom made for our purposes. The case is robust and all the features are simple to access. The On-Off switch and volume control are via a large knob on top of the case. The rest is accessible through five pushbuttons on the front.

One of the most important features is the Interference Eliminator Code (CTCSS), enabling users to communicate without being disturbed by other unwanted operators. Each of the 40 UHF channels is effectively divided into 38 LF channels, giving about 1,500 choices. To communicate, all parties have to be on the same channel and sub-channels. Anybody using a "normal" UHF can listen, but can't interfere. The CTCSS can be switched off and T5509 can be used as any other UHF radio. Another important feature is the PTT time-out timer. If your PTT gets blocked for one minute, the unit stops transmitting, saving the battery and the operator from the wrath of other users. This malfunction is indicated by a loud tone. After rectifying the problem the unit is ready to transmit again. T5509 features the dreaded VOX system as well. Though obviously not recommended for regular use in the air, VOX does come in handy for towing, and will be disabled by the first press of the PTT button. Smart!

The T5509 radio can be powered by a sealed power pack or by 3 AA batteries. It is possible to purchase either a single unit (without batteries) or a package with two power packs and a charger. The drop charger can accommodate the radio and a spare power pack or a second radio at the same time. For more info visit [www.paraglidingheadquarters.com/radios.html] or phone Jiri on 0414 332 737.

[www.paraglidingheadquarters.com/]

FAI NEWS

World Record Claims

Some of the new World Record Claims recently received by FAI:

Class R – Microlights
Sub-class: RPF1 (PG Control/Foot-launched/Flown with one person)
Claim number: 11809

Type of record: Distance in a straight line with limited fuel

Location: Bleine (FRA)

Performance: 219km

Pilot: Frédéric

Jacques (Monaco)

Paramotor: type to be advised

Date: 27/7/2005

Current record: 153.65km

(03/7/2001 – Etsushi

Matsuo, JPN)

Class Astronautics

– Space records

Absolute records,

General Category

Claim number: 11813

Type of record: Assembled mass of spaceships linked in flight

Location: NASA Kennedy Space Center, FL (USA)

Performance: 294,850kg

Crews: STS-114 & ISS crews members

Spacecraft: Space Shuttle Orbiter "Discovery" & International Space Station

Date: 28/7/2005

Current record: 264,432.8kg (18/10/2002 – STS-112 & ISS crews)

The details shown above are provisional.

World Record Ratifications

FAI has ratified the following Class O (Hang Gliders) record:

Claim number: 11640

Sub-class O-3 (Paragliders)

Multiplace Category

Type of record: Out-and-return distance

Course/location: Sorica (Slovenia)

Performance: 153.9km

Pilot: Klemen Peljhan (Slovenia)

Crew: Tanja Kompan (SLO)

Paraglider: Mac Para Techonology PASHA 2

Date: 28/5/2005

Previous record: 129.6km (15/5/2000

– Jürgen Stock, Austria)

FAI congratulates the pilot and crew on their splendid achievement.

FAI Centenary Airshow and 22nd FAI World Grand Prix

On 26, 27 and 28 August 2005, the skies over Lausanne (SUI), the Olympic Capital hosting the FAI Headquarters, were the scene of a big festival

CONFUSED BUYING A NEW PARAGLIDER?



Mac Para's Eden 3

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Available in Victoria exclusively through Alpine Paragliding

of flight comprising the FAI Centenary Airshow and the 22nd FAI World Grand Prix.

Starting at 7pm on the evening of Friday 26 August, on the lakeside at Ouchy, the population of Lausanne and all aviation enthusiasts were invited free of charge to watch some fantastic aerobatic displays. As part of the FAI World Grand Prix of Aviation competition, the display included the Breitling Jet Team and the Patrouille Suisse, and the flight programme ended in apotheosis with a unique grand finale especially composed to honour the FAI Centenary.

The female Swiss Saxophone Quartet "Lily Horn Is Born", has composed an "Haute Voltige" Air Musical entitled "The Call of the Skies". Pilots performed aerobatic manoeuvres to this live music, played from the terrace of the Olympic Museum.

The flying fun continued during the weekend of Saturday 27 and Sunday 28 August at the Lausanne Airport (La Blécherette), where the "Fête de l'Aviation 2005" organising committee prepared an outstanding flying programme in honour of the FAI Centenary. Rounds of the 22nd FAI World Grand Prix were part of the flying programme, and included solo pilots as well as formations.

Thanks to the co-operation of the Aeroclub of Switzerland and its national air sports federations, all air sports were presented to the public with in-flight demonstrations and static exhibitions.



WAVE FLYING – HOW TO DO IT (SOME GUIDING COMMENTS)

Part Three

Rick Agnew

SAFETY IN WAVE

The ecstatic, even hypnotic feeling associated with wave flying should not make you forget the safety rules associated with this type of flying.

On tow

Take-off and towing most often occur in the turbulent under-laminar air mass. As a result, tows can be quite rough. Before take-off, check your harness and secure any loose objects in the cockpit, including that camera to capture the epic flight! An experienced tug pilot can sometimes soften some of the roughness by avoiding the worst rotor. Be familiar with emergencies and potential landing areas, in case either you have to release from the tug or the rope breaks. It may happen.

In flight

Throughout your flight, you should have a contingency plan: Where to land if you lose the wave or the cloud (Foehn gap) starts to close-in, etc. Maintaining a safe height and being mindful of outlanding strips is your best insurance.

A headwind of 30 to 40kt affects the average glider's glide ratio quite markedly. The glide ratio can be as low as 10:1, and quite often more like 5:1. Obviously, spending more time in sink reduces your chances of making it back. Try to obtain lift, flying upwind of any roll clouds for as long as possible.

Outlanding

Outlanding in normal conditions should present no problems. To the uninitiated,



Outlanding away from home – no problem, especially if you land at an airfield!

however, outlandings in wave conditions can throw up surprises: strong turbulence near the ground, wind shear giving you a tailwind on final when you expect a strong headwind, and poor visibility. Beware of these possibilities, and fly accordingly.

Last light

You may still be basking in the sun at some incredible height, but remember that it may take some time to descend, even with full dive brakes and in areas of strong sink. The light on the ground fades especially fast in wintertime. Respect last light by making provision for the return flight.



Watch for last light – this is too late!

Clouds

You are often near clouds when flying wave. If you are next to their leading edge, be careful not to be pushed downwind, as you may disappear into them. If you see clouds forming in front of you, this is where the lift is! Try to fly quickly upwind of these clouds to re-contact the area of lift.

Always watch out for changes in air mass humidity. With some winds, the humidity of the air can increase within minutes. The Foehn gap can shrink and even disappear altogether at an alarming rate. If this starts to occur, make sure you have an access area in which to safely descend.

If you are stuck above the clouds after the Foehn gap has closed, radio your situation to base and notify of your intentions. Normally there will still be some gaps downwind to allow a safe descent, but this might not always be an option. Reacting quickly, and recalling where the gap was, may get you down in the thinnest cloud region.

Emergency procedure

If the situation worsens, go down straight away, crossing the cloud where the Foehn gap was. Before being engulfed by cloud,

set trim to 60kt, deploy full airbrakes, and let the controls go loose. The glider will stabilise itself in descent. You may need your skills acquired as a trained pilot, well-versed in unusual attitudes, to recover when you descend to below cloud base. Obviously, this emergency procedure can only be attempted if you are certain that the clouds do not extend to ground level. Otherwise, your last resort may be to use your parachute. In reality this scenario should never be encountered if you are careful enough when flying above cloud.



Paul Wiggins in ZH at height. Watch for cloud closing in below you...

Radio

A (working) radio substantially improves safety. Tell other pilots and your ground crew your altitude, position, intentions, and where the best lift is. This will also allow them to monitor your progress and level of situational awareness – including any sign of the onset of hypoxia. I stress again that high altitude flying is advanced flying, and not totally without risks. These can however be minimised and controlled, leading to some of the most memorable flights you will experience. Know your limitations and those of your glider, and act appropriately.

Post Flight

Once you are safely back on the ground, and the glider is back in the hanger, your work is not done. It is time to post-DI your trusty steed. This is the time to ensure that the

Photos: Courtesy Rick Agnew



The office (Jantar Standard II – VH-CQT)

glider is readied for the next wave flight. Refill the oxygen system. Check for any damage. Get the official observer to remove your barograph and verify your trace.

After all this has been done and the Form 1 has been signed, you can now go and drain your potentially frozen bladder, and then re-hydrate (not with beer!). From my experience, any effects of decompression sickness (DCS) will likely occur during the hours following the flight, so ask someone to keep an eye on you. Get any problems checked out, especially symptoms which

could potentially be life-threatening. If in doubt, seek attention. This is not being dramatic, but safety conscious. Monitor your risks.

So, you are now a Sky Surfer. Life will never be the same again! Enjoy and “fly high, fly long, fly fast, and fly safely”.



GlideFast Coaching Course at the Gliding Club of Victoria

11-16 December 2005

- Peter and Lisa Trotter are offering coaching at Benalla in the month prior to the Club Class National Championships.
- The format will be lectures/discussion, briefing and post-flight analysis.
- The course is aimed at advanced cross-country pilots who are interested in competition or who are attempting 300 km or greater distances.
- There are a limited number of places available. To secure a place, send \$150 to GCV (PO Box 46, Benalla, Vic) with your name and email address.
- For more information contact John Switala by email <john_switala@ptp.com.au> or telephone the GCV on 03 5762 1058.

GFA NATIONAL COACHING PROGRAM

***Sub-Editors Note** – Clarification to Part One (August issue): Graeme McKenzie (Kingaroy Soaring Club) has pointed out that under the heading Altitude Effects and Air Speed, ‘lower air speeds’ should read ‘lower indicated air speeds’.*

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MOROCCAN VISIONS

Pascal Campbell Jones

FOR A FEW YEARS NOW I HAVE BEEN VERY TEMPTED TO GO TO MOROCCO; SEEING THE OCCASIONAL PARAGLIDING ARTICLE WITH AMAZING PHOTOS OF MOUNTAINS AND VALLEYS HAS ONLY MADE ME HUNGRY FOR THE ADVENTURE. SO AS SOON AS THE OPPORTUNITY CAME I WAS ON THE PHONE TO THE MOROCCAN CIVIL AVIATION AUTHORITIES.

After receiving permission, along with some authorisation documents, it was time to get prepared. Joining me on the trip would be William Barstow and Lionel Richards. Lionel, being a professional photographer, makes a living from his camera and paramotor. William would be the video camera man recording the expedition. Equipped to the teeth with camping and survival gear I decided to take my lightweight PAP Black Devil paramotor for its sheer power output and reliability. Wing-wise, I had my new Paramania Action reflexed glider specifically designed for paramotoring with a huge speed range and greater resistance to collapses. Lionel chose his trusty old JPX paramotor and Action 27 armed with a Cannon camera and a huge lens!

We jumped into our vehicles and ripped down through France, Spain and the north of Morocco, heading south.

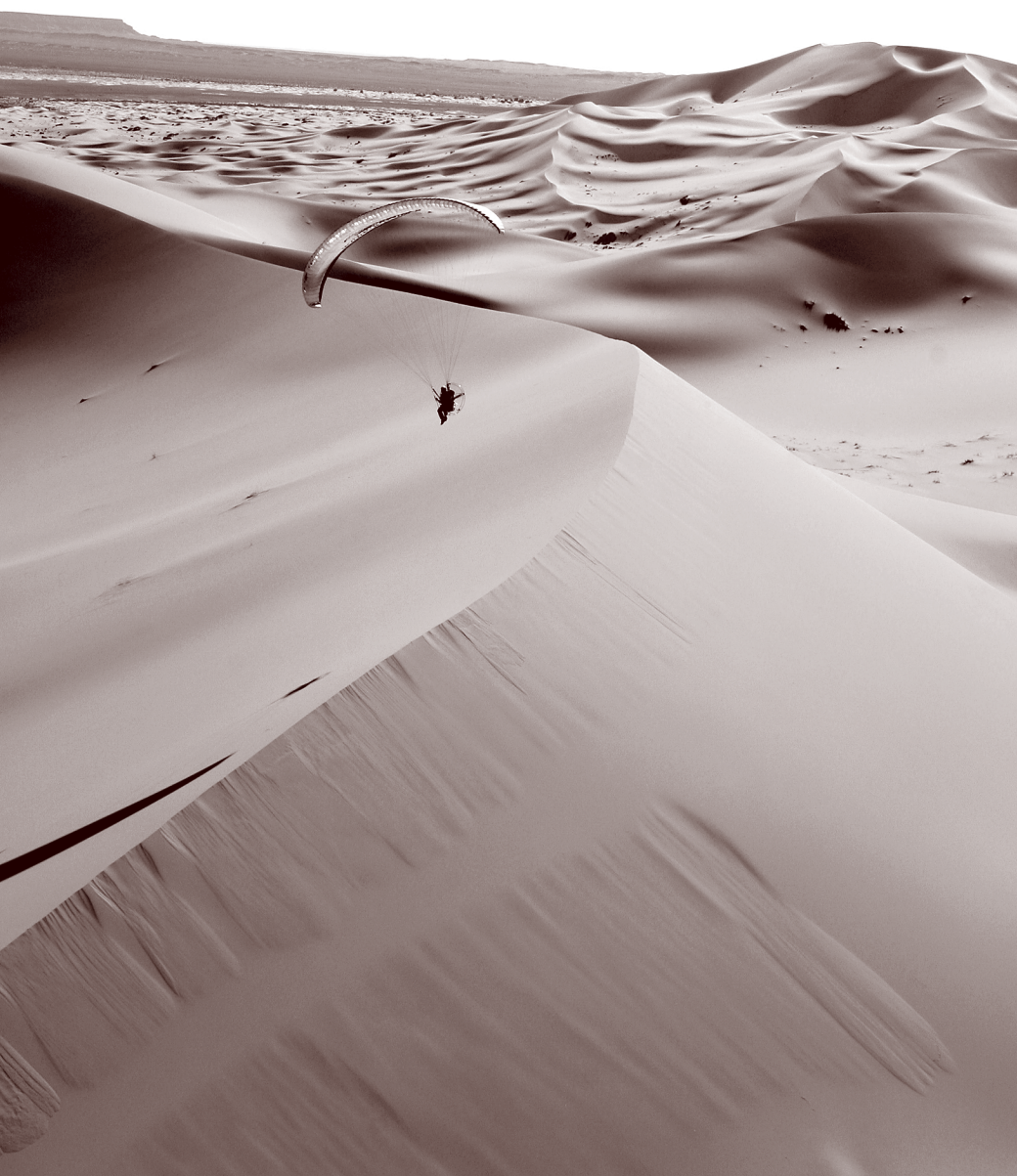
First on our list of places to visit was Merzuga, a village 100km south of Ar-rachida on the edge of a sea of beautiful sand dunes.

Travelling through the desert on wide open plains of dry rocky ground to be rewarded with a giant sand pit! Our eyes lit up as we approached the edge of the dunes. No sooner had we parked than I was in the back of the van flinging out my kit. In minutes I was in the air. It was like a dream, floating on Aladdin's flying carpet through the dunes, lightly trailing my foot in the sand following the beautiful natural curves, whilst dancing with my own crisp shadow as it came up to meet me at the peak of each dune. As I powered myself up, reaching some of the higher pointed dunes in the vast sea of sand, I was surprised to find packs of kids playing. I had a worrying moment when some of them jumped up to try and catch my feet!

We spent two magical nights sleeping in the desert, Will and I tucked in our sleeping bags and wings circled by a thick rope to deter any exploring snakes and scorpions, a trick we picked up from some of the local people.

After exploring the dunes, it was time to move on. Our next destination was a huge





Cruising along, exploring each and every crevice, feeling the air flowing vertically from the rocky cliff front while admiring the huge red open plains of rocky nothingness surrounding the ridge – a view only nature could create. Midday, big dust devils encircled us on the plains like sharks, making sure we were grounded. A few more hours of siesta and then it was time to make our way north to the Atlas Mountains.

Arriving in the Gorges de Todera at the base of the Atlas was an experience. Long, narrow gorges made you feel very small indeed, a bit like entering one of those overwhelming valleys out of *Lord of the Rings*. You really had to make an effort to look 90 degrees upward to see the top. I turned down Lionel's suggestion to fly down the middle while he took photos of me screaming through the gorge wing tip to rock. We decided to find something a little wider!

One really nicely cooked tagine and two beers later we made our way to the next set of gorges 30km away. Climbing up huge valleys of grained rock faces the temperature dropped dramatically as we reached 6,000ft. The sun began to set; our mission was to find a take off for the next day, so that I could fly down the valley in the morning. Will and Lionel would take video and photos. After inspecting a few very dodgy take off sites surrounded by inconveniently placed power lines we came across a big traditional mountain village football pitch in the middle of nowhere – perfect!

We spent a really nice evening and a rather cold night in one of the small hotels down the road. Next morning at the football pitch the sun was taking its time to illuminate the valley for our photo shoot; we had to wait until 10am. Unfortunately, with the sun came the wind, and the air was beginning to act strangely. Taking off from that altitude was a struggle due to the lack of air to thrust against, even with my brand new PAP Black Devil. But with a bit of brake and a hop and a skip I was off the deck. Once I had climbed up a little the whole valley began to open up before me. The wing began to talk to me: the air was strange, rough in places and completely still in others. It took some getting used to but once I had a feel for it I began to fly lower into the gorges and around giant winding vertical rock corners. At that moment I felt like a jet plane cruising through canyons and gorges, like something out of the *Independence Day* film. I flew further down the valley with Will and Lionel following and filming me. The valley slowly widened into huge multiple valley junctions. Waiting for the others to catch up I circled around for a bit, admiring the splendid view, but could feel my motor



circular tabletop mountain fortress recently featured in the film 'The Mummy'; when you go there you see why. A fantastic crater-like rock formation, standing alone in a vast expanse of desert, a landscape from Mars! It was amazing to see such a change in scenery only 50km north of the dunes. And it's incredible that in the desert someone always manages to pop out from behind a rock to come and keep you company and ask for goodies. Happy in the knowledge that it was near the end of Ramadan we shared some of our wonderful leftover survival food with the locals who had walked miles to see us. Sardines, bread and laughing cow cheese was about as good as it got.

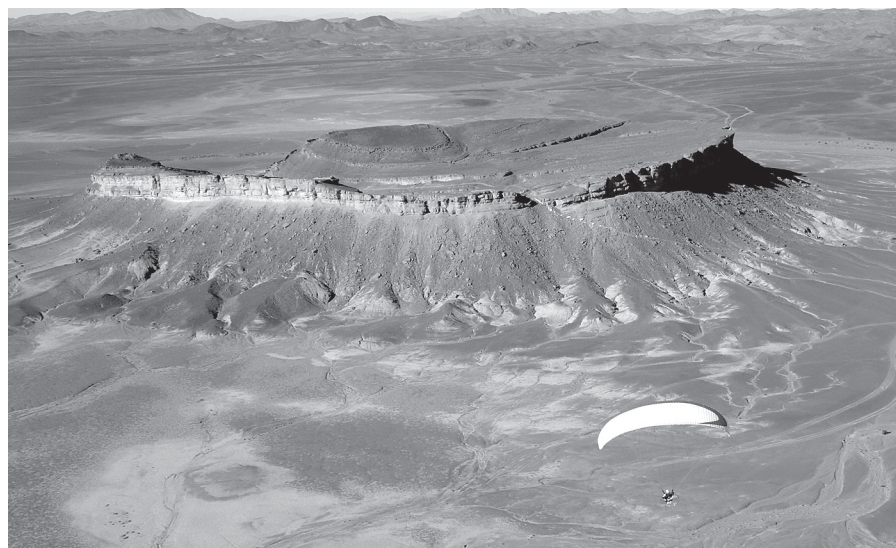
Taking off downwind of the giant circular tabletop ridge proved to be a little bumpy on the climb-out, however letting out the trims of my Action sliced through the turbulence, taking me quickly up over the rotor of the ridge. Trims on slow position allowed me to ridge-soar the front side of this giant crater.


miss-firing slightly and the revs dropping a little (probably due to some dodgy Moroccan fuel). I decided to call it a day, not wanting to risk an engine-out in the rocky gorges ahead, where there was definitely nowhere to land, apart from the odd bend in the road on the side of a 45 degree rock face. Spotting a nice bit of straight road I lined up and flew down to join Will who had parked in the middle to stop any traffic while I was landing.

What an amazing experience – the most impressive flight I have had in a long time.

The dunes came close, but this topped them all. It was incredible being able to fly down through the small gorges, experiencing places that only paramotoring and dreams could have taken me. Despite my frozen hands and feeling mentally exhausted from the flight I took time to talk about my experiences to some of the locals who rushed over as I landed. They were curious for a vision of their world, as viewed from the eyes of a bird.


Taking the boat back from Tanger, we looked back at the shoreline from the deck



and couldn't help thinking of the many places we didn't get time to explore. There are many future paramotoring adventures to be had in this vast and fascinating country called Morocco. 

Photos: Lionel Richards

Author's note: A video of my Moroccan trip is due to be available from [www.flyparamania.com].

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GFA Executive Officer Report

John Welsh

THINGS HAVE BEEN A BIT HECTIC SINCE I STARTED WORK FOR GFA AT THE BEGINNING OF AUGUST. IT HAS BEEN A STEEP LEARNING CURVE FOR ME; I THOUGHT THAT I WAS ACROSS MOST OF THE ISSUES THAT GFA HAS TO ADDRESS.



John Welsh

Photo: Andrew Huggins

I hope to give everyone the opportunity to find out about the issues currently facing GFA over the next few issues, and have made extensive use of internet references. For those of you not already on the information highway, I suggest that you nip down to your local library or Telecentre and get an introduction to the technology involved, it's not hard and you might meet some friendly folk to ease you into it. If that is not possible, then someone in your club should have internet access and be able to print out the pages for your club notice board.

Firstly, I have to say that President Bob Hall amazes me with the amount of work that he has undertaken to represent our interests in various forums, mostly in Canberra. I will try to educate you in the abbreviations and acronyms as we go.

Some of the things Bob has been involved in over the last few weeks are:

- *Civil Aviation Safety Authority (CASA) Standards Consultative Committee. See [http://rrp.casa.gov.au/scc]*
- *The Department of Transport and Regional Services (DOTARS) National Airspace System (NAS) 2c due in November 2005. See [www.dotars.gov.au/airspacereform/pilot_education/pilot_training_and_education.aspx]*
- *Australian Strategic Air Traffic Management Group (ASTRA) ADS-B Implementation Team (ABIT). See [http://astra.aerol/overview.aspx]*

I have been trying to ease some of this workload off Bob, but of course his workload is increased initially as he has to bring me up to speed with the issue before I can help him with it. Hopefully, by the time you read this, I will be up to full speed (and with a new GFA President). As a bonus, Bob Hall will continue to represent our interests at the above forums as President of the Australian Sports Aviation Confederation (ASAC).

NAS 2C CHANGES

The National Airspace System will be changed again in November 2005 by DOTARS, specifically for operations at non-towered aerodromes. Multicom will be replaced by Common Traffic Advisory Frequencies (CTAFs), and Mandatory Broadcast Zones (MBZs) by CTAF (R), R standing for Radio. There will be a menu of recommended but not mandated radio calls around non-towered aerodromes. All GFA members can expect a briefing pack in the mail explaining the changes. If you haven't received one in the mail by the end of October, drop me a note or email and I'll chase one up for you.

CASA will be supporting this change by a rewrite of Civil Aviation Regulation (CAR) 166 (Operations at non-towered aerodromes). The proposal is that the only airspace boundary is at 10 nautical miles from the aerodrome with no vertical boundary, leaving the pilot to decide whether to call overflying (ie, if he is at a height which would conflict with the aerodrome traffic).

CAR47

All clubs and glider owners who haven't done anything about CAR47, which is transferring the glider or gliders that you own over to the new CASA registration regime – better do something about it NOW.

Warning! CASA will deregister your aircraft if you haven't completed your transfer by 14 November 2005 (which doesn't leave you much time). If you haven't seen, lost or your dog ate the forms, you can download new ones from [http://casa.gov.au/casadata/register/gfa_form47.htm].

Please note that you have to transfer your registration and nominate a 'registered operator'. As a result of the increased national security concerns, there are identification procedures to be followed, and copies of required documents can be verified by public officials named on the forms, but also:

- *A Gliding Federation of Australia employee*
- *A member of the GFA Executive or*
- *A GFA Regional Technical Officer (RTO). The certifying officer must:*
- *Write on the copy: "This is a true copy of the original document sighted by me"; and*
- *Sign the document; and*
- *Print the following details: name; address; contact telephone number; profession or occupation; date verified; and*
- *A GFA RTO must also print his/her GFA number.*

I completed the procedure for my Hornet a couple of months ago, using my RTO(A) to verify the copies, and have received the necessary registration and registered operator documents back from CASA already. I found it reasonably challenging to complete these complex forms, however any comments on the process should be communicated to CASA, not GFA. I certainly have made my comments known to CASA.

COMMUNICATION

One of my main priorities is to enhance communication in GFA; naturally, running the XO position from Perth has its own challenges. I am researching options with

Jerry Wells (GFA Computer Officer) who is also based over here, and has a great deal of experience in distance communication with his work in Woodside. We hope to have a paper for action for the GFA Board meeting in November.

ANNUAL GENERAL MEETING/ANNUAL BOARD MEETING/ GLIDING SEMINAR

By publication time, which has a five week lead time, this will have been completed on the weekend of 17 and 18 September. The big news will have been the official change of GFA to an incorporated association under a Victorian Act, and simultaneously, a move from a Council to a smaller Board structure. This has entailed a huge body of work, most of it borne by VSA's Maurice Little, another GFA stalwart whose workload capacity astonishes me. If you want to know more about the new structure, ask your new State Board member or check the GFA website.

2005 SAFETY SEMINARS

I recently attended our Chief Technical Officer (Operations) Kevin Olerhead's travelling road show in Perth for the Biennial Safety Seminar, which is one of the tasks that CASA contracts to GFA. There was a good turn out from WA clubs, with over 30 pilots attending, including the RTO (Operations) WA, Kevin Saunders and the CFIs of the three big clubs (Beverly, Cunderdin and Narrogin).

Kevin supplemented his delivery with some graphic data projector presentations. He expressed concern at the trend of incidents/accidents arising out of pilots ignoring good options for landing safely under 700ft, to try and land at a particular spot unsafely (Mike Valentine used to call it "piecartitis"). His presentation analysed recent crashery and the key message was: "*Under 700ft, Land Safely*". Kevin said that if all pilots took this message on board at aerodromes and outlandings, then the GFA safety record would improve dramatically.

Kevin will be bringing (or has brought) that and other messages to a location near you soon. I recommend your attendance.

ANTI-COLLISION DEVICES

I prepared this briefing for members, and posted it on the GFA website. I repeat it here with a few up-to-date comments, in case you haven't had a look at it yet.

GFA and ASAC are participating in negotiations with various national regulatory bodies over future anti-collision equipment that may be available from Australian avionic companies. Members are advised to educate

themselves on the issues facing gliding and solutions that could be available.

The following are recommended reading: [www.flarm.com/index_en.html] and [www.airservices.gov.au/pilotcentre/projects/adsb/default.asp]. Bob Hall has written a paper on ADS-B and submitted it to ASTRA: [www.gfa.org.au/Docs/A&A/ASAC050619ADSBb.pdf]. Peter Temple (Adelaide Soaring Club) has a couple of reports on his FLARM operations at Vignon: [www.users.on.net/~mwilson/vinon2005/]

The following actions are in progress:

- *The Operations Panel and Sports Committee are evaluating processes and solutions.*
- *A trial of loaned FLARM equipment at the Multi-class Nationals at Gawler is under negotiation by ASC.*
- *An Australian avionics company is in negotiation with FLARM to locally produce units.*
- *The GFA Board will consider the issue fully after input from the above actions (no decision has been made yet).*

Issues already identified are:

- *Risk management*
- *Safety case*
- *International standardisation*
- *Practicability*
- *Cost effectiveness*

Any solution will only be a support to adequate Lookout. See: Safety briefing at [www.gfa.org.au/Docs/ops/safety_briefing_pack.pdf].

Any member wishing to have input into any of the above issues, please submit it to the Executive Officer, as listed.

Happy start of Soaring Season to you all; keep it safe.

Remember your priority task is "*Under 700ft, Land Safely*".



GFA EXECUTIVE OFFICER John Welsh

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A PREVIEW OF THE CLUB CLASS NATIONALS Benalla – 16 to 27 January 2006

Colin Turner



MOST OF US REMEMBER WELL OUR FIRST SOLO FLIGHT. I STILL REMEMBER THE EVENT, BUT I HAD TO CHECK AN OLD LOG BOOK FOR THE DATE – 29 DECEMBER, 1954. THE AIRCRAFT WAS A SLINGSBY T31B, AND THE LOCATION BENALLA.

The grid at the last Club Class Nationals
in Waikerie, 2004

Photo: Tom Gilbert

The Gliding Club of Victoria was a great club then. It has continued to grow over the intervening years and is still, despite some recent setbacks, one of the great clubs in Australia.

You will understand my interest being spiked when Philip Henderson, the GCV co-ordinator for the 2006 Club Class Nationals, telephoned to talk over the job of Contest Director for the championships. I have stopped flying competitions, but I still enjoy the scene, so Philip did not have much trouble gaining my agreement to help.

At a meeting in Benalla in mid-July Philip introduced me to the key GCV per-

sonnel involved in the Championships, including the club president, John Switala. He also showed me around the club rooms and the airfield. It was clear that preparations were well under way.

The facilities at Benalla are second to none. The GCV clubhouse, also known as the State Gliding Centre, was built for the World Gliding Championships. There is a large, comfortable briefing room with a bar and kitchen, as well as an outside porch with tables and chairs. The bar will be open each evening of the championships, and low cost meals will be served most nights. There are spacious administration areas and even a

small, comfortable air-conditioned lounge for those whose partners are out on task.

Two tie-down areas will be available, one adjacent to the airstrip and one near the tarmac and hangars. Trailer parking is nearby. Behind the hangars are accommodation huts, most of which are used by GCV club members. However there is a sheltered, level grassed camping area available for competitors with adjacent amenities and a

laundry. Those with campervans may be allocated a powered site on request direct to the GCV.

The airfield is on the north-eastern edge of Benalla township. Those booking motel accommodation in town (links are on the comps. website [www.clubclass2006.com.au] and at [www.benalla.vic.gov.au]) may have trouble finding a room over the weekend immediately prior to the comps practice day, Monday 16 January. Beer can collectors from around the world will gather in Benalla over that weekend, so accommodation is at a premium; however the remainder of the comps period should not present a problem. Those wanting to arrive early will find motel accommodation in Wangaratta, about 20 minutes north of Benalla. Use the chat room on the website to advise of any problems you may have arriving in time for the first practice day. We can if necessary run a second practice day to ensure all competitors are settled in before the first competition day.

Accommodation in town varies from 'Trekkers Rest' [www.trekkersrest.com.au] adjacent to the airfield, a low cost backpacker-style motel (which has common amenities lounge and kitchen but airconditioned rooms and is clean and well equipped), through a range of pubs, motels and B&B's, to the apartment style 'Executive Hideaway' (Ph: 03 5762 4055). For eating, there is a great range of coffee shops, pubs and restaurants. Trips on days of inclement weather can

Cartoon by Codez



include the mountains, the wine regions to the north and northeast, Lake Makoon or the river towns such as Echuca. There is plenty to see and do in the area.

As usual we will fly mainly Assigned Area Tasks, which may take us into the mountains to the east and south or the flat lands to the north. The Run Task format has been changed, and details will be available in the revised National Competition Rules due to be published in September. The revised rules will also allow the 'start arc' start line (an arc a prescribed distance from the first turnpoint, the ends of which are defined by bearings to the first turnpoint) to be used. We will try this start line, which can be up to 20km long centred over the airfield, on two or three competition days, then take a consensus of pilot opinions. The usual allocated start points will be available as a fall back.

My job as competition director is made so much easier given the support of the real competition professionals. I refer particularly to weatherman David Wilson, scorers Joy and Tim Shirley, safety officer and tasksetter Peter Gray (RTO/Ops. for Victoria & Tasmania), and tugmaster Bruce Salter.

HAPPENED RECENTLY ON AN AIRFIELD

Martin Feeg

It is winter, and you can't stray too far. A comrade is joining a thermal in the opposite direction to, and with not much vertical clearance from, a well-established glider. As the newcomer doesn't show any inclination to change direction, the first glider is leaving. Within less than an hour, this has happened three times. Chatting about the events over a pint, he admits he hadn't been aware of one of the three incidents. Where was the look out?

Close shave? Maybe not this time, but he is asking for it.

Since various have an audio tone, you don't have to look at any instrument unless you change settings; and this shouldn't absorb you for more than a second (comparable to driving a car). As an exercise, try flying without reference to instruments – maintaining attitude by sight and airspeed by listening. As a bonus, your feel for the aircraft will improve; and as another bonus, your feel for the air will be so much better. This is the key to high-flying success.

If in doubt, do this initially with an instructor. And while you have hold of him or her, badger them about rules: thermalling, making way, right of way...

Ah yes, and a very common practice in Europe is giving one another a wave. Just lift the hand, and the other pilot knows you have them in sight. Very reassuring, I can tell you. Why don't we adopt this custom of old here in Australia?

Safe soaring.



Mid to late January usually brings the best soaring weather to Benalla. John Switala, Philip Henderson and the team at GCV are working hard to make this a memorable championships. I am pleased to be lending

my support, and I am sure that together we will make this a safe and enjoyable competition for all Club Class pilots. Make sure the dates are in your diaries – 16 to 27 January 2006.



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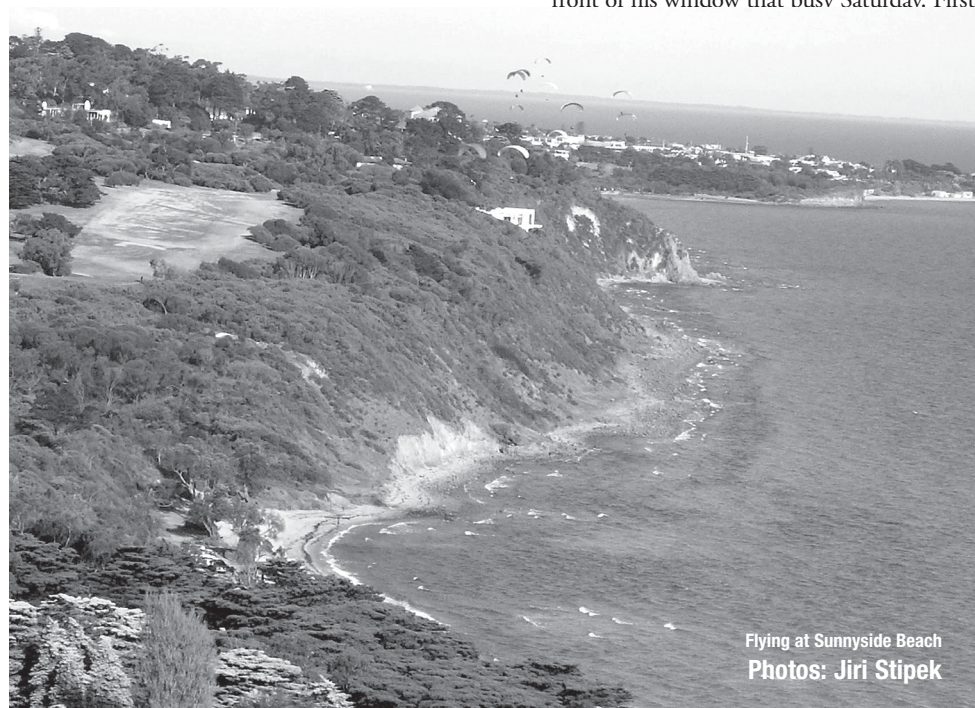
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SUNNYSIDE BEACH

Jiri Stipek

ONE SATURDAY LAST MAY WAS THE BUSIEST DAY I CAN REMEMBER AT A POPULAR MELBOURNE SITE, SUNNYSIDE BEACH. THERE WERE ABOUT 20 PARAGLIDERS IN THE AIR WITH ONE HANG GLIDER TRYING TO DODGE THEM. IT WAS AN AWESOME SIGHT!



Sunnyside is one of the most scenic sites on the Mornington Peninsula, taking north-west winds that restrict its use to wintertime only. But when the conditions are good and you are in the air, it is a beauty.

The total flyable stretch is about five kilometres along the coast of an affluent Melbourne suburb, Mt Eliza. The architecture, new and old, is amazing. It's a place suitable for a competition of "Spot a house under \$3,000,000"! The most prominent house there is "*The Mansion*" – a huge castle-like place on the highest cliff. Its position and size make it a good place to get some lift. The roof is 85m above water and on a good day you can milk 200m out of it.

I've always been aware of when the house changed hands (about four times in the last 10 years) and always made some peace offerings. A few times I dropped off an envelope containing aerial photographs of the house with an explanation as to why we fly so close. It seemed to work and we were mostly greeted by waves and smiles.

However, I missed the most recent sale of the house. The new owner received the shock of his life when he saw the melee in front of his window that busv Saturday. First

he tried to get rid of the uninvited guests by shouting and hurling unidentified small objects (helped along by a tennis racket) in our direction. Then he retired inside to make a phone call to the local police. Not sure what the situation is now, but if you fly there – keep your distance.

The rest of the houses seem to be occupied by a friendly bunch of people. On one occasion I was invited to land on the flat roof of one of the places, where a big party was in progress. On the one hand I regret having declined the offer... but possibly I made the right decision as the two Doberman dogs living in the house may not have shared their master's amicability. In fact, they probably wouldn't have: a few weeks earlier they almost lost their voices barking at us continuously for hours in their owner's absence. In the end the poor things were barely rasping.

Another problem is the golf course behind. Landing there is not advisable as the members of the private Mt Eliza Golf Club are highly territorial. On one occasion I witnessed a hilarious scene with a paraglider pilot hanging helplessly from a tall tree at the edge of the green and a furious golfer standing under him yelling, "*Get out of here immediately!*" The unfortunate pilot was certainly trying hard...

Also, the rather small beach one has to land on can bring an occasional surprise. A friend of mine was on final landing approach, irreversibly committed, when a large wedding party with photographer spilled from a few cars and caused the beach to become instantly crowded. The pilot missed the photographer by inches and his paraglider canopy fell over the newly wed couple. They were rapt. He certainly made their wedding day more interesting! Nor is it unusual to find a volleyball net stretched across the small beach after returning from a little trip along the coast. And one time a huge German Sheppard tried to "retrieve" me to his owner after I landed. "*He thought that was the biggest seagull he'd ever seen*", commented his master apologetically.

What a colourful place – and at my doorstep, too!

Flying at Sunnyside Beach
Photos: Jiri Stipek



What is this CTCSS thing anyway?

Daryl Tewksbury

YOU HAVE PROBABLY NOTICED THAT MORE AND MORE RADIO MANUFACTURERS HAVE BEEN ADVERTISING THAT THEIR RADIOS INCORPORATE THE ABILITY TO USE CTCSS (AND OTHER TYPES OF SQUELCH CONTROL). SO WHAT IS IT?

CTCSS stands for Continuous Tone Coded Squelch System. This is simply one means of controlling when the radio un-mutes its received audio. With a normal FM transceiver, the received audio is muted until a signal is detected with sufficient strength to be intelligible. The point at which this occurs is often adjustable, but with narrow band FM, a pre-defined point works perfectly well and is what is used in most of the lower cost radios. However, with the ever decreasing cost of radios has come an increase of their use, and therefore "interference", so the manufacturers have started to incorporate CTCSS into them. A radio with CTCSS enabled simply adds a continuous tone underneath the voice during transmission. If the receiving radio has CTCSS enabled also, it will not un-mute the received audio unless it receives that same tone in the transmission. The radio is still receiving all communications on that channel, but isn't letting you hear it unless the correct tone exists. In fact, if you use a high enough tone you may even be able to hear it in the received audio.

What tone is my radio using then? This is a good question. CTCSS has been around for a long time in commercial radios, and there are a bunch of ISO standard frequencies that are used. However, the manufacturers of these lower cost radios don't want to confuse you with a frequency like 179.9Hz, instead they just create a tone table with a number that corresponds to one of the many standard frequencies. This could potentially make for some incompatibilities. There is nothing to say that tone 5 on one radio is the same as tone 5 on another. And there is also nothing to say that tone 5 on one radio isn't the same as tone 3 on another. Hopefully the radio's manual will show you



Uniden UH041p
with CTCSS enabled

Tone Number (38)

what the actual frequency for each tone number is.

Using CTCSS does not give you extra sub channels or anything as exciting, nor does it give you any privacy by scrambling your audio; anyone with another radio can listen to your transmission. It is simply a way of not having to listen to other users of that channel. However, if there are other users on the same channel that are either not using CTCSS or using a different tone, then you will not know, and potentially they could stop you from receiving anything on that channel if they are strong enough.

So if you are thinking of using CTCSS then it would be worthwhile to have a listen to the channel with CTCSS turned off for a while, to see if there is anyone else already using it. Also remember that even if people know what channel you are using they may not be able to contact you unless they know the exact tone you are using. So be cautious before deciding to use it. If an emergency situation arises, you may be flying around unaware and un-contactable.



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How I almost lost my virginity at the Canungra Cup

Brian Clarke

IT'S DAY TWO OF THE COMP AND WE'RE BACK TO BEECHMONT LAUNCH. THE VISIBILITY IS DRAMATICALLY IMPROVED ON THE DAY BEFORE, WHEN RESIDUAL SMOKE FROM BUSHFIRES AT TIMES RENDERED THE GROUND ALMOST INVISIBLE.

Starting fairly well back in the ordered launch I find myself in sink, sliding down the spur to the right and contemplating an early trip to the bomb-out. Then the reason for the sink arrives, causing the vario to chirp happily as I turn and rise in the 3.5m/s thermal. High above and behind launch it slows down, so I punch forward into the next cycle which takes me up to 1,730m and halfway across the plateau, towards Flying Fox Valley.

Looking west, I can see pilots scattered all over at various heights above the landscape. But no gaggles in sight, so checking my GPS I head out 'en route' towards Hinchcliffes. Having honed my 'scratching' skills there the previous year, I figure that even if I arrive low I can probably get up again and at least cross the Kerry Valley. Even though I can now see pilots low over the plateau and valleys, I seem to be in buoyant air and continue to drift downwind, lazily circling in anything going up until, after crossing the Hinchcliffes Plateau and the Canungra Valley, I find myself at last above Mt Witheren at 1,760m.

The Kerry Valley is anything but buoyant, so I decide not to be lured off course by the siren call of the glistening chicken sheds, with their surrounding ploughed fields and empty promises of thermals. Instead I head straight for the ridge that forms the northern foothills of Mt Mahomet. Clearing the ridge, I notice a couple of gliders scratching on the slopes above the road that I am flying along, but they are now out of my reach. The T-junction just a kilometre away, it would seem, is to be the extent of my day's outing. Bugger!

The road I am approaching heads north to Boys Town and the grey-brown paddock I have chosen to land in has a gate right on the junction – convenient if nothing else!

At 30m agl I turn to land and immediately encounter B.B.P. (bomb-out bubble phenomenon), so continue to turn, simply to avoid being lured too far from the gate. A few slow, flat turns and I can now see

Beaudesert to the north. As the vario starts to beep in earnest, the paddock recedes and I tighten my circle into the climb. I grin and mutter to myself, *"I'm going to get up and out of here yet!"* A movement at the edge of my vision makes me realise that it's 'we' are going to get up and away: I am now surrounded above and below by half a dozen other pilots who I was not aware were within 'pouncing' range! Not having flown in a gaggle before and having proprietary feelings about 'my' thermal I decide to concentrate on my own climb and let 'them' sort themselves out... which seems to work fine! As the climb eventually peters out I realise that I am once more alone. *"They've buggered off,"* I mutter, setting off in hot pursuit of the once again widely separated pilots.

Soon I am crossing the Lindsay Highway, with Bromelton visible off to the north. I'm lower than the range I'm flying towards, so head for a sun-drenched quarry in an oval shaped hill, from which the terrain drops down to the Boonah Highway where I can see two pilots about to land. For a while I have a companion, as I am slowly overtaken by another pilot heading for the same quarry.

We both arrive too low and have to slide off to the north side of the hill where, in line astern, we encounter wide, smooth lift and gently start to circle. It's only 0.5-1m/s, but we're still in the air and as we drift back over the quarry it strengthens to 2m/s and soon we're in a 4m/s fully fledged thermal where we change direction to match the three pilots already in occupation.

Much of my limited inland experience has been on days with high inversions or on 'blue days', so our arrival at a literal, rather than a virtual, cloudbase almost takes me by surprise: the vario's beep becomes more insistent and the air develops a definite chill. Concentrating on maintaining position relative to the others I complete the circle to find

them heading out under big ears beneath the dark and gloomy base of the now rapidly approaching cloud. I follow suite. This seems to have no immediate effect as the vario continues to beep, so I keep hauling in until it falls silent and then starts to wail. In my peripheral vision I am aware of the wingtips waving around, not very far above my head, and resolve to avoid looking up to see just how little of the wing is actually flying at the moment! With my wing, big ears is required to be held in, so I am glad of the handles I have fitted which makes the exercise easy and painless.

Reaching the edge of the cloud I release the handles, wondering if I have been a little overenthusiastic in their application – I am now a fair bit lower than my erstwhile companions!

I elect to stay at the northern end of the ranges and valley that we are flying over and within a glide to the highway; a decision that seems to be paying off, as I am cruising along in quite buoyant air while the others, now far to the south, appear to be in bad sink over the valley. Clearing Mt Moy I fly out over flatter country as the road turns SW, and take a good climb, alone, back to 2,200m, this time carefully monitoring my approach to base and escaping to the cloud's edge using only 'normal' big ears. At this height, having no visual reference speeding across the ground, the cloud appears to be rushing past in the opposite direction, whereas in fact I am rapidly overtaking it!

Glancing at the GPS I notice that, for the first time ever, I am approaching a turn-point! At this height I can't actually see the corresponding landmark (a road junction) so I rigorously hold course until the arrow flicks round and off I head to Boonah. This section is almost directly crosswind, so my ground-speed is somewhat reduced, but I am loath to use the speed bar as the sink rate is only 1-1.5m/s and the town is approaching quite

quickly. I hear over the radio a pilot confirming that the second turnpoint is in fact the cricket oval, and now I can see it... and they are playing cricket – of course, it's Sunday!

In my inexperience I have allowed myself to drift slightly downwind of the course line and so the last kilometre to the turnpoint is directly into wind. I am wondering if a landing in the outfield will interrupt the game...

At this point I must state that I am that unusual phenomenon of an ex-pom who has an almost pathological hatred of cricket!

During my long ago school days I would go to great lengths to avoid playing or watching this game. Now, half a world away and half a century later, I reflect, it would be ironic if my chosen sport resulted in my first attendance at a match!

My fears are unfounded, however, as the GPS arrow flicks round while I still have enough height to reach the edge of town. "Phew!"

A few seconds later I am climbing in what seems to be the general warmth rising from the town itself. I lazily circle in it while drifting downwind, until it finally peters out at about 1,700m and the eastern flank of Mt French.

From here, I am looking down into goal at Lake Moogerah, and unless I hit big sink, I think that I can make it in one glide. Besides, I can see, a couple of kilometres down the

course, two pilots, both climbing strongly in separate thermals that I am going to reach in the next few minutes and can use to 'top up' to be on the safe side.

I relax in the harness and settle back to admire the spectacular scenery as I pass the southern face of Mt French, my attainment of goal virtually assured.

I quietly chortle to myself, "A goal virgin no more! I'm going to piss it in!"

An eagle decides differently...

I detect a movement from the corner of my eye and a distant speck rapidly grows larger, its destination unmistakably me. Or, rather, the glider. More precisely, the top surface. Rear, dead centre.

As he becomes a silhouette seen through the glider, I yank down the brakes and then immediately release them, causing a loud 'whop' and a dive to regain speed. He is momentarily perturbed by this, but then simply drops down to my level, circles round to the left and behind, then back up to his original position, at which point I initiate the whole cycle again. This aerial dance is repeated five times before he departs as swiftly as he arrived, having barely flapped his wings once during the whole encounter!

As wedgies go he was not large; from his colouring just a 'stropky' juvenile with 'tude.

But he still had a set of huge talons and my aircraft was still only constructed principally from siliconised spinnaker cloth, so I was loath to try and ignore him, as was later suggested as an alternative tactic. Someone also suggested that talking to him might have helped. The fact is, I couldn't get a word in edgeways because he was screaming at me the whole time, although I will admit to squeezing in a quick "Sod off" as he paused for breath! But to continue...

My evasive manoeuvres have cost me a lot of height and I am now above the last ridge before the terrain slopes down to the lake... but only just above! Even the 'top up' thermals are now beyond my reach unless I am willing to risk a tree landing down slope, as trees are all I can see now, between me and the lake surrounds.

A couple of hopeful circuits around a windmill on the crest sees me on the ground, next to the dirt road that leads down to the lake and goal... I'm still a virgin! Bugger!

But on the bright side I have upped my personal best to 67.5km, had a great day's flying, and the retrieve bus with its liquid refreshments will be here any minute. When you think about it, what more could a pilot want? "Beaudy!"



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Letters to the Editors

Eagle Repeller

Do eagles occasionally attack you whilst you are soaring the skies? I could have a solution! I have an agency for bird repelling products and was contacted by a gentleman who was having problems with eagles tearing his glider whilst in flight. My thoughts turned to visual scarers – I have a product that works well on frightening birds, electronic devices not being suitable for eagles. It is holographic tape, which could be attached to the glider and stream out in the wind (it even flashes in moonlight, and also makes a pleasant sound like water gently “swooshing”). I am looking for a person willing to trial the tape for me and give me feedback as to its efficacy. The first person to call me on 03 6272 7472 or email <leone@birdxpeller.com.au> can have a roll of tape for free. I will report back to Soaring Australia with the outcome.

Leone Scobie, Bird-x-peller Aust & NZ P/L

Club Development

In the mid-1980s, a decline in gliding participation numbers was noticeable when compared with the mid-1970s peak. This was reinforced by the change in public reception to the World Championships event, later that decade, when compared with the interest generated by the 1974 event.

The GFA Development Officer's recent report (August issue, p33) sets out what the GFA has been doing, and the place for clubs in this changed approach today to marketing gliding. The message is fundamentally the same as that put forward by a succession of commentators over the preceding two decades.

There is, however, a more pointed reference to a significant and rapid repositioning that is now expected from many gliding clubs, when compared with the long-standing, traditional methods and approaches in most clubs. What isn't noted, though, is the substantial shift in gliding clubs during that two decade period.

When substantial change was suggested in the mid-1980s, many clubs were enthusiastic and willing to allocate resources and effort to underpin such change. The same exhortation today, particularly from federal apparatchiks and bureaucracy machine-men, elicits either a yawn or scepticism by some. Meanwhile, contributing to this change are events instigated by GFA itself over those decades. Club volunteers applying their skills, ratings, time, effort and resources towards keeping sailplanes airworthy began, in 1992, to be charged a GFA fee. Club volunteers applying their skills and time towards introducing mem-

bers of the public to the sport also found a GFA fee being levied. Most recently, clubs are heaved to pay a GFA affiliation fee.

All these things take money away from the 'coal face' of the sport, the club level, and direct funds towards the peak, remote level where substantial funds have already accumulated. The money drag imposed on the volunteer efforts at club level seems to earn no input return from the federal level. Thus, from that impost no purpose or value for local operations can be seen.

There have also been other visible intrusions by GFA into club level activity without purpose. These are exemplified by the winch guillotine as a safety issue, without evidence of such a safety issue, and its eventual resolution years later via a written dispensation. Along similar lines is the expansion of departments from the core ops and air to ever more complex admin, sporting, and now marketing. Meanwhile the number of bodies at club level willing, skilled and available to do the job has shrunk.

It would be consistent with the history outlined above for GFA to charge a fee to state associations, and for clubs to fill out accreditation in the marketing scheme.

The lesson of change over two decades, then, shows that one of the barriers which clubs see to development is the GFA itself – both in the removal of funds from local hands (where it is needed) to re-equip, and in the imposition of more and more departmental functions on an already hard-pressed core body of enthusiasts keeping it all afloat at club level. An approach which, on paper, seems logical and reasonable (if somewhat late by several decades) to one organisation in gliding will likely bring with it, for many clubs, a burden and promise of future impositions such that those clubs will wish to take giant steps in the opposite direction. The reaction to this from the GFA, as well as well-resourced clubs that wish to pursue the marketing approach, is likely to be condemnatory to smaller and less starry-eyed clubs.

But it is simply too late. The sport has been enfeebled and sucked dry where it really needs its resources – at club level – by the same process that now announces itself ready to save gliding on its terms.

Emilis Prelgauskas

[The GFA Development Officer was approached for a response to Emilis' letter, and provided the following – Sub-ed.]

I am reluctant to respond to this letter from Emilis as I have always found his views insightful, though always with a slightly different twist.

I struggle however with his principal view that the thing stopping clubs from growing is lack of money. He claims that by the GFA charging fees such as the visitors' \$10 membership fee that we are sucking the money

out of clubs. In fact this is the opposite of what is really happening around the country. We have encouraged clubs to increase their passenger fees greatly, including the GFA fee, and their finances, facilities, etc, have increased greatly as a result. The GFA fee means that the visitor is contributing to the insurance costs of the association, and as a result the GFA membership fee (for the rest of us) has not increased for many years. So individual members have benefited directly, and the clubs are getting greater incomes from passenger flying. Sounds like a good deal to me.

He also complains about the additional service that is being provided to clubs through the GFA departments: things like the introduction of coaching and advanced flying syllabus from the Sports committee, visitors' web page and national advertising from Marketing & Development. Individual clubs could do these things themselves; but the GFA has the dollars and resources to do it on behalf of the clubs, leaving clubs to spend their dollars on facilities, etc.

I disagree strongly that it is too late for the majority of clubs. It certainly would have been better had we made more progress in the 90s, but I believe that the direct support now being provided to clubs will make success a lot more likely than just providing the same messages we did in the past. And those clubs which do not wish to participate in the planned activities do not have to do so.

Terry Cubley

Pre-flight checks

An addendum to Martin Feeg's article on pre-flight checks (September issue, p29): it not only 'happened recently', it is happening all the time! When it comes to control checks, most pilots I have flown with, regardless of which club or organisation they come from, usually have a very relaxed and rudimentary control check. A quick run through the CHAOTIC mnemonic, a shake of the stick and they are ready to go!

I was originally taught to fly Tiger Moths by ex-war-time RAAF types way back in 1959. It was drilled into me that I had to have “full and free” movement of the controls. Full forward, full back, centralise the stick, full left then full right, then right around the box at the full travel of the stick. Then we did the rudder pedals.

Good control and cockpit checking was driven home to me in a rather frightening and potentially deadly fashion. Way back in the 70s, when Horsham Week had a regular attendance of over 60 gliders, I usually helped set tasks, did the briefing and ran the launch. It was a pretty exhausting

Soaring Calendar

routine. Sometimes I then took off at the end of the launch and competed in a task in our Standard Cirrus, Yankee Zulu.

On this occasion, the launch finished, I jumped into Yankee Zulu, ran rapidly through my checks, opened the dive brakes, checked both of them for full open, closed them, a quick glance to the left and the right to see that they were closed and flush – and then the shock hit me. One brake was still wide open! This horrified pilot rechecked the control fittings. The dive brake hotelier fitting had popped off the ball.

The truly frightening part was that the previous evening at the end of the day's competition flight, at the request of our club member and local press photographer 'Scoop', I had come across the finish line at V_{ne} and 10ft off the ground, almost straight at 'Scoop' to allow him to get some publicity shots. Had that dive brake come out then, I would have rolled up into a ball in a split second.

The problem was simple. One of our members, in the spirit of what he thought was good maintenance, had carefully filed the locking wedges in the control's hotelier fittings to a nice smooth finish. He had also oiled them. We, in our ignorance, were not putting retaining lock wires or clips into the wedges. The pressure of the brake actuation forced the wedge up and the fitting disengaged.

A second case of poor checking, in this case instrument checking, occurred when I test flew a Diamant after it had been out of the air for seven years. I had never flown a Diamant before. As I was going over the fence, lying on my back, looking up and out between my feet at the tug, I was still trying to locate the non-standard ASI and memorise what it looked like, and fly the totally unfamiliar Diamant at the same time.

When you have your first flight in a new glider type, if things go wrong over the fence, you are in an aircraft that you know nothing about in terms of feel and handling. There is only one instrument of really vital value to your survival, and that is the ASI. Now, whenever I get into any aircraft that I have never flown before, I always check the where and what of the ASI. I just might need it in a hurry and in a situation where I am under real stress.

A note for instructors. The French Air Force ran some tests on its most experienced fighter pilots. From these tests, they could identify the instructors who had trained these pilots during their first eight hours of instruction. The lesson: The basic techniques that pilots learn in their first eight hours of instruction stays with them for the rest of their flying lives. Take Care!

Max Hedt (Wimmera Soaring Club)

AUSTRALIA

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.

Airworthiness Assessment Week

9-15 October 2005

Bathurst, NSW. The NSWGA is conducting Assessments for GFA Airworthiness Authorities (both Replacement of Components and Annual Inspection) for sailplanes from 4pm Sunday 9 October to Saturday 15 October at Piper's Field at the facilities of Bathurst Gliding Club. The assessment week is made up of workshop and seminar sessions on practical sailplane inspection and component maintenance. Contact Len Diekman on 02 94993600 (w) or 0401 713610, ljld@ihug.com.au.

GFA National Coaching Program 2005/06

Can you think of a sport without coaching? If you want to make progress in your cross-country gliding, find a coach or participate in a coaching event. There are coaching events being held across Australia with something for everyone. Top Australian pilots will be coaching at these events – contact your RTO Sports to find out more.

Peter Trotter is coordinating this GFA national coaching program. You can contact him directly to discuss what coaching might suit you gliderpilots@bigpond.com or 0417 888040.

24-29 October 2005

WA Performance Week, Narrogin. Ph: James Cooper 08 93076186 or 0429 992468, james1@vianet.net.au.

30 October – 5 November 2005

Vic Performance Week, Bendigo. Ph: Peter Buskens 03 53671050, pbuskens@melbpc.org.au or Dave Wilson 03 98360683, dwjcr@ozemail.com.au.

20-26 November 2005

Narromine Cup Coaching, Narromine. Ph: Martin Feeg 02 98633055, xcCloudBase@aol.com.

4-10 December 2005

JoeyGlide, Leeton. Ph: Bruce Taylor 0428 787349, brucetaylor10@bigpond.com.au or Nick Gilbert 0419 412772, CirrusC2@internode.on.net.

11-16 December 2005

GlideFast Course, Benalla. Ph: John Switala, GCV 03 57621058, john_switala@ptp.com.au.

26-31 December 2005

SA Coaching Week, Waikerie. Ph: Bernard Eckey 08 84492871 or 0412 981204, eckey@internode.on.net.

4-11 February 2006

Horsham Week, Horsham. Ph: Peter Buskens 03 53671050, pbuskens@melbpc.org.au or Dave Wilson 03 98360683, dwjcr@ozemail.com.au.

NSW State Gliding Championships

12-19 November 2005

Hosted by Lake Keepit Soaring Club. Great site, interesting country, friendly atmosphere. We like to ensure our comps are lots of fun. All classes including Club Class. Enquiries to Dave Shorter, ph: 02 66561979 <dave@shorter.net> or go to www.users.bigpond.com/keepitsoaring/ for more info and registration.

Mystic Cup

19-20 November '05 – 1 April '06

Bright, VIC. B sanctioned comp, held on the weekends of 19-20 November 2005, 3-4 December 2005, 17-18 December 2005, 7-8 January 2006, 21-22 January 2006, 25-26 February 2006, 18-19 March 2006 and 1 April 2006. An introduction to competition flying for XC pilots. 1 April final day and presentation night. 5km, 25km, 90min, 15%. Email: Craig Collins <craig@alpineshire.viv.gov.au>.

Gathering of the Moths Fly-in

19-20 November 2005

Mt Beauty, VIC. Pilots of all denominations are invited to fly the sheltered Kiewa Valley at the foot of the picturesque Victorian Alps. Range of accommodation available. Contacts: Mark Ghirardello (03 57544 572, 0409 544572) or Don Pollock (03 57541301).



Narromine Cup

20-27 November 2005

Open to all for fun flying, a range of interesting seminars, great social nights. Coaching by NSW coaches. Join in the fun. For info contact Arnie Hartley, ph: 02 68892733

Individual Coaching available at Narromine Cup

20-26 November 2005

Martin Feeg, an experienced competition pilot and RTO-Sports for NSW, will be offering coaching at the Narromine Cup. (Paul Matthews will probably be available as well.) He will particularly focus on optimising your thermalling and cruise, briefings and post-flight analysis. You do not need any qualifications, other than to be keen. There is a limited number of places available. To secure a place, send a reservation fee of \$150 to the GFA Secretariat, marked "Narromine Cup". For more information contact Martin Feeg. Ph: 0423 044403 or XCCloudBase@aol.com.

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 of \$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> or phone 02 49423131 or 0412 423133. Online

continued next page ►

Soaring Calendar

info and rego at [www.gulgongclassic.com]. GAP parameters: AA grade, 5km, 70km, 10%.

Junior Training Camp at Sportavia

26 November – 3 December 2005

Are you 25 years of age or less? Are you looking for another great opportunity to further your gliding career and boost your placing at this year's JoeyGlide '05? Are you looking for FUN and good times with fellow juniors? Camp Organiser Adam Woolley, junior team member. Go to [www.sportavia.com.au/Calendar.htm] or call Sportavia on 03 5874 2063 for further information.

Outback Shootout

28 November – 10 December 2005

This season's 'Shootout' is shaping up to be bigger and better. Defending their title, Team Tabart, Tony and Tracey are invited back to once again battle for the honours. Teams are encouraged to fly in a two seater, or a single as a team. You will be entering the glider for the comp, not the individual. Get your club to enter a team and share with a mate; or, yes, you can fly the whole comp yourself in one of our gliders. Go to [www.sportavia.com.au/Calendar.htm] or call Sportavia on 03 5874 2063 for further information.

Australian Junior Nationals (JoeyGlide '05)

3-10 December 2005

Leeton, NSW. See [www.JoeyGlide.com/JG2005/] for more details.

GlideFast Coaching Course

11-16 December 2005

Gliding Club of Victoria. Peter and Lisa Trotter are offering coaching at Benalla in the month prior to the Club Class National Championships. To secure a place, send \$150 to GCV (PO Box , Benalla, Vic) with your name and email address. For more information contact John Switala <john_switala@ptp.com.au> or ph: GCV on 03 57621058.

Coaching Week at Waikerie

26-31 December 2005

SA Gliding Association is holding another coaching event at Waikerie just prior to the 2006 Multi Class Nationals at Gawler. This allows Nationals pilots to attend and take advantage of the excellent training conditions in the eastern part of the competition area. An invitation is extended by SAGA and the Waikerie GC to pilots from all over Australia. No course fees are charged, and to keep the costs as low as possible, winch as well as aerotow launching will be provided. Almost 50 pilots attended last year's event, and there are early indications of a similar roll-up this year. First class catering will again be provided by Rod Vandenbrink of the Waikerie GC, culminating in a big New Year's Eve party on the last day. Campsites, dormitory accommodation, airconditioned rooms as well as family units are still available, and can be booked online, as can gliders, on [www.waikerieglidingclub.com].

In order to accommodate all levels of experience, organisers are again offering a basic and an advanced course, and pilots can freely alternate between the two. Significant interest has already been shown, with approximately 25 early enrolments. A number of well-known coaches will be on hand to help participants achieve their goals and ambitions. Theory lectures with PowerPoint presentations in the morning will be followed by practical flying in the afternoon and a debriefing session in the evening. Highly reliable soaring conditions in the Riverland region make for easy cross-country flying, with speeds well above those usually achieved in other parts of the country. Most coaching will be conducted on a 'lead and follow' basis, but an opportunity for coaching flights in an ASH-25 and other two-seaters also exists.

For further details contact Bernard Eckey (RTO/S for SA and NT), ph: 08 84492871 or <eckey@internode.on.net>.

Deni Towing Comp

27 December '05 – 1 January '06

Deniliquin/Conargo, NSW. The Deni comp lives on, slightly reincarnated. In conjunction with the Bright-based "Australian Fun Flying Festival", we are hoping to run a towing comp at Deni/Conargo again this year. As Tove has moved on, to run an aerotow comp later in the month at Tocumwal, we felt there was a sadly unoccupied paddock at Conargo that we would like to populate with like-minded weekend warriors. Dates as above (inclusive); no practice day, but the 2/1/06 is being reserved for a "Fly Away Day" – an opportunity to fly open distance, maybe trying to get to the party at Bright. This will be a fun comp, run with a similar philosophy as the Easter comp at Birchip, VIC, each year. What does that mean? Well, for starters the comp organisers will be flying in the comp. And ground tow only, because we want to keep it simple and as easy to organise as possible (also, there is an aerotow comp just around the corner). A smaller ground based comp will be more friendly to new towing pilots. No appeals, lots of encouragement to new and less experienced pilots. Novelty prizes, lots of talking, eating, drinking, flying, drinking, eating, talking, flying... The biggest difference will be the use of GPS scoring, so we will have turnpoints for the Kingpost and Open classes, and straight line for Floater. So yes, we are keeping Tove's three classes idea alive. We hope there will be a reasonable turnout of around 60 pilots, utilising the many strips available at the comp paddock in Conargo. So if you are, like us, lamenting the end of the car towing comps at Christmas, grieve no more and get your entries in. Details available on the HGFA website (comp calendar page), and soon at [www.xcflight.com]. For further inquiries phone Peter Lissenburg 03 5962 9371 (almost all hours).

Australian Free Flight Festival

30 December 2005 – 3 January 2006

Bright, Vic. To promote all free-flying sports to the public and most of all have fun and learn more! The comp will be accuracy landing in the morning and open XC distance in the afternoon. You take off from any NE site, then just return your GPS to headquarters to verify your best flight of the day... The fifth day will be a demo/display fundraiser day and Masquerade. Get your best costume or most impressive ensembles together now! \$2000 of cash to be won! Awesome trophies, daily and overall cash prizes for PG/HG categories, awesome flying and non-stop parties! Web info: [www.xcflight.com]. Email: <info@xcflight.com>. Ph: 0429 403606.

44th Multi-Class Championship

2-13 January 2006

Gawler Airfield, SA. Adelaide Soaring Club will be hosting this event. The competition will run two classes, the 15m Class and the Open class and all gliders will be handicapped according to the current Multi-class handicaps. However, if sufficient entries are received the 15m Class will be split into Standard and 15m Racing and the Open Class will be split into 18m and Open. Gawler Week will be held immediately prior to the event. There will be weather briefings and tasks set.

All are welcome to attend and get some practice in before the start of the competition. For further details, see p17.

Bogong Cup

7-14 January 2006

AAA sanctioned comp, Cat 2 event. Registration and practice day 6 Jan. Strictly 70 pilots max. Minimum rating int with inland experience. Entry \$195 before 10 Dec 2005 (\$205 thereafter). Club, Open, Kingpost,

Floater and Female categories. Also, the Joel Rebecchi award for most improved Australian pilot. The dynamic team of Carol Binder (Organiser) and Heather Mull (Director) will once again ensure heaps of fun, prizes (serious and novelty) and social events. GPS, radio, parachute and a passion for flying mandatory. Pilots must also have a current FAI Sporting Licence for WPRS scoring. GAP parameters: 5km, 50km, 90min, 25%. More info on [www.xcflight.com], email: <info@xcflight.com> or ph: 0429 403606.

Sky High XC Cup

14-15 January & 4-5 March 2006

Mt Cole area, Vic. C sanctioned comp. The intention is to run a competition similar to Mystic Cup to actually get pilots flying XC at sites other than Mystic in Victoria. Contact Geoff Wong <geoff@zikzak.net>.

Corryong Cup

15-21 January 2006

Corryong, Vic. B sanctioned comp, practice day & rego 14 Jan. A relaxed, fun meet, aimed to foster the development of competition and cross-country flying skills. Maximum enjoyment at one of the sport's best venues – Mt Elliot. Open Class and Entry level tasks. 65 pilot limit, entry confirmed with payment. Enter online at [corryongcup.com]. Entry fee: \$110, includes comp T-shirt and Presentation Dinner. HQ: The Court House Hotel, Corryong. Intermediate rating and inland experience required. GAP parameters: 4km, 40km, 90min, 15%. Contact: Cameron 0407 418295.

Club Class Nationals 2006

16-27 January 2006

Benalla, VIC. This competition is being held during the prime soaring season. We hope this will guarantee some excellent weather for your tasks. Benalla has large areas of flat land to the north and foothills and alpine mountains to the south, so 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 parallel power strip and two grass parallel runways for north/south (17-35). Two tie-down areas are available, one 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 meals. The clubhouse is airconditioned, has a licensed bar and meals will be available for around \$10 or sample the variety of restaurants around town. The clubhouse has a number of PCs wired up to our network and broadband internet connection so you can download your emails fast. For those with wi-fi capability on their laptop or handheld will find connectivity in and around the clubhouse. The airfield has limited camping and there are additional camping options at the town's caravan park. A variety of motel/hotel accommodation is available around town, the closest is 500m from the clubhouse. The township of Benalla is close-by, about 1.5km, or about a nine-minute walk. There are many activities in the local region should the day not be flyable. Wineries are available for tasting with the nearby Milawa region renown for its good food. The nearby hills offer many trips, walks and sights. For 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 GCV welcomes all pilots and their crews and looks forward to hosting a successful and safe competition. For further details, see pp30-31.

Top Gun Apprentice Challenge

16-19 January 2006

Sportavia, Tocumwal, NSW. Combined XC clinic and competition. Open to all pilots eager to learn about XC flying. Top rated international pilots

(the "Top Guns") will be hosting XC competition clinics during the event. A number of Top Guns will each coach a team around the course each day with the scores being the sum of the scores of the learner pilots. Cost \$450, which includes all tows and all clinic sessions. Contact Tove Heaney <info@sportavia.com.au>.

Sportavia International Hang Gliding Championships

21-28 January 2006

Sportavia, Tukumwal, NSW. AAA aero competition. Open to all pilots (floaters to topless), but all pilots need an aerotow endorsement (even a Fun can be aerotowed). Entry fee \$200 plus \$400 for tows. Will be run at Sportavia or a paddock nearby. GAP parameters: 10km, 80km, 90min, 25%. Contact Tove Heaney <info@sportavia.com.au>.

Killarney Classic

28 January – 4 February 2006

Killarney, Qld. AAA HGFA Sanctioned, FAI Category 2 PG competition. Killarney is three hours drive inland from the Gold Coast and two hours from Brisbane. The take-off has been bought by Queensland pilot Andrew Horchner, who will be hosting the event; local, national and international pilots are all invited. Killarney offers some of the best cross-country flying in Queensland and nationally; it has numerous launch sites that cover most directions in a very close proximity

of each other. In this area there are 1,000's of kilometres of wide open flatlands to the west with excellent road networks throughout the area. In the past people have accomplished rewarding flights, flying over and gazing down upon extinct volcanic plugs and the picturesque flatlands of the Darling Downs – a must for your PG calendar. Organisation supplied 4WD bomb-out retrieves back to launch or back to serviceable roads, but this service will be limited, so to guarantee your chances of an effective re-fly retrieve system organise your own. Note that from the SE bomb-out there may be some water crossings depending on previous weather, so a 4WD vehicle could be of benefit for a team's retrievals. Entries accepted based on requirements in HGFA Competitions Manual Edition 6.4, section 3.4, with 85 positions available. Pilots should have a good, comprehensive level of inland experience. Other pilots considered at organisers discretion. Accommodation is limited, so early bookings are recommended – details on the competition website [www.chgc.asn.au/killarney/]. Entry fee: \$190 before 20 December 2005, \$220 thereafter no exceptions. Payment by M/O, Bank Cheque or Direct Deposit. Account: Access Factor Pty Ltd, BSB 124-050, account number 10583935, please place HGFA number in detail section. Post: Killarney PG Classic, PO Box 70, Killarney, Qld 4373. Email enquiries to <afact@gil.com.au> or contact the organisers on 0427 807 516 (Andrew Horchner) or 0418 807 516 (Wendy Mugridge) for further information.

NSW HG State Titles

5-11 February 2006

Manilla, NSW. Please note the dates. The PG Pre-Worlds will be held on this site later in the month, so this comp has moved forward to avoid a clash. Registration at Royal Hotel on Friday 4 February. This is a AA grade comp. GPS turnpoints and goal verification. Pilot requirements: int rating with inland experience. Entry fee \$120, includes T-shirt and presentation dinner. Contact Billo: 0412 423133, email <fly@nswhgstatetitles.com>, website [www.nswhgstatetitles.com].

Bright 321 – Australian Paragliding Open

11-18 February 2006

Bright, Vic. The Bright 321 Australian PG Open

will be held in and around the picturesque town of Bright. It will be a Category 2 event and has a AAA Australian sanction. Following the popularity of last year's event places will be increased to 120 this year. Cash prizes include \$3,000 1st, \$2,000 2nd, \$1000 3rd. Entry fee \$220 (incl GST). There is a \$20 discount for cash/cheque entry fees received before 1 January 2006. GAP parameters: 5km, 30km, 90min, 20%. Full details found at [http://www.bright321.net] or contact Geoff Wong <geoff@zikzak.net>.

Tocumwal Challenge

25-26 February 2006

Sportavia, Tukumwal, NSW. Fun national fly-in fly-out weekend for all pilots, run in conjunction with Tocumwal town festival. Mega parties and all sorts of activities, flying sports and other things. Contact Tove Heaney <info@sportavia.com.au>.

Kiwi Open

24 February – 2 March 2006

Manilla, NSW. FAI Cat 2 + NZL PG League round. Entry fee: \$140 (\$170 after 1 Jan), includes hill transport, 1x dinner, \$2000 prizes, heaps of fun Kiwi pilots to fly and drink with, and all the usual things you would expect from a Manilla event (big XC tasks). Register from 1 October via [www.manilla2007.com]. Max 150 pilots. Entry place allocation on 1 Nov if oversubscribed. See website for details. Organiser: Godfrey Wenness, ph: +61 (0)2 67856545, <skygodfrey@aol.com>.

Manilla Pre-Worlds

5-11 March 2006

Manilla, NSW. FAI Cat 2. Entry fee: \$170 (\$190 after 1 Jan), includes hill transport, 2x dinners, over \$5000 in prizes, expert organisation and legendary Manilla tasks. A unique opportunity to fly with some of the world's best as they practise for the 2007 Worlds. Register from 1 Oct via [www.manilla2007.com]. Max 150 pilots. Entry place allocation on 1 Nov if oversubscribed. See website for details. Organiser: Godfrey Wenness, ph +61 (0)2 67856545, <skygodfrey@aol.com>.

Free-flying at Mt Borah will be limited during the event period (generally launching is permitted after the bulk of comp pilots are on course).

[Note: GAP parameters, where listed in the above events, are: bomb-out distance (minimum scoring distance), nominal distance (minimum task length), nominal time (minimum expected winners time), and goal percentage (nominal percentage in goal).]

OVERSEAS

Soaring Wave Camp Patagonia 2005

November 2005 – January 2006

For the fourth year, Jean-Marie Clément and his team have prepared the next soaring wave camp in Patagonia, taking place at San Carlos de Bariloche, Argentina. Pilots of all skills and their families are invited to join them. The goal is to practice wave flight in ideal meteorological conditions, while discovering the natural marvels of the Austral world: glaciers falling into the sea with seals and sea lions swimming around, the sub-tropical falls of the north, watching whales nursing their calves, or walking amongst thousands of penguins. Not to mention local volcanoes, extraordinary both from the ground and air.

Participants can be accompanied by mountain flight instructors while they make record attempts. Four world records and nine national records have been achieved during previous expeditions. Dates will be scheduled according to the availability of the gliders. This year the group will have a container from Europe, and there is room for one more glider.

Come with your own glider, motorised or not (San Carlos de Bariloche has the only tug of the whole Patagonia region).

Begin your dream by surfing our website [www.topfly.aero], where you will find general conditions for participation as well as many narratives, photos and movies from previous expeditions. Don't hesitate to contact us: TopFly

Via delle Forze Armate, 26, 20147 Milano (Italy)
<info@topfly.aero>, ph: +39-02-48705377; fax: +39-02-48705352; Mob: +39-335-6049302.

Ladies Open Distance Comp

11-16 December 2005

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

Mauna Kea Thermal Clinic

27-31 December 2005

Mauna Kea, Hawaii. Achim Hagemann will be organising the 2005 Mauna Kea Thermal Clinic on the Big Island of Hawaii. Mauna Kea (13,796ft) has flying sites at various altitudes. Pilots flying here should expect big air, high altitude take offs and challenging XC flying. Mauna Kea and the surrounding areas are still unexplored to a large extent. Our plan is to pioneer several peaks around Mauna Kea between 11000ft and 13000ft that have never been flown before. To register for the clinic contact: Paraglide Hawaii, PO Box 797, Mountain View, Hi. 96771, USA; <tofly@excite.com> or ph 808 895 9772. Clinic requirements: int or better (nov with instructor sign off; bring everything you need for high altitude XC flying; food and gas money extra; cost \$275. Clinic includes: 4WD transportation, airport pick up, guide service, free camping, daily weather report

.IGC World Gliding Calendar

2007 and beyond

2007 WGC – Juniors, Bid selection 2005
2007 WGC – Women's, Bid selection 2005
2007 Alternative Events, Bid selection 2005
2008 WGC – 15m/18m/Open, Bid selection 2005
2008 WGC – Std/Club/World, Bid selection 2005
2009 WGC – Juniors, Bid selection 2006
2009 WGC – Women's, Bid selection 2006
2009 Alternative Events, Bid selection 2006
2010 WGC – 15m/18m/Open, Bid selection 2007
2010 WGC – Std/Club/World, Bid selection 2007
2011 WGC – Juniors, Bid selection 2008
2011 WGC – Women's, Bid selection 2008
2011 Alternative Events, Bid selection 2008
2012 WGC – 15m/18m/Open, Bid selection 2009
2012 WGC – Std/Club/World, Bid selection 2009
2013 WGC – Juniors, Bid selection 2010
2013 WGC – Women's, Bid Selection 2010
2013 Alternative Events, Bid Selection 2010
2014 WGC – 15m/18m/Open, Bid selection 2011
2014 WGC – Std/Club/World, Bid selection 2011

NOTE: Shown as running through 2014 for illustrative purposes only. Calendar and structure of the World Gliding Championships will continue on as shown after 2014 (until changed or modified by the IGC Plenum).

HGFA General Manager's Report . . .

Board Elections

By the time you read this we will have a new Board elected. There were 16 nominees for the 2006-2008 Board positions. In the previous Soaring magazine members were issued with a ballot paper to vote for their chosen Board candidates. Returned voting forms will have been checked against the HGFA database to ensure the vote can be counted (current members only allowed to vote) and the results will now (or soon) be published on the HGFA website. I trust that you each took up the opportunity to elect the representatives of your organisation.

Audits in WA and Northern NSW

Over the last couple of months I have made trips to WA and northern NSW to conduct audits, attend club meetings and meet with local flyers. Overall I have been immensely impressed with the general standards of our training facilities and the devotion and professional approach with which our clubs are representing your activities in different flying areas. It is without a doubt the efforts of these people that preserve much of our general access to sites and the good reputation enjoyed by the HGFA. I would like to thank all those that I have met in Albany, Bunbury, in and around Perth, Exmouth, Broome, Byron, Rainbow Beach and Tewantin for their welcome during my visits.

Motorised Flight

As you know, the air regulations reform in the sporting sector is now well under way. The HGFA Operations Manual will need to be re-submitted to CASA and endorsed under Part 149 to keep in line with the new CASRs. A project within the Operations Manual review is that of reviewing motorised flight for hang gliders and paragliders. I would like to thank John Reynoldson (motorised hang gliding) and Andrew Polidano (motorised paragliding) for contributing so much of their time to ensuring what goes into the Operations Manual will be made up from member input. Both John and Andrew currently spend a great many hours soliciting information from members regarding their practice and thoughts on motorised forms of hang gliding and paragliding. From these discussions we intend to provide a training syllabus, instructor certification requirements, stock of education material and maintenance program for these aircraft that will be submitted to CASA for approval into our Operations Manual. Thanks to everyone currently contributing to this process. If you are interested in putting your two bits worth to this project you can join the hang gliding forum through <Powered

HangGlidersAustralia@yahoo.com> and the paragliding forum by contacting Andrew at <info@poliglide.com>.



Jan Smith in training to be the first Australian female powered paraglider pilot

An Electronic Safety Information Report (ESIR)

An ESIR is a notice coming from other air users or members of the public reporting through a service contact line of an accident, serious incident or breach of air regulations in some way. In general they are treated as unvalidated information that will require confirming investigation. The investigation is assigned depending on the accountability of the aircraft type or registration. Where it involves a hang glider, paraglider or weightshift microlight, it is assigned to the HGFA and requires a closing report. The purpose of the ESIR system is to log and track reports, the distribution of the report and the results of the required investigation. Below is one such report of recent times. A similar report is current for Caboolture, where an aircraft had to divert to avoid collision with a paraglider/paramotor.

ESIR 2005 252 MCO	
Reference:	252 MCO 2005 Time (UTC): 16/01/05 21:20:00
Unit	MELBOURNE JMA District: MCO
Exec Summary:	Paraglider without Radio observed in Avalon MBZ.
Description:	Helicopter Vlt-IGE reported a Paraglider operating without Radio inside the Avalon MBZ at A010 in the North East Quarry area. JST306 was taying for departure R30018.
Aircraft Category:	MBZ
Airspace Administrator/Service Level:	1:
RAS	
Location:	Avalon Bearing: 020
Distance:	8
Latitude:	00:00S Longitude: 000:00E
AIRCRAFT DETAILS	
1st AIRCRAFT	2nd AIRCRAFT
Radio Callign:	XXXXXXX JGE
SSR Code (where applicable):	0 0
Aircraft Type:	206
Registration:	VH-XXXXXX Vlt-IGE
Flight Number:	
Owner/Operator:	THE HELICOPTER SERVICE AUSTRALIA PTY LTD
Flight Category (L/V):	VER VER
Type of Operation:	GENERAL AVIATION GENERAL AVIATION
Last Departure Point AID (UTC):	UNKNOWN UNKNOWN
Actual Departure Time:	
Intended Landing Point:	UNKNOWN UNKNOWN
MISCELLANEOUS - OTHER:	
MISCELLANEOUS	Paraglider without radio observed in Avalon MBZ
Contributory Factors:	
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ESIR – actual example

The report indicates a breach of regulations, describing an incident in time that presented a relatively serious risk to life and third party property. The investigation by rights should identify the offending pilot and establish either a course of education or warning to that pilot.

As you can see in the example, there is limited detail about the second aircraft (the paraglider). Without registration the report cannot link aircraft to an owner or pilot who may have committed the breach. There is therefore little likelihood of finding the pilot and mitigating the chance of a repeated threat through similar action in the future.

For all but the offending pilot this is a frustrating situation. It leaves no one accountable for the breach other than the generic 'owner' of the type of aircraft – administered by the HGFA. Because the actual pilot cannot be directly confronted, other solutions to providing the compliance are thought of. One such suggestion that has resulted from the number of non-identified pilots causing this type of breach is to impose some form of registration on our aircraft.

If this is not the type of solution we want for ourselves then we need to think about the impact of our own (and that of our mates') flying activities should we (or they) decide to fly into controlled airspaces without appropriate clearance or adherence to the requirements of those airspaces. As it currently stands, without registration, we all get tainted with the blame of the offender if there is no offender to identify. The authorities and the general public will tend to regard us as uncontrolled air users. If we are seen as being unable to control ourselves then they will take it upon themselves to impose controls upon us. Let's not make that happen. Know the regulations, know the areas where you can and cannot fly and above all else follow the protocols of flying in controlled airspace. Remember too that this particular pilot and the few other pilots that disregard the regulations and protocols contribute to the chance of external controls being implemented upon you. Don't support them in spoiling the rights and reputation of our recreation.

Passenger Carriage Liabilities

Riding on the back of the Civil Aviation Carriers Liability Act and Damage By Aircraft Act 1999 we in the sports aviation category come under definitions and judgement based out of these Acts, particularly in the interpretation to the burden of proof of negligence. In essence the pilot in command of the aircraft is deemed

responsible for any injury, damage or loss incurred by their operation of the aircraft. They have what is termed 'Strict Liability' and there is little or no need to prove that the pilot was at fault for an accident involving their aircraft other than knowing who the pilot in command of the offending aircraft was at the time of accident. This goes as much for any accident incurring injury to passengers as it does for accidents involving third parties. The responsibility for safety rests with the pilot in all cases. The difference between the above mentioned Acts and sport aviation is only that there is a recreational element involved in the operations as opposed to a charter of services. When a pilot takes a passenger on board their aircraft they owe a duty of care to that passenger. The recent changes in Tort Law have assisted the sport aviation passenger-carrying pilot in as much as recognising and establishing the legal view that a passenger has willingly joined in the flight operations and therefore takes a part of the associated risk to themselves in their own hands. This does not however exempt the pilot from all responsibilities to the sporting passenger. "Informed consent" has become the term that will guide future directives and judgements concerning passenger participants in recreational aviation. It is important that you can validate the extent to which a passenger was informed of any and all risk that they may be exposed to when undertaking a flight with you as pilot in command. This will mean that you need to inform a passenger of the associated risk of flying in the type of aircraft you are piloting and any risk that may be associated with you being the pilot of that aircraft. In most fixed wing aircraft the passenger is warned of the risk regarding aircraft type through placards within the aircraft (required in experimental, ultralight and light sport aircraft). Risks to the passenger associated with the pilot are mitigated through the requirement of pilot certifications gained through pilot training and medical certificates issued under a DAME endorsed by CASA. Where passengers are being carried in aircraft such as paragliders or hang gliders the placement of a warning placard is not really feasible, so verbal (but preferably written) notice to the passenger of the associated risk needs to be evidenced. The best way to overcome this latter requirement is to ensure that any passenger you decide to carry is already a member of the HGFA.

LSA

This CASR is almost ready for implementation. The part has been through the Directive 16

Review process and is now in the process of drafting for legislation. This is a new category providing for two-seat production or kit built aircraft with a MOTW of 600kg. It eliminates the previous 51% rule for kit built to allow 100% kit. In all cases of kit built aircraft types there must also exist a production aircraft of its type. Certificate of Airworthiness is to be continued by the manufacturer. When the NPRM was sent out for public comment this new regulation only attracted 27 responses. LSA effects changes in CAOs 95.55, 95.32 and 95.12 but essentially only in as far as what CASA oversees relating to the aircraft.

Part 103

CASA has indicated that this Part is "Not yet ready for membership review". This is essentially because the CASA Sport Aviation Sector was happy with the standard of understanding that CASA legal drafters had applied the legal terms to the industry document. The Next Steps for Part 103 will be to finalise and circulate the Draft NPRM among industry advisors before passing the NPRM out to public comment. Depending on what responses are returned and the extent that it will take to appraise those responses will have a direct effect on when we can finally get to see the implementation of this Part. Furthermore, Part 103 is directly relative to Part 149 and to a lesser extent, a few others. The applicability of Part 103 is to provide the Operational Rules (or the conduct of activities) at the individual's end.

Part 149

The industry sub committee for this Part was fairly certain that progress was rolling along quite well and that we could expect the NPRM in the near future. Recent news has come to hand that indicates a further delay in putting this Part out to public comment. Directive 16 is a Minister's directive that requires all CASRs to be scrutinised against the safety risk that the Part is attempting to address. With so many CASR Parts under review the process of scrutinising them against Directive 16 is now holding up further development of Part 149. Directive 16 can be viewed at the following web address: [www.casa.gov.au/corporat/ceo/directives/dir016_2004.pdf].

Safety Reports

Again the last month has been fairly quiet in terms of accident reports. This single report below highlights a very significant danger of flying in areas where model planes are also in operation. The report brings to mind an accident in 1987 where a hang glider pilot was

killed at Devils Dyke in the UK when a radio controlled model glider took out the hang glider's side wire. Since that accident the airspace at Devils Dyke has been divided into two distinct zones.

Pilot: Intermediate
Experience: 300 hrs, 8 hrs last 90 days
Aircraft type: Paraglider
Pilot injury: Severe abrasions and sore ribs
Bystander injury: Nil
Aircraft damage: No apparent damage
Location: Sloping coastal cliff
Conditions: Headwind, light conditions for the site

Description:

Conditions were light and the pilot was scratching close to the hill to maintain height above take off. Two paragliders and one hang glider were also flying at the time along with two radio controlled gliders (R/Cs). The pilot reports that there was adequate room for this type of operation. The pilot passed above take off height and out to the front of launch heading south away from take off with one R/C in front and one below. Suddenly one R/C cut across in front of the pilot's path and collided into the lines of the paraglider on the right side. The right side wing of the paraglider immediately collapsed and the paraglider entered a steep spiral, completing one and a half turns before impacting into the ground. The pilot fell into rocks and bushes, suffering severe winding and abrasions from the impact.

Comment:

The pilot was not flying with enough altitude to recover the collapse before hitting the ground. The R/C flew into the paraglider lines about mid-way up their length. The R/C was a model glider of approximately three to five kilogram weight (less than that of a small brick). The operating pilots on site had not considered to formulate defined operational boundaries. There are many sites (especially small coastal sites) where these joint operations are common. It is advised that wherever such joint operations are to be conducted there should be an agreed separation of operations to avoid these types of collisions. This is a fair indication to the danger of flying between these model aircraft.



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Australian Air League

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Kings Langley NSW 2147.

Bathurst Soaring Club

PO Box 1682, Bathurst NSW 2795.

Byron Gliding Club

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

Byron Soaring Centre & Aeroclub

PO Box 549, Byron Bay NSW 2481
02 66844244.

Canberra Gliding Club

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

Central Coast Soaring Club

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

Cudgegong Soaring Pty Ltd

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

Forbes Soaring & Aero Club

PO Box 267, Forbes NSW 2871,
02 68523845.

Goulburn Gliding Group

57 Munro Rd, Queanbeyan NSW 2620.

Grafton Gliding Club

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

Harden Gliding Club

78 Badenoch Crs, Evatt ACT 2617, 02
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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.

RAAF Richmond Gliding Club

RAAF Base, Richmond NSW 2755.

RAAF Williamstown Gliding Club

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

Scouts NSW Air Activities Gliding Wing

RG (Bob) Balfour, 80 Malvern St, Panania
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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.

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 5483 5380.

Kingaroy Soaring Club

PO Box 91, Kingaroy QLD 4610,
07 41622191.

Moura Gliding Club

PO Box 92, Moura QLD 4718,
07 49973265.

North Queensland Soaring Centre

PO Box 1743, Aitkenville QLD 4814.

No. 229 Squadron Australian

Air Force Cadets

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

Southern Downs Aero & Soaring Club

PO Box 144, Warwick QLD 4370,
07 38923473.

Tarwan Soaring

PO Box 34, Wandoan QLD 4419,
07 46274080.

SA Gliding Association (SAGA)

Adelaide 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,
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Scout Gliding Club

22 Burford Crescent, Redwood Park
SA 5097.

Waikerie Gliding Club

PO Box 320, Waikerie SA 5330,
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Whyalla Gliding Club

PO Box 556 Whyalla SA 5351
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Victorian Soaring Association (VSA)

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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,
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Gliding Club of Victoria

PO Box 46, Benalla VIC 3672, 03 5762
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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
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Information about site ratings, sites and
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ate State associations, region or club.

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486114. Meetings: 1st Thu/
mth 7:30pm Yamba Sports Club, Phillip.

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Hang Gliding Association of WA
PO Box 146, Midland, WA 6936; <chgawa@hgfa.asn.au>. 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/Trs: Ron Huxhagen 07 49552913, <sitework@bigpond.net.au>.

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@ultimatempositioning.com>.

Tasmanian HG & PG Association

[www.thpa.net]. Pres: Rob Steane (Hobart PG pilot), 0418 146137, <president@thpa.net>; Sec/Trs: Stephen Clark (Hobart HG pilot), 0419 997550, <secretary@thpa.net>. Northern Tas info: Richard Long (Burnie PG pilot), 0438 593998, <northern@thpa.net>.

Victorian HG and PG Association

PO Box 157 Northcote VIC 3070, [www.vhpa.org.au]. Pres: Stuart Coad 0408 524862, <stuartcoad@hotmail.com>; 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.

[www.bmhgc.org.au]. Pres: Neil Evans 02 47878027, <dream2@tpq.com.au>; Sec: Andrew Paterson 02 96395461, 0425 305 984, <apatero@bhsc.nsw.gov.au>; Trs: Allan Bush 02 47738037, <fairallan@pnc.com.au>; Newsletter: Paul Hunt 02 9699 7720, 0404 851876, <huntp@ozemail.com.au>; Comps: Alan Bond 02 98995351, 0408 470544, <skybond@primus.com.au>; SOs: Allan Bush, Paul Hunt. Meetings: With Club Comp round last Sun/mth or contact above committee members.

Dusty Demons Hang Gliding Club

6 Miago Court, Ngunnawal, ACT 2913. Pres: Trent Brown 0427 557486, <trent.brown@anu.edu.au>; Sec: Peter Dall 0428 813746, <peter.dall@casa.com.au>; Trs: Dan Watters 0410 347801, <dan.watters@csiro.au>; 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@hunterlink.net.au>. Meetings: last Tue/mth 7pm, Hexham Bowling Club.

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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>.

Kosciuszko Alpine Paragliding Club

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

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PO Box 1, Manilla 2346, [www.FlyManilla.com]. Pres: Brian Shupard 0401627830; V-Pres: Suzy Smith 02 6785 6545; Sec/Trs:

JJ Bastion 0427 161504; SSO (HG): 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, <lelean@smartchat.net.au>; SSO: Jason Turner 0419 997196, <jasonflys@hotmail.com>.

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PO Box 64 Broadmeadow NSW 2292; [www.nhgc.asn.au], <fly@nhgc.asn.au>. Pres: Matthew Clarke 0419 908283, <penders@nobbys.net.au>; V-Pres: Matt Olive 02 49436791; Sec: Simon Plint 0407 613701, <SimonPlint@newcastle.edu.au>; Trs: Monica Barrett 0425 847207; SSOs: Tony Barton (coastal) 0412 607815, 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/mth 7:30pm 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 99827094; SSO (PG): Wayne Fitzgerald. Meetings: 1st Tue/mth 7pm Mona Vale Bowling Club.

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Sydney Hang Gliding Club

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Northern Territory

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

Queensland

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Central Queensland Skyriders Inc.

915 Yeppoon Rd Iron Pot Qld 4701. Pres: Bob Pizzey 07 49387607; Sec: James Lowe 07 49309298 (w), 07 49363836 (h); Trs: Adrienne Wall 07 49362699; SSO: Alister Dixon 49861984; Towing Biloela: Paul Barry 07 49922865, <prbarry@tpg.com.au>.

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

Conondale Cross-Country Flyers Inc.

[www.entripoint.to/conondale-x-country-flyers]. Pres: Peter Buch 07 54352421, <buchy9@bigpond.com>; V-Pres/SSO (PG): Graham Sutherland 07 54935882, <graham.suth@optusnet.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.

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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.

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Tasmania

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Victoria

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[www.skyhighparagliding.org]; Pres: Malcolm Marker <president@skyhighparagliding.org>; V-Pres: Peter Whitworth <vicepresident@skyhighparagliding.org>; Trs: Stuart Banks <membership@skyhighparagliding.org>; Sec: Leanne Kennedy <secretary@skyhighparagliding.org>; Sebastian Stoffels, <webmaster@skyhighparagliding.org>; Linda Wooley, <merchandise@skyhighparagliding.org>; APN Editor: Julie Sheard <editor@skyhighparagliding.org>. Meetings: 1st Wed/mth 8pm Retreat Hotel, 226 Nicholson St, Abbotsford.

Southern Microlight Club

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

Western Victorian Hang Gliding Club

PO Box 92, Beaufort VIC 3373, [www.vhpa.org/vwhgc]. Pres: Glenn Bachelor 0419 324 730, <GlennB@pocketmail.com.au>; V-Pres: Mark O'Keefe 0412 473724, <mokeefe@bigpond.net.au>; Trs: Stuart Coad 0408 524862, <scoad@edlyn.com.au>; Sec: Lisa Miller, 0407 319397, <lislam130@hotmail.com>; Web/Database: Damian Georgiou 0413 677090, <damaian@bachomp.net>; SSO: Rohan Holtkamp 0409 678734, <dynamic@netconnect.com.au>; Paul Rundell 0418 348948. Meetings: Last Sat/mth, The Beaufort Hotel, Beaufort.

Western Australia

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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. Mes-sagebank 08 94875253; Pres: Nigel Sparg, <president@cloudbase.asn.au>, 0427 476629; V-Pres: Mark Wild, <vicepresident@cloudbase.asn.au>, 0411 423923; Trs: Colin Brown, <treasurer@cloudbase.asn.au>, 0407 700378; Sec: Lachlan Byrd, <secretary@cloudbase.asn.au>, 0439 922510; Committee <committee@cloudbase.asn.au>; Mike Allen 0408 947048; Gordon McCabe 0407 776462; Alain Latino 0408 099679; SSO: Gordon McCabe; SO: Mark Wild, Nigel Sparg. Meetings: 2nd Tue/mth, 7:30pm, The Windsor Hotel, 112 Mill Point Rd.

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Hill Flyers Club Inc

<hillflyers@dodo.com.au>; Pres: Rick Williams 0427 057961; Sec: Gary Bennett 0412 611680; Committee: Dave Longman 08 93859469, Mike Ipkendanz 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; CFI: Brendan Watts 0408 949004.

Western Soarers

<wshgc@hgfa.asn.au>, PO Box 483, Mt Hawthorn WA 6915, [www.westernsoarers.com]. Pres: Mirek Generowicz 0427 778280, <mgenerow@optusnet.com.au>; V-Pres: Mark Wild 08 94098581, <mark@gastech.com.au>; Sec: Ben Griffith 08 94724068, <bengriffith@westnet.com.au>; Trs: Sun Nickerson 0401 135042, <Sunny@iinet.net.au>; SSO (HG): Shaun Wallace 0411 885178, <shaun@hangglide.com.au>; SSO (PG): Jules Sanderson 0405 089709, <airoz@westnet.com.au>. Meetings: Last Tue/mth 7:30pm Windsor Hotel, 112 Mill Point Rd, Perth.



Why Hang Gliding Wins The Race

Adam Thomson

HANG GLIDING AND SKYDIVING ARE BOTH AIRBORNE THRILLS OF THE FIRST ORDER. HAVING BEEN TOTALLY BLIND FROM BIRTH, AND HAVING BEEN TANDEM SKYDIVING THREE TIMES AND TANDEM HANG GLIDING TWICE, I'M PARTICULARLY AWARE OF THE UNIQUE SENSATIONS OF EACH.

On balance, I'd have to say that hang gliding, with its greater freedom of movement, more varied sensations and longer, more tranquil time in the air wins by a short head. The two winged thoroughbreds certainly have things in common. Both are very exciting, a lot of fun and not to be missed. There are however a number of interesting differences.

The first big difference between them is the launch. When commencing a tandem skydive, you and your instructor wriggle out on to the plane's step like a pair of intertwined eels. After you've grabbed your chest straps and arched your head back, the instructor pushes you both out into very turbulent, but very empty space. A hang glide's commencement is far less nerve racking. The instructor just takes a couple of brisk steps forward with you being towed

along slightly behind. Then, after an abrupt jerk of harness straps, you're lifted effortlessly off the ground.

Another marked difference is flight duration. In favourable weather, a hang glider can remain airborne all day. A skydive is over in under 10 minutes. Also, the whole motion is different. I would describe skydiving as wildly exhilarating, and hang gliding as sedately exhilarating. During free fall you're dropping like a stone at around 220km/h, but it doesn't feel anything like that. You know you're falling all right, but at the same time it feels as if you're being enveloped, buffeted and lifted in an immensely powerful updraft, and carried forward at tremendous speed. When you jump from 12,000ft, this feels like riding on the crest of a vast, breaking wave of air that takes nearly a minute to come down into its trough.

Hang gliding is generally a far more peaceful experience. Though you're moving at around 30 to 50km/h, it feels like drifting gently around the sky as you lie facedown in the wind, in complete contrast to the stormy sea sensations of free fall. The feeling of floating to the ground after your parachute opens is just as peaceful as hang gliding in some ways, but a hang glider is far more manoeuvrable. By pulling one of the parachute cords, you can spin full circle in either direction in a kind of upright corkscrew, and though wildly thrilling and a lot of fun, it's nowhere near as graceful as hang gliding.

Damian over the Western Highway at Trawalla

Photo: Damian Georgiou

Though quite literally a peacefully uplifting experience, hang gliding certainly has its adrenaline highs. The momentum and release of the steeply powerful banking and diving turns can make you feel virtually weightless, especially when performed quickly. Also, you're frequently borne along by powerful air currents, travelling up, along and down in a swift, smooth and forceful motion which my instructor, Tony Armstrong, very accurately calls surfing the sky. So when skydiving, you're carried along on a roaring, buffeting tidal wave, and by wild, overwhelming excitement. When hang gliding, you ride on the crests of many small waves, either gently or forcefully as you choose.

There's one area where skydiving wins hands down: involuntary bodily and facial gymnastics. During free fall, the extreme pressure quite literally makes your hair stand on end, pushing it back in a vertical pile up. It also works comic wonders with your face. The instant you open your mouth to breathe, freezing air pours in, forcing it open to the size of a small apple and making your cheeks billow like pulsating balloons. The skin of your face and forehead stretches tight over the skull. Your lips wobble madly like a fish out of water in a spectacular shivering fit, and not to be outdone, the ears enthusiastically join in. It all goes very well with the arched back head, forward thrusting hips and folded back legs. A real flying circus.

It was just as well I wore goggles. Both my eyes are artificial, and without the goggles holding them in, they'd have drifted down like little meteorites to end up looking in very different directions indeed. With hang gliding being much slower and less turbulent, I didn't need goggles to keep my eyes from bailing out.

One thing my skydiving and hang gliding experiences fortunately had in common is that I didn't need my hearing aids on either occasion, since my instructor and I were harnessed right next to each other. Just as well, as in both cases they'd probably have gone AWOL in the wind.



GFA

This leads us to two other big differences between hang gliding and skydiving: noise and temperature. When you go hang gliding, the noise is no louder than walking into a strong wind. When skydiving, it's a different story entirely. First, there's the deafening tumult of wind and engine noise when you crawl out on to the step. Once launched into space, there's the battering roar made by the wind and your extremely fast descent through it. There's also the slight difference in temperature to consider. When you go hang gliding on the coast for example, you might rise to a maximum of seven hundred feet or so, and so the temperature's not much different. The much higher altitude of skydiving means that the air is much colder. With every thousand feet of ascent, the temperature drops by two degrees, and as I jumped from 12,000ft, it was 24 degrees colder than ground level. Though it's rather cold up there, you aren't up there for long. It takes around 50 seconds to fall from 12,000ft to 4,000ft, the height at which your parachute opens, and at which the temperature is only four degrees colder. Furthermore, the adrenaline high of free fall is so extreme you hardly notice the cold anyway.

Perhaps the biggest difference in tactile sensations is the landing. In both cases, you land on your feet, but there the resemblance ends. At the end of a skydive, you hit the ground at a half crouch and come down on to your rump with a skidding thump. At the end of a hang glide, you touch down so gently you hardly feel it. As I couldn't see the ground coming up, there was a slight change of procedure. To guard against losing my balance when landing, my hang gliding instructor had me moving my legs at a brisk walking pace for the last moments of the flight.

Bearing all these fascinating differences in mind, I'd have to say that hang gliding wins the race. While not the fastest Pegasus on the skyborne track, it's certainly the more versatile performer. Like so many things, it's a matter of preference. If you go in for a turbulent riding of the winds that makes your blood run hot, then skydiving's the go. If you prefer the much longer and far more sedate airborne experience of an effortless lift off and landing, gentle soaring and gliding, gracefully ascending and descending turns, and last but not least, a truly exhilarating surf without getting wet, then hang gliding would be for you. If you enjoy a variety of thrills, as I do, then throw yourself frequently and wholeheartedly into both, and have great fun doing it!



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Instruments & Equipment

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Documents issued by CASA and GFA in connection with these aircraft have been "Returned to Sender". If you can assist the GFA in locating the owners of any of these aircraft or if you know the whereabouts or current status of the aircraft please contact the Airworthiness Department on: <stoair@gfa.org.au> or (03) 9379 7411.

Aircraft type	Rego	Last known owner/operator
L13 Blanik	VH-GTF	Meningie Gliding Club c/o D Schwarz
PIK-16 Vasama	VH-GPC	Lynton Perry, D Horsey, B McClymont, S Krichauff
CherokeeII	VH-GPR	Lloyd R Stewart
ASW-15B	VH-GXZ	Cirus Enterprises, RW Rowlands
Moni	VH-HNQ	Peter B Sutton
Bocian 1D	VH-GQU	Guenther Batasek
Cherokee II	VH-GVM	Barry G Ford, Ronald G Smith, John J Lowther
Tern	VH-WQE	Warren S Mayfield, Edward G Ford
Skylark 4	VH-XJU	Patrick J Malone (Dec)
L0-150	VH-GFH	Peter Rigby, Edward A Bosman
L-13 Blanik	VH-GIV	George Kaschke, Martin J Adams, John Brem, H Gehrman

Instruments & Equipment

YASEU VX150 VHF handheld transceiver \$485 while stocks last. Parachutes ATL 88/90 Short Pack \$1,925. ATL 88/92 Long Pack \$1,925. Airborne Avionics. Ph: 02 68892733. Fax: 02 68892933. Email: <hartley@avionics.com.au>.

Gliding Publications

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

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

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

SAILPLANE BUILDER: Monthly magazine of the Sailplane Homebuilders Association. \$US29 (airmail \$US46) to SHA, c/o Murry Rozansky, 23165 Smith Road, Chatsworth, CA 91311 USA.

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

TECHNICAL SOARING/OSTIV: Quarterly publication of SSA containing OSTIV & other technical papers. C/O T U Delft, Fac Aerospace engineering, Kluyweg 1, NL-2629 HS DELFT, The Netherlands.

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

HGFA

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

Classifieds are to be delivered to the HGFA office for membership verification/payment by email <office@hgfa.asn.au>, fax: 02 65593830 or post:

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

All aircraft should be suitable for the intended use; this includes the skill level required for the specific aircraft being reflective of the Pilot's actual Rating and experience. All members must adhere to the maintenance requirements as contained in section 9 of the Operations Manual and as provided by manufacturers. Second hand equipment should always be inspected by an independent person, an instructor wherever possible. Advice should be sort as to the cond, airworthiness and suitability of the aircraft. It should include examination of maintenance logs for the aircraft. It is unethical and a legally volatile situation for individuals to provide aircraft which are unsuitable for the skill level of the pilot, or aircraft that are unairworthy in any way.

Hang Gliders & Equipment

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AIRBORNE FUN 190 nov, low hrs, EC, \$3,200 ono. Stealth II harness, hardly used, \$650. Icom UHF (IC-40S) radio, \$290. Plus other accessories. Ph: Michael 0408 803301.

METAMORFOSI CONAR 18 rescue parachute. Retail for \$1,050 but will sell for \$750. Ph: Curt 02 42944294.

ACT

GPS GARMIN 12 std, brand new w/box & book, \$250. Ph: John 0412 159475; <chappo252@hotmail.com>.

VICTORIA

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AIRBORNE FUN 160 nov, VGC, 40 hrs all inland, blue/yellow, wheels, manual & batten profile, great beginner's glider, \$2,500. Ph: Andrew 0418 147888.

AIRBORNE FUN 220 tandem, with 12" plastic wheels, \$3,000. Quantum QS550 tandem emergency parachute with bridle swivel, GC, \$900 ono. Flytec vario 4005, GC, \$500 ono. The lot \$4,000, will separate. Ph: Steve 0428 570168; <eaglescl@bigpond.net.au>.

MOYES XT 165 PRO int, speedbar, faired DTs & k/post, Mylar LE, purple/lt blue US, white TS, EC, v.well maintained, 160 hrs logged, batten profile, manual, spare DT, XC bag, \$1,500. Moyes Tracer harness, suit 6', EC, colours match glider (see front cover of Soaring Australia, March '04), \$400. Ph: Paul 03 9383 3933 (h).

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MOYES MAX 157, under 100 hrs, 2000 model, sail off inspection at Moyes factory, new flying wires, GC, \$1,500. Moyes Contour harness, as new, used once, black with internal parachute holder, up to 5'9", \$1,100 ono. Ph: Adam 0403 810493.

MOYES Max 157 int, 7 hrs use, parachute, harness, helmet, vario, radio, wheels, airspeed indicator, spare DT. Reasonable offer. Ph: 07 4122 1867; 0407 266128.

Paragliders & Equipment

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APCO SIMBA (lrg) DHV 2, as new, Contour harness & stuff bag (10 hrs only), alt/vario, spare Talon harness, Charly (2) reserve. All in EC. Moving to Darwin, \$2,900 ono. Ph: Forrest 0412 273552; 02 94502674.

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SOL ECLIPSE (5), 140 hrs, Afnor performance, blue/white, EC, \$1,500. Sol Magic harness (5), \$100. Ph: David 0414 877889.

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VICTORIA

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MICROLIGHTS WANTED: Southwest Microlights in WA are looking for second-hand Airborne trikes, all models considered, good condition or damaged. Ph: Brendan 08 97959092; 0408 949004; <brendan@southwestmicrolights.com>.

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- | | | |
|--|----------------------------|----------------------------|
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| • XC Tour | (Aerotow Moyes Dragonfly) | 10th - 18th Dec 2005 |
| • Sportavia Top Gun Challenge | | 16th - 19th Jan 2006 |
| • Sportavia International Hang Gliding Competition | | 21st - 28th Jan 2006 |
| • XC Tour | (Aerotow Moyes Dragonfly) | 4th - 12th March 2006 |
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*Hang gliding will be operating out of the aerodrome or a paddock close by.

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