



Soaring AUSTRALIA



November 2005



Teaching
Basic Soaring



European
Open 2005



Flying at
Cottesloe

November 2005

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Mark Newton, CFI of Adelaide Uni Gliding Club, rotates the club's Puchatek towards full climb with an AEF on board for a late afternoon flight.

Photo: Anthony Smith



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

CREDITS

Cover: Benn Kovco flying above the Dachstein glacier
Photo: Godfrey Wenness
Design: Suzy Gneist
Printing: Pirion Printing, Canberra ACT
Mailing: Pirion Logistics, Canberra ACT

NOTICE TO READERS AND CONTRIBUTORS

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

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

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

Photographs should be printed on gloss paper either in black and white or colour or submitted on CD. Drawings, maps, cartoons, Diagrams, etc., should be in black ink on white paper. Lettering may be pencilled lightly but clearly on the drawing, for typesetting.

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

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

Classifieds

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

Club Executive and Member Updates

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

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HGFA WEBSITE CONTRIBUTIONS

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

DEADLINE FOR ALL CONTRIBUTIONS:

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

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OOOOOH MARIANNE!

Mark Fisher – Summerland Gliding Club

“GUESS WHAT DAVE?” I SAID.

“WHAT HAVE YOU DONE NOW,” WAS THE KNOWING REPLY.

“WE JUST BOUGHT A DAMAGED GLIDER FROM SWITZERLAND,” WAS MY RETORT.

“DID WE NOW...” HE REPLIED WITH THE LOOK OF A KID THAT WAS WORRIED SANTA HAD DELIVERED SOMETHING HE DIDN'T REALLY NEED...

Bringing a glider to Australia as first of type, was never a deterrent to Dave and I, as what we had learnt about the Centrair C201b “Marianne”, a two-seat cross-country trainer, left us with a feeling of confidence we were doing the right thing.

Marianne is an 18m two-seater with a true glide of 40:1. Wholly built of fibreglass, with much of it foam sandwich construction, many of its features carry a distinctive Schleicher flavour, no doubt left over from the days when the original French Centrair company made ASW20s (ASW20F identifies them) under license from Schleicher. There were some quality control problems involving bulkhead bonding with the ASW 20Fs back then, not unlike those recently seen with Schempp-Hirth and the Duo Discus spar problems. But, glider people being what they are, quickly identified and solved the problems. Today, those of us who are not “one of the sheep” and entrenched in the blind quest for German engineering, can benefit from more choice if we only accept that other countries make gliders too!

Marianne had been the victim of a ground loop at her home club in Neuchatel, Switzerland, and suffered from the ubiquitous fractured fuselage, behind the wings, along with others. But, our saving grace was the wings, as they were perfect!

This discovery led us to some long discussions with Roger Bond, of Avtek in Bundamba, Queensland. Roger is a lovely bloke, and a highly skilled craftsman, and his advice, to me at least, has always been golden. We stuck our necks out, made an offer to Neuchatel Gliding Club, and before we

knew it... whoops... we owned a broken glider with very low hours.

The next issue was shipping her to Australia. It quickly became evident that unless we were willing to fly to Europe in the midst of its winter to drag the glider to the nearest seaport, we would need to find a European ‘friendly’ to assist with the transfer. Somehow, and I forget how, we lucked upon Erhard, a German who lived very close by. We negotiated with Neuchatel to hire us a trailer (at rates that would make Bill Gates cringe), and Erhard (‘Hardy’ to his friends) did the rest, battling the icy roads of the continent to deliver her to Bremerhafen, a seaport in Germany. The guys from Kingaroy were bringing a Discus CS in and, as we didn't have a trailer, Marianne was the ideal stocking stuffer to share some container space.

Every so often it becomes very obvious that even in the midst of a declining GFA membership, in a sport that is in need of re-discovering itself, there lies a band of merry men and women, whom many of us belong to, who are willing to go the extra mile for their gliding brethren. We owe a gratitude of thanks to Roger Bond for the beautiful job he did restoring Marianne to her former glory. Also on the list is Greg Kolb from Kingaroy, and Gary Brasher who helped with shipping. Without the assistance of all these people and you know who you are, the Marianne would not be flying at Summerland Gliding Club (Casino NSW) today!

And fly she does!! Having flown various versions of the venerable Twin Astir, with their ~38:1 glide ratio, and less than inspiring handling, I was expecting something similar. I was quickly set straight by the guys

from Switzerland that the Marianne both handled and performed much better than the yardstick the old Twin has become over the years. It's more like a Janus with no flaps but with a very gentle stall without any pronounced wing dropping, unless really pushed. The first test flight with Roger Bond at the controls confirmed Marianne was indeed a delight to fly.

Centrair marketed this aircraft as a cross-country trainer, and it shows in its handicapping of 100. This is the same as a DG500 Trainer with retractable gear. A Twin Astir with retractable gear is 94. Considering the Marianne has its gear exposed, albeit in a very sexy fairing, it performs very well indeed, just behind an 18m Janus at 103. It sports a very effective disk brake and large wheel with rubber block suspension. Seating is very comfortable, with plenty of room for large pilots. I'm 103kg and 187cm and have no problem front or rear even with a ‘chute on. The front canopy opens up and forward, with a lifting instrument panel, while the rear is side opening. Rudder pedals are adjustable front and rear. The airbrake handle has a nicely sprung hinging knuckle arrangement that maintains a natural grip on the handle in operation while hinging it vertical and out of the way while in normal flight.

The lack of retractable gear and flaps, make it a very simple aircraft to fly, once the basic fundamentals of take-off in a 600kg plus glider are learnt. The Marianne rests on its main and tail skid when empty, and settles down on the nose wheel once a person is aboard. Take off is straightforward with the nose wheel and main keeping everything very straight until the elevator

gains enough authority to balance the weight of the pilots and get the nose wheel just clear of terra firma. Once 50kt is approaching Marianne lets you know she is ready to fly, and gentle back pressure on the stick results in a smooth launch. Immediately, once airborne, the glider tends to want to 'settle' or gently drop a little, and the pilot quickly learns to counteract this after a few flights. Control pressures are what I'd call 'normal' in pitch and 'firm' in roll. As expected in a ship of this size, good rudder coordination is required along with committed roll inputs to initiate a turn of any urgency. Gentle turns are no effort at all, and of course, even a steep banked turn, once initiated, requires very little input to maintain a nice carving climbing bank.

Landing is an absolute joy, with very strong Schempp style top surface airbrakes, that will drop you out of the sky post-haste when required. Surprisingly, she can be landed much shorter than I would have imagined possible, if need be.

Summerland Gliding Club is not a big one, and although currently available on-line for club members, utilisation of Marianne is

too low to cover insurances, overheads, etc, so Dave and I are considering selling her to fund our own singles. You will have seen the advert in the classifieds in this magazine, along with a premium price because really, we didn't want to see her go. Unfortunately, Marianne doesn't pay her way for us, so if you or your club might be interested, check out the advert and give us a call. You might get a pleasant surprise at what we would be willing to take!

Just a little info for those with a technical bent.

SPECIFICATIONS

Manufacturer:	Centrair SN (France)
Model:	C201b "Marianne"
Year of manufacture:	1989
Seats:	2
Wing span:	18.55m
Length:	9m
Wing area:	17.18m ²
Empty weight:	450kg
Max take-off weight:	650kg
Undercarriage:	Fixed
Flaps:	None
Approved aerobatics:	Stall turns, loops, chandelles, no inverted flight
Speeds:	Stall Speed 42kt
	Best Glide 40.5:1
	Max Manoeuvring 100kt
	V _{NE} 135kt



Photos: Mark Fisher



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Have You Registered Your Glider Under the New Regulations Yet?

IF NOT YOU MUST ACT NOW!

Len Diekman, Chairman, GFA Technical Committee

THIS DOES APPLY TO ALL HOLDERS OF CERTIFICATES OF REGISTRATION AND OWNERS OF GLIDERS.

IF YOU AS AN INDIVIDUAL, CLUB, COMPANY, TRUST, PARTNERSHIP OR WHATEVER, LIKE IT OR NOT, YOU

MUST LODGE YOUR PAPERWORK (PART 47 FORM 025) WITH CASA BEFORE 14 NOVEMBER, 2005

OR YOU WILL NO LONGER BE ALLOWED TO FLY YOUR GLIDER.

On 14 November 2004 Part 47 of the Civil Aviation Safety Regulations became law. The provisions of these new regulations apply to all operators and owners of all Australian registered aircraft, that is, anything with a "VH" prefix, including all gliders operated under the GFA. All owners of gliders must transfer the registration of their glider to the new regulations. Only an owner can apply to be a registration holder of the new Certificate of Registration. If a glider has several owners, all owners must agree which of them will be noted in the Civil Aircraft Register as the "owner". The nominated "Registration Holder" does not have a greater claim to ownership of the glider because CASA's records do not infer legal title. If there are several owners of a glider (as shown on the old Certificate of Registration) then the owner applying to be the "Registration Holder" must certify on the application form that he or she has been duly appointed to act on behalf of multiple owners.

If you have not applied to transfer your glider registration to the new regulations by 14 November 2005 (only a couple of weeks away now) then it is likely that your glider will be de-registered. You will not be allowed under the law to fly your glider and will face very large fines if you do so.

If you have lost the papers that were sent to you late last year by CASA you can download a new set directly from the CASA website at the following address [www.casa.gov.au/manuals/regulate/acrprocs/form025.pdf], or from the GFA website. If you use this form, you will need to copy the details of the glider, Certificate of Registration holder and all owners exactly as they appear on the old

Certificate of Registration. Otherwise, telephone the CASA Part 47 Transition Team on 131 757.

If you are in a syndicate as an owner of a glider, ask the person who runs the syndicate (or who is the holder of the Certificate of Registration) if he or she has completed the application papers and lodged them with CASA. If they have not, get the syndicate members together to complete the paper work and lodge it with CASA as soon as possible.

If you are an Authorised Annual Inspector who is inspecting a glider, check the Certificate of Registration details to make sure that the owner has registered the glider under the new regulations. The new certificates will name a "Registration Holder" and a "Registered Operator" and will show the coat of arms of the Commonwealth of Australia. You may not have access to the new Certificate of Registration because it will be held by the "Registration Holder", who may not be the operator of the glider (the "Registered Operator"), so you can either search the Civil Register (which states either "Registered under CASR Part 47" or "Registered under old regulations" by using this link [www.casa.gov.au/casadata/regsearch/findreg47.asp] or you should review the "Confirmation of Appointment of Registered Operator", which is a document stating that a person has been appointed under CASR Part 47, sub regulation 47.100 and the effective date (which will be after 15 November 2005).

If you find that the glider has a Certificate of Registration issued under the old regulations (CAR 1988) with a "Certificate of Registration Holder" and "Owner/s", contact the owner immediately and urge

him or her to send the required paperwork to CASA as soon as possible. After 15 November 2005 it will not be possible for an Inspector to complete an annual inspection for a glider unless it has been transitioned into the new CASR Part 47 regulations.

THE NEW REGULATIONS

1. Name a "Registration Holder" of the Certificate of Registration for the glider. This may be a person, club, Australian or foreign company or other type of legal body corporate. The "Registration Holder" is responsible for notifying the GFA of changes to all information in relation to the glider and is also responsible for nominating the registered operator of the glider. and
2. Name a "Registered Operator" of the glider who must be a person over 18-years-old who is an Australian citizen (or permanent visa holder) and an Australian resident or a club, an Australian company, another type of legal body incorporated in Australia, or a foreign company conducting ordinary business in Australia. The "Registered Operator" is responsible for the continuing airworthiness and maintenance control of the glider. The "Registered Operator" can only be nominated by the "Registration Holder" and must give written acceptance of the nomination.

In most cases, the "Registration Holder" and "Registered Operator" will be the same person (or club), even if the glider is owned by a syndicate because the definition of "owner" is not a legal title holder, rather, it is simply someone nominated as an owner for the purposes of the regulations. This is similar to the status of the registered owner of

a motor vehicle, who may or may not own some part or all of the motor vehicle.

Under the new regulations, syndicate members in a glider will not appear on the Certificate of Registration. This does not mean in any way that they do not own part of the glider because the new regulations do not confirm ownership. If you are a syndicate member currently listed on the old Certificate of Registration, then you will need to sign the Part 47 transition forms to appoint an operator. If you have not done this yet, contact the person who runs the syndicate as soon as possible.

You will need identifying documents to send in with your Part 47 transition forms to prove that you are who you say you are. For a person this will be a certified copy of your driver's licence to prove residency and a passport to prove citizenship, to be a "Registered Operator" you must provide both documents. If you do not possess any of these documents then read the CASA forms which list other types of documents that you can use. A club, Australian or foreign company or other type of legal body corporate will need a certified copy of the Certificate of Incorporation.

The GFA negotiated with CASA so that copies of documents used for identification, proof of residency and citizenship may be certified by a member of the GFA Executive, a GFA staff member or a Regional Technical Officer for Airworthiness or Operations. They, or any of the others listed on the CASA forms, will certify the documents thus: "This is a true and original copies of the original documents sighted by me".

Registrations of new or second-hand imported gliders and changes of owner or operator will be processed through the GFA at the Melbourne Office, as in the past

FURTHER INFORMATION

Details of the new regulations can be found on the CASA website at the following address [www.casa.gov.au/rules/1998casr/047/index.htm].

A summary of the differences between the old and new regulations can be found on the CASA website at [www.casa.gov.au/casadata/register/part47/changes.htm].

For assistance with filling out the forms, or for other enquiries, contact the CASA Part 47 Transition Team as follows:

Email: part47@casa.gov.au, phone: 131 757 and ask for the 'Part 47 Transition Team' or ring direct on 02 6217 1647, fax 02 6217 1466 (+61 2 6217 1466).



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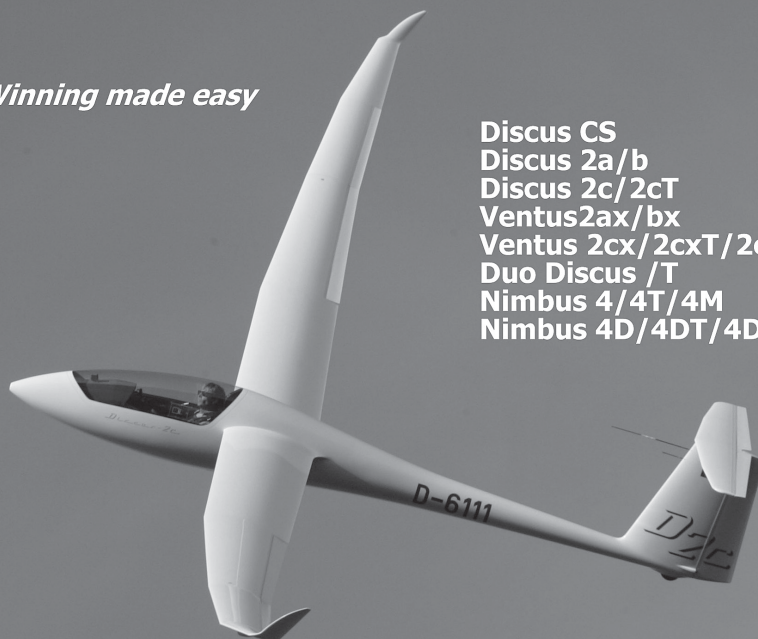


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TACKLING THE RED BULL X-ALPS

Benn Kovco

IN MID-FEBRUARY THIS YEAR, I SENT A QUICK EMAIL TO BRYAN, MY BEST MATE AND A GUY I'D BEEN UP TO NO GOOD WITH SINCE THE AGE OF NINE.

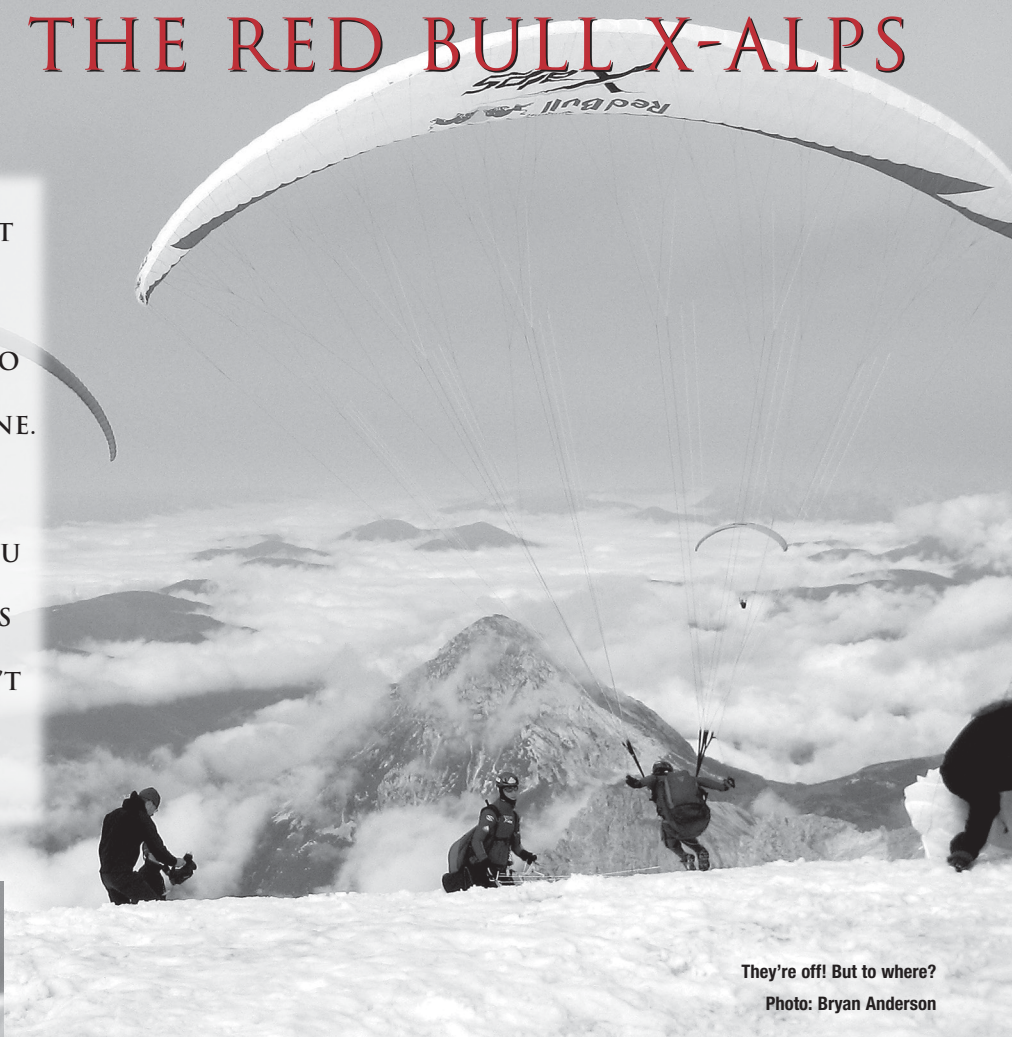
"KEEP A COUPLE OF WEEKS FREE IN EARLY AUGUST, MAYBE I'LL NEED YOU TO FOLLOW ME THROUGH THE ALPS FOR A COUPLE OF WEEKS. BUT DON'T WORRY TOO MUCH," I TOLD HIM, "IT'S A BIG MAYBE..."



Benn Kovco
Photo: Andreas Busslinger

Bryan and I were both in Europe in 2003 and I supported him that year when he competed in the Scottish Six Day Trial, regarded as one of the toughest motorcycle endurance events in the world. Unlikely as it was, I was kind of calling up a favour. Just over six months after that email, we're back home, it's all over, and some Red Bull clothing and messed up feet provide the only visible evidence that it actually happened.

The event, requiring the competitor (with the help of a one-man ground crew) to cross the Alps approximately 850km from east to west by flying their paraglider or by hiking and without the help of any other



They're off! But to where?
Photo: Bryan Anderson

means of transportation, gets more coverage than any other in the free-flying world, so I won't re-hash the whole thing here. Instead I want to share some of the more memorable moments from our viewpoint, the first Australian team to compete in the event.

THE PREPARATION

How long does it take to prepare for the X-Alps? Personally I think a year or two would be good, basing yourself in the Alps with plenty of time for route planning, training like a maniac, luring sponsors and ideally

a few months spent exclusively flying cross-country between central Austria and southern France. Being born in the loftier parts of Western Europe wouldn't hurt either. But if your heritage isn't quite right and you live on a dusty pancake a hemisphere away from the Alps, it would seem you can bring it all together in about 72 days and 13 hours. Just

Until two weeks before the race I was training six days a week, while working full time, not to mention eating, sleeping and organising everything else related to getting to the other side of the planet to an event like this. Somewhere in there was a house relocation as well, so just about everything that resembled a life was put on hold. Bryan was in Europe from early June so we actually

didn't meet up at all before the race, but we were still able to communicate all the essentials (the value in having known each other longer than I'd like to admit!).

Originally we were going to rent a car to use as the support vehicle, but Bryan managed to borrow a Ford Transit van from a mate. Big, diesel and convenient right-hand drive, it was a huge tick off the organisational list. Trying to chase sponsors became a very time consuming failure and it quickly took a backseat to the endless list of more important things to do. I was resigned to this being an expensive 'holiday'. However, Advance were quick to offer a lightweight version of the Omega 6, and I was quick to take it. Adidas also came through with a truckload of sunglasses – one piece of kit I won't need to buy for a long time!

THE START

Bad weather was forecast for the first three days of the race, so to avoid making us walk off the Dachstein we were loaded onto a 7am gondola up to the glacier on the first day. In the briefest of briefings, Steve Cox ordered us to head for the south-west launch and be ready for a 9am start. Nobody was surprised; below us the valley was completely blanketed by cloud and the higher peaks above launch were already disappearing

under a steadily lowering base. So, as the airborne meat in a cloud sandwich, we began the race with a long glide down the valley and minimal fuss. But despite the fact we were going to be walking very soon, the flight was spectacular.

The valley began to open up as we sunk, and for the first time ever I saw a 'glory' as my shadow passed the lower cloud layer. Amazing. There was an easterly wind in the valley which stretched the glide out even further, and because I knew it would likely never happen again, I had to sheepishly note that I was beating Alex Hofer who was about half a kilometre back and quite a bit lower. Gotta' take the small victories when they come!

THE FLYING

What to say? Those who followed the race will know how little I did, but I took just about every opportunity there was – for me. After the hop off the Dachstein, it was four full days before I could think about taking the glider out of the bag. Another three days of rain and I was under a blue sky looking to fly into Switzerland. That was until I tore the glider quite severely while aborting a launch (read: getting dragged).

The 12th day was flyable, but with a solid westerly wind and a tricky valley to fly out of from Davos I made the hard call to take a long day's walk to Chur with the consolation that okay weather was forecast and I'd have a couple of solid days flying in the big Swiss valleys. But no cigar.

What blew me away most in the flying department was the almost unbelievable manner the Swiss guys went about it. Their combination of skill, experience, local knowledge and being a family magazine shall we say 'risk tolerance', is truly awesome. But the 'win at all costs' approach takes a different mindset and isn't one many pilots would

aspire to. Very interesting to see how the other half live.

THE WALKING

As expected, the race was barely an hour old before most teams were walking. As I headed along the road to Bischofshofen, I glanced at the GPS and was surprised (happily) to note that I was averaging about 6km/h. I knew I wouldn't be able to keep that up, but right then it felt great and there was as much relief as excitement that the race was finally under way. The first reality check came about 45 minutes later when I saw two guys approaching from behind at a reasonable clip. It was Michi Gerbert from Germany and Aidan Toase from the UK. They greeted me as they overtook me and I responded by dropping in behind and tailing them, which lasted all of 30 seconds. They were doing at least 2km/h more than me, and as good as I felt that definitely wasn't going to happen. I wished them both well and told them I'd see them at race end in Monaco. It was a bit demoralising, as I'd accepted I wasn't going to beat these guys in the air, but I had somehow imagined that I'd match them pretty well on the ground.

By 5pm on that first day I was about 35km from launch and totally wrecked. After a short sleep and some food (and Nurofen), I got a second wind that kept me going well into the night. That day set my routine for the rest of the race – average in the morning, terrible in the afternoon, brilliant in the evening, followed by a massive collapse, a few hours sleep and repeat until told otherwise. We quickly discovered that Austrian and Swiss roads are not supposed to be walked on. In fact, you'd be forgiven for thinking that the civil engineers deliberately went out of their way to make it as painful as possible. Precipitous drops, non-existent or uselessly steep shoulders, and Armco and fences built on top of the white line are just a few of the things that made life hell. They don't need walkable roads, as both countries are smeared in walking tracks in every direction, but the same terrain that has the roads built to minimalist standards dictates that the walking tracks usually go from A to B via J, X and Z, then back again.

It was party time whenever we found a bicycle path that even vaguely followed our route – they were rare. There were a few lost hours when I took off on bike tracks that should have been shortcuts, but as is often the case, they weren't. All that walking provides time to ask the deeper questions in life, like, *'If you were driving through the woods in Austria and you threw an empty Red Bull can out the window, would anybody notice?'* Two things reign supreme on Austrian and Swiss roadsides: big brown slugs and empty Red Bull cans. We thought of a new event, where



Thermalling above Werfenweng. Good flying weather, obviously before the race...

Photo: Godfrey Wenness



Dodgem cars. Fluelapass, Switzerland

Photo: Andreas Busslinger



Adventure racing, downtown Innsbruck

Photo: Bryan Anderson



Santiago (Mexico) prepares for the start

Photo: Bryan Anderson



Alex Hofer over Monaco

the winner is the person who takes the longest to get through Austria and Switzerland and collects the biggest pile of aluminium along the way. France is almost unaffected, as Red Bull remains illegal there. I could go on about the walking, as it was the bulk of the race – how courteous most road users are, the mind games, how you pay attention to detail like the slugs changing colour from one valley to the next or the lyrics of a song (have you ever really listened to ‘Rock Lobster’ by the B52’s? It’s quite scary...) – but enough said.

THE BODY

I spoke to different people about training for endurance events and the most common response was, ‘Don’t worry too much, you can’t train for an event like that.’ And without taking it too literally, it’s probably true. I had help from a personal trainer with my diet and focusing on increasing endurance, which was great, but in reality the only way to prepare your body to do 50km a day with a pack, is to do 50km a day with a pack. Any other way the body won’t adjust and your feet never have a chance. But you can’t do that, and it took about a week to beat my body into submission.

The sixth and seventh days were the worst, then I gradually got better, and day 10 was the best I felt for the whole race, but it went rapidly downhill from there. I’d caught a cold a couple of days before the race which didn’t help, then it was a mixture of blisters, foot soreness and fatigue, which reached a peak on day six when I actually fell asleep while walking along the side of the road.



Taping the feet for the last time

Photo: Bryan Anderson



By happy accident I stumbled away from the oncoming traffic...

THE PEOPLE

I had my first ‘What am I doing here?’ moment sitting at the initial briefing, surrounded by World Champions past and present, PWC Champions, previous X-Alps finishers and a dozen other ‘rock stars’ of the air sports world. But all the teams were fantastic and everyone was willing to help out. On the road, it was a great lift to see people who came out to find us, like the three locals in Schuss who stood in the main street and yelled “Hello Australia!” as I came through town; Andreas Busslinger, who found us in the rain heading up the Fluelapass; Kaspar Henny’s business partner in Flimms with a devoted X-Alps fan who generously offered us a shower; Kiwi Kim, who appeared from nowhere on day six with hot tea and power bars; and the extreme dude himself, Gavin ‘Crash’ Zahner, who came and walked with me on day three, a big help on a very sore day – cheers, mate! [Sub-ed note: Gavin seems to get around – see his article this issue on the European Open, and keep an eye out next issue when he takes us to the Vertigo acro comp in Switzerland...]]

THE WEATHER

Everywhere we went we got apologies, “We’re very sorry, it’s so rare to have this much bad weather in August...” While I didn’t expect a repeat of the incredible 2003 summer, like everyone else I’d have predicted more than the three useable XC days we had over the two week race. In 15 days we saw five different seasons. In total we crossed eight mountain passes, small and large, and it rained at every crossing except two – the Strelapass was crossed under a clear sky, and the Oberalp pass on the last day I crossed in a blizzard.

I want to finish with a few handy hints for anyone thinking of having a go at the Red Bull X-Alps:

1. *Take meat pies. Generally I don’t eat the things, but I can’t tell you the number of times I just wanted to stuff three of them in my face at once. Sticky European treats just don’t cut it.*
2. *All of Western Europe is closed from about 1pm Saturday until some unspecified time on Monday morning. Kids, be prepared.*
3. *With the above in mind, try and arrange things such that your support vehicle doesn’t break down on a cold, wet, off-season, Sunday morning in a Bavarian ski town.*

A huge thanks to our sponsors and everyone who helped out before and during the race in so many ways: Advance Paragliders for jumping on board so quickly; Adidas Eyewear; Manilla Paragliding; Godfrey and Suzy for all their help before the race both in Oz and in Austria; Phil Hystek/Sup Air; Steve Connor for getting my sorry self in



The man and the van the morning after. What do you mean you aren’t walking anywhere today?

Photo: Benn Kovco

shape; our Euro weather guru Stefan Brandlehner; and so many others including Tony Sandenburg, Andrew Polidano, Hamish Barker, Bruce Hume, Patsy, Gav, Aline and many more I’ve probably missed.

How to thank Bryan? The supporters all had a really tough job and Elisabeth Rauchenberger (team Austria) put it best when asked what the hardest thing about supporting Heli was. With a very restrained look on her face she replied, “Sometimes he doesn’t ask nicely for things.” We had a lot of laughs, but there were times when I’m sure Bryan just wanted to shut the door and drive away spinning dirt in my face, and I can’t blame him. Thanks mate, I owe you big time.

Lastly, thanks to everyone out there who watched via the website and for all the phone calls and text messages; sorry if I didn’t reply to some, but they were all appreciated.

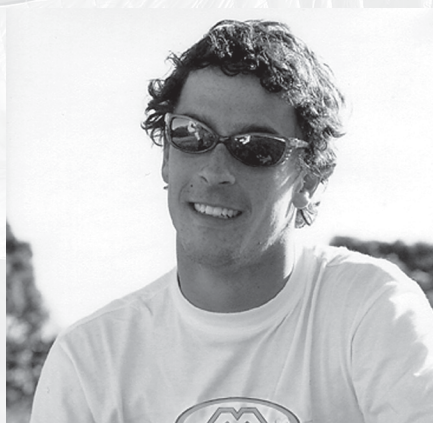
During the race, the official film crew only met up with us once and they said they were having a hard time filming. Their boss wanted footage of pain, misery and suffering, but every team they caught up with were cracking jokes and smiling. A sense of humour was the most important piece of equipment we had. We broke no records for walking or flying (though I may have set one for lack of the latter), but we did laugh a lot – at ourselves and the ridiculous situations we were in, and that made all the difference.

Would I do it again? I’m probably not that much of a physical and financial masochist, but the Alps really are built for this kind of vol bivouac, full of great facilities and fantastic people. I’d love to do it again one day, outside of competition – just take a glider, a few friends, and see how far we could go. To the horizon or the next guest house, either would be great.



Oberalp pass, Switzerland

Photo: Bryan Anderson



PILOT PROFILE: Rhett Rockman

Interview by Brett Robinson

Australian paragliding champion, Aussie team member and world top 10 all without winning a competition outright... Yet! Brett Robinson bunkers down with Aussie paragliding legend, Rhett Rockman, and puts the hard questions to him.

The standard warm up question, what got you into paragliding?

I caught the paragliding bug after my first tandem flight. I resigned from my job as a cattle farmer and moved directly to the closest paragliding site, which happened to be one of world's best – Mt Borah, Manilla. That was in 1997. But the time came when I realised I had to earn some real money (this happened to coincide with meeting my future wife, Lisa...). I bought a house in Manilla and worked in Tamworth.

What does paragliding mean to you?

In paragliding the rules are the rules of nature, not man. They don't change and they treat everyone the same. Within these rules there are no other restrictions; in the air you have complete freedom and control. It's about competing against Mother Nature and your friends. It's also a real buzz.

What advice do you have for other competition pilots?

My good mate Enda, a multiple Australian champion and the person I've flown with more than anyone, has a saying that goes, "Construct your determination with sustained effort, controlled attention, and concentrated energy. Opportunities never come to those who wait... they are captured by those who dare to attack." I think as a philosopher he is full of it. My advice is to fly hard and fly fast. That's all I try to do.

Enda Murphy has described you as the "best paraglider pilot in Australia never to win a competition". Are you a choker?

It's not a Greg Norman thing, I wouldn't say I'm a choker. I'm impatient and want to lead out and race and in the past that hasn't always been the best strategy in Aussie comps. But I think given the depth of talent and intensity of competition now in Australia, the time has come where my aggressive flying style will produce results. You can no longer win Aussie comps by sitting back and waiting.

You advanced extremely quickly in the sport – student in '97, then seventh on the National Ladder in your very first comp season ('98/'99). How did you gain the skills it takes most pilots many years to achieve?

I just flew every day, in one year doing over 420 hours.

What part does fear play in your competition flying?

For me fear doesn't enter into it. While flying you're poised between the illusion of immortality and the fact of death; there is no room for fear. If a caterpillar was afraid of wings, it would never become a butterfly, and people would say, "Hey, look, it's a worm in a tree." When something bad happens, I learn from it. But I don't hang on to the fear. You can't fly if all you do is remember the fear.

Special moments in your flying career?

In January 2002, I flew 301km from Mt Borah into Queensland, dragging Enda Murphy with me the whole way. This is the furthest I have ever flown and an awesome unforgettable day's flying.

I know you said you didn't want to talk much about this, but I'm going to ask anyway – you were part of the Manilla 7 that were banned from flying in Manilla, an issue which attracted much attention. How did that affect you?

All I would like to say is that was a hard time for me and there was a brief period where I spent time focusing more on my spiritual side than flying, just trying to get perspective and balance again. I know the whole thing got quite a lot of publicity but I don't really want to say any more, other than thanks to those who supported me.

What changes have you seen in the development of paragliders?

The performance and safety improvements have been massive, even since I started in the sport. My first glider was an ITV Merak, my second glider was a comp wing. In competition I have flown Advance, Gins Boomerang, the UP Targa and now finally Mac Para's Magus 4. The Magus first really caught my attention at the Worlds in Brazil, where, though I was pushing hard, they were often well ahead. The level of performance is spine tingling... more than anything else the sensation is one of perfect peace mingled with an excitement that strains every nerve to the utmost, if you can conceive of such a combination. I love this glider. No – I really love this glider! Mac

Para is setting a benchmark other manufacturers are going to have to match, or at the very least, sit up and take notice of.

What are your competition goals this season, given that the World Championships will be held in Australia in 2007?

This is looking like one of the most competitive seasons ever in Australia. We have a bunch of very good world class pilots that all want a spot on the Aussie team – including Fred Gungl, Craig Collins, Andrew Horchner, Craig Donnell, etc, etc. Enda Murphy might also have one more good season in him (that's if his "dirty little secret" doesn't get him first). The depth of top talent flying in our local comps is impressive.

And the future?

I'm becoming a father – my wife Lisa is having a baby girl, due just after the Canungra comp, so that's pretty huge. The 2007 Worlds are in Manilla and that's my flying site. I have over 2,500 hours flying off that hill and I'm now flying the best glider around – I have no excuses left. That's my focus for the moment.

Author's note: I'd like to thank Rhett for his time, honesty, openness and willingness to answer nearly all of my stupid questions. He came across as shy and quietly spoken, but I was left with the sense that he is one aggressive competitor with his sights firmly set on reclaiming his Australian title this year. Rhett's first comp flying the Mac Para Magus 4 will be the Canungra Cup in Queensland, 8 to 15 October. You can follow Rhett's progress this season at [macpara.com.au].

Rhett's Achievements

1997	Learnt to fly
1998/99	First competition season and 7th on the National Ladder
1999/00	Third on the National Ladder
2000/01	Second on the National Ladder
2001/02	Australian Paragliding Champion
2002/03	Third on the National Ladder
2002	301km flight from Mt Borah into Queensland with Enda Murphy
2004	Ranked in the World Top 10
2005	Aussie Team Member at the Brazil Worlds
2005	Appointed Mac Para Australia Chief Team Pilot
2007	World Champion...?

Background photo: Dr Kacper Jankowski

LAUNCHING BY WIRE

Part 1: The Pilot's Technique

Allan Ash

IN RECENT YEARS THERE HAS BEEN A RETURN TO AN INTEREST IN WIRE LAUNCHING. TWO FACTORS HAVE SPARKED THIS INTEREST. ONE IS THE INCREASING COST OF AEROTOW LAUNCHING. THE OTHER IS THE IMPROVEMENT IN WINCH DESIGN AND RELIABILITY.

For the benefit of pilots who have known little except aerotow launching I will give a brief survey of the technique of wire launching, both by winch and car tow. I plan to cover the subject in four segments: 1. The Pilot's Technique, 2. The Winch Driver's Technique, 3. Car Towing and 4. Winching into Thermals.

The main benefits offered by aerotowing in the past have been that it could give higher launches than the average wire launch of between 800 and 1,000ft and the sailplane could be towed around the sky until lift was encountered, often at some distance from the take off point. These benefits were available at a cost about four times that of a wire launch.

Modern developments have made available winches that will consistently give launches to 1,500 to 2,000ft. This provides much more time to search for thermals, especially when combined with the improved performance of modern sailplanes.

In the 'good old days' when we flew sailplanes with a glide ratio of 18, a good launch to 1,000ft provided about two minutes of search time which necessarily was confined mostly to within or just outside the airfield.

My recent winch launches have provided start heights of 1,400 to 1,700ft and in a sailplane with a glide ratio of 30 or better have allowed searches of five or six minutes over a kilometre or so radius around the airfield before we were down to circuit height. Almost invariably, the result was a successful soaring flight.

The take off technique for a winch launch is different from and more spectacular than an aerotow, which involves little more than following the tug in level flight.

As part of the pre-flight cockpit check, the pilot should be careful to note the placarded maximum speed for a winch launch. It is vital that this speed should not be exceeded during the launch.

Also, the trim lever should be set for nose-down. The degree of the setting will depend on the pilot's weight and the position of the launching hook and will be learned basically by trial and error. This set-

ting is required to provide a rapid nose-down moment in the event of an emergency release or cable break. It is better to have the lever too far forward than not forward enough.

A good winch launch gets the sailplane off the ground after a run of two to four lengths. In most sailplanes, as flying speed is reached, the sailplane will take off without the need for back stick and will begin gaining height as the nose begins to rise as a result of the leverage from the centre-of-gravity hook below the fuselage.

This comparatively modest climb rate should be maintained until the aircraft is about 100ft off the ground, at which time the pilot can ease the sailplane into a steep climb. It has been proved that pulling the sailplane into a steep climb off the ground adds very little to the maximum height of the launch and is not worth the considerable risk of crashery and injury that could result if the cable breaks or the winch motor stalls or some other emergency arises. It is embarrassing, to say the least, to be caught just off the ground with the nose high just as something goes wrong.

With the aircraft safely off the ground it can be eased fairly rapidly into a steep climb. The pilot will feel the strong pull of the wire which should be resisted firmly by steady back pressure on the stick. At this point the sailplane will be climbing at about 2,000ft/min at the correct climbing speed and the pilot will be looking almost straight up at the sky.

There are signals (commonly used all over Australia) by which the pilot can, if necessary, signal to the winch driver that the speed is too high or too low, assuming the pilot is not in radio contact with the winch driver.

If the airspeed is too high the pilot should apply full left and right rudder alternately to cause the aircraft's tail to wag. If the speed is too low, the pilot should apply full left and right aileron alternately to cause the wings to rock.

If the speed falls too close to the minimum flying speed, the pilot should not

attempt to rock the wings as this could lead to a stall. In this instance the pilot should immediately put the nose well down to regain a safe airspeed and then release from the wire. If this happens at too low an altitude, an early landing is inevitable, but that is better than spinning in.

During the launch the pilot should be aware that increasing the back pressure on the stick, that is, raising the nose of the aircraft, will reduce the airspeed by resisting the pull of the wire, while lowering the nose will (for a short time) lower the speed by reducing the pull of the wire.

As height is gained, the pull of the wire gradually changes from straight ahead to almost straight down and the sailplane gradually takes a curved path from a steep climb to level flight at the top of the launch.

When the sailplane stops climbing, often encouraged by the winch driver reducing power, the nose of the sailplane must be momentarily lowered to cause some slack in the wire and the release pulled, at least twice. The immediate result of releasing the cable will be that the aircraft jumps up briefly. This is because during the final part of the launch the sailplane has been carrying the extra weight of some 500m of wire. Releasing this load allows the aircraft to gain a little extra height momentarily.

The pilot should quickly settle to the aircraft's normal flying speed and altitude and adjust the trim. The sailplane should then be turned away from the runway to clear it for other sailplanes to take off.

It is not a good idea to land on or near the part of the runway where launches are being made, or even beyond that point. For one thing, you will be landing over or close to other aircraft, but more importantly, you run the risk of landing on a wire that has been laid out ready for another launch. This could lead to the wire, or the drogue chute or a shackle, becoming entangled with your aircraft. Better to land at some distance to one side of the launching area.



Next issue: The winch driver's technique.



GFA's outgoing president Bob Hall congratulates Daryl Connell on his election as the new GFA president

Photo: David Conway

New President for GFA

Daryl Connell

WHEN YOU ARE ASKED TO SAY SOMETHING OF YOURSELF IT DOES CAUSE YOU TO PAUSE, REFLECT, AND CONSIDER. I HAVE BEEN ASKED TO SAY A FEW WORDS ABOUT MYSELF BECAUSE OF

THE GFA ELECTIONS, AT WHICH I WAS VOTED IN AS PRESIDENT, SO AFTER PAUSING, HERE GOES.

As a young teenager my ambition to join the Fleet Air Arm was thwarted by the eyesight rules at the time, so I took a job at an expanding BHP and went to university to study engineering. Looking back that was probably a better career choice. During this time a number of us students heard of a meeting to start a gliding club, so along we went and immediately became involved. That is the way it happened in those days. This meeting led to the formation of Newcastle Gliding Club, (now Hunter Valley), and that is where it all started for me.

After the usual training, introduction to cross-country camps and the first attempts at badge flights, a move to the Wollongong steelworks resulted in me joining Wollongong Gliding Club. This proved to be a very significant move as the club was at its peak and had a large number of very keen cross-country pilots. I became very much involved with this group flying our Arrows, BG 12s, Foka 5s and the like, with frequent visits to the magnificent flying conditions at the Leeton club.

The other significant outcome of the move to Wollongong was the encouragement to take up instructing which resulted in attending a five day Instructors Course at Narromine attended by about 25 student instructors.

Getting back to the cross-country flying, our group needed a little more excitement. We could not understand why the GFA did not provide competition for our wooden gliders. We wore our "Wood Is Good" T-shirts with pride. In our frustration we decided to do it ourselves. This led to the NSW Sports Class Competitions and after a couple of years we gained GFA support to run the Sports Class Nationals.

November 2005

Over the years the sports competitions have been the highlight of my gliding experience, with many, many memories, but the culmination would have to be being involved in the team to run the first Club Class World Championships at Gawler in 2001.

The Instructor role led to several stints as CFI then RTO/Ops NSW and after some years Chairman Ops Panel. The Operations role is very challenging in a sport such as ours. I have been fortunate to have been part of a wonderful team of RTOs and, as always, it is the team participation that gets you through the hassles and provides the results.

For the record I am a current Level 3 Instructor, a member of Temora Gliding Club, which is a fantastic sport aviation site, and I am on the roster at Camden with Sydney Gliding Club's beautiful Super Dimona. I also hold a current ultralight pilots certificate.

Now to the future, which is the important bit. I think GFA'S recent programs of cost reduction, the amalgamation proposal and the change from Council to Board structure have been difficult but necessary exercises. We should now put that behind us.

The focus for the next few years includes understanding and integrating the emerging views of our younger members with those views of our longer term members, developing a financial strategy appropriate to our future needs in a difficult economic climate, plus progressing our marketing and development program to grow our sport.

If we can successfully promote those objectives, with a never-ending emphasis on flight safety and still remembering to enjoy it, well that sounds pretty good to me.



GLIDING FEDERATION OF AUSTRALIA Airworthiness Inspection FORM 2 AND C OF A NOTICE

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

* Fees include GST

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- ☐ Please send me a change of certificate and owner document
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Address to which documents are to be sent is:

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New Zealand Set to Revolutionise Competitive Gliding with Successful Qualifying Grand Prix Bid

THE INTERNATIONAL GLIDING COMMISSION BUREAU HAS CONFIRMED NEW

ZEALAND WILL HOST THE FIRST OF THE NATIONAL GRAND PRIX EVENTS IN 2006.

THESE EVENTS, PLANNED TO BE HELD WORLDWIDE, WILL QUALIFY TOP-RANKED PILOTS FOR THE SECOND WORLD SAILPLANE GRAND PRIX IN 2007. THE NEW ZEALAND GLIDING GRAND PRIX WILL TAKE PLACE IN OMARAMA IN NEW ZEALAND'S SOUTH ISLAND FROM 21-29 JANUARY 2006.

Bob Henderson, IGC president, said of the successful bid, "New Zealand's bid for Omarama in 2006 was supported because it offers tremendous gliding opportunities amongst a dramatic landscape with few, if any, air space restrictions relative to the scale of this event. The Bureau also supported Omarama as a site as there is existing infrastructure in place that will provide the critical support required to run a successful event."

An invitation-only event, the New Zealand Grand Prix will feature the world's top pilots, including New Zealanders John

Coutts, the current World champion, and Terry Delore, distance soaring record holder. Respected mountain soaring instructor, Gavin Wills, will set the tasks and they promise to be some of the most challenging ever set, with New Zealand's spectacular alpine scenery providing an additional element of excitement.

In addition, the New Zealand Grand Prix aims to change the face of competitive gliding by making it a compulsive spectator sport using next generation TV technology from Animation Research, of America's Cup fame, and a giant outdoor screen. A new type of stabilised helicopter camera system will also be used so send live pictures back to the airfield. Work is already well under way to secure international media coverage and attract 10 to 15,000 spectators to watch the event live from Omarama Airfield over the three public days of the event from 27 to 29 January.

"Our goal for the New Zealand Gliding Grand Prix is to create an exciting new spectator sport, heightening public awareness of the extraordinary skill and daring these elite pilots show," said competition organiser, Peter Newport. "The recent Worlds in France proved the new Grand Prix rules work, producing a safe, fast and exciting event the pilots all enjoyed. The tight, dramatic finishes of the races are exactly what gliding needs if it is to become a spectator and mass media sport."

Internationally-renowned soaring conditions and fast, demanding racing from the world's best pilots, combined with interaction from thousands of spectators will ensure the New Zealand Gliding Grand Prix is the first in an exciting new generation of gliding competitions. Spectators will also enjoy a wealth of on-ground activities as well as other aerial entertainment. Tickets go on sale from 1 November with further information available from [www.gp06.com].



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Jimbour Wines Queensland State Gliding Championships

17-24 September – Final results

OPEN HANDICAP CLASS

1	Chris Woolley	Ventus 2cxm
2	Harry Medicott	Ventus 2ct
3	Peter Griffiths/ Shane McCaffrey/ Lars Zehnder	Nimbus 4DM

18-METRE CLASS

1	Chris Woolley	Ventus 2cxm
2	Harry Medicott	Ventus 2ct
3	Tony Tabart	Ventus 2cm

15-METRE CLASS

1	Hank Kauffmann	ASW20B
2	Rolf Buetler	PIK20B
3	Lisa Trotter	ASW20

STANDARD CLASS

1	Peter Trotter	LS8
2	Tom Claffey	Discus B
3	Peter Buskens	ASW24e

STANDARD CLASS LEAGUE 2

1	Craig Tuit	Libelle H201B
2	Malcolm Tuit	Libelle H201B
3	Mike Codling	Hornet

CLUB CLASS

1	Simon Holding	Cirrus
2	Phil Eldridge	ASW19B
3	Gary Stevenson	Libelle

EARLY ACHIEVERS' TROPHY

Graham Kohr	Cirrus
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WOMEN'S CHAMPION

Lisa Trotter	ASW20
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THE KINGFISHER ERA

Geoff Raph

THE KINGFISHER STORY IN THE JUNE 2005 EDITION OF SOARING AUSTRALIA REVIVED SOME MEMORIES OF THE KINGFISHER ERA.

Queensland's North Coast Club (now Kingaroy Soaring Club) purchased a Kingfisher in 1961 to cater for the increasing number of solo pilots who were enjoying the thermals of Kingaroy after the stable maritime air at coastal Mooloolaba. Some pilots felt the Kingy was a bit twitchy but so long as one remembered that it was not the Grünau or Kooka and flew at an appropriate speed it was pleasant enough, even though a little cramped for an average Aussie frame.

Having served my period driving the winch it was my turn to fly and, as luck would have it, I was launched right into the middle of a magic thermal – straight up to 9,000ft. I had drifted a few miles in the direction of the 50km turnpoint and I could almost see it – I was an ex-RAAF navigator so surely I could safely find the turnpoint. The temptation was too great. Even though I had not yet been approved for cross-country flight I headed north for Cloyna. Two more thermals to 9,000ft and there it was – the tiny village of Cloyna.

In those days we were under the impression that it was necessary to land at the 50km point in order to claim the silver distance. Conditions were too good to waste so I flew on for another 20km before returning to Cloyna for landing. It was now that I realised the wisdom of dual training for paddock landings! I had never landed in a paddock, except for the day we first flew the Kooka at Kingaroy when Ian Aspland and I managed to find ourselves a kilometre short of the aerodrome and we were forced to land in an adjacent paddock.

The Cloyna paddock was probably the worst paddock I have ever landed in. It was short, with tall trees on all boundaries. With a lot of luck and some severe side slipping I managed to arrive safely, however the rough, ploughed ground managed to puncture the thin ply skin of the Kingy. The repair was easily done but the CFI was not amused. I was grounded for a few weeks but the Silver 'C' was worth it!

The following year our new CFI took the Kingy to the Narromine Nationals. While attempting a paddock landing on a practice day he encountered a 'willy-willy' and landed heavily. Fortunately he was only slightly injured by the Kingy was demolished. Our technical officer purchased the wreck and managed to restore it to its former glory some years later. The Kingaroy Club purchased it once more.

November 2005

The 1966-67 Nationals were held at Narromine that year and a late decision to attend meant the only aircraft available was... the Kingy! So with wife as crew and three kids bundled into the Holden wagon away we went.

The trailer was the same design as the Kookaburra – the fuselage below and one piece wing on a framework above. It required at least two reasonably tall men to load the wing. Fortunately a visiting Mt Isa club member volunteered to help so I was able to compete in the set tasks knowing that I would have a crew for inevitable retrieves.

The task set for 8 January was a 300km out and return to Gareema. The Kingy had not yet done a 300 so we were expecting the usual outlanding and the crew were ready to follow as soon as I set a heading. Thermals were about average but gradually improving with climbs to 8,000ft. About 20km short of Forbes thermals began to become less, with climbs only to 4,000ft and a landing at Forbes seemed inevitable. I could see my trusty crew waiting beside the aerodrome.

Just as I lined up for a circuit – wham! A quick turn and we were up and away. By 2,000ft the vario was showing 10kt and in less than 15 minutes we were at 13,000ft with a new outlook on life. But as Malcolm said – "life wasn't meant to be easy" – so it wasn't long before we were down near 2,000ft again. However someone was kind to me that day because another 10kt took me to above 13,000ft and Gareema was in sight. Round the turnpoint, photo taken and Narromine here we come! Then followed a succession of 10kt thermals to 14,000ft and it virtually became an armchair ride all the way to Narromine – if you stretch the imagination a little because a Kingy is no armchair! We must have averaged a ground speed of over 100km on that leg, not bad for a Kingy.

Back in the clubhouse an inspection trace confirmed the heights, so Gold height and Gold distance were mine! Now for a cold beer and relax! However it wasn't to be because an irate wife was on the phone complaining that they had searched every paddock between Forbes and Gareema, and she was hot, cranky, thirsty and not happy about the three hour drive to home!

It took a long time to square off for that one, but it was worth it!



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12 Months, 60 Hours, 2 Slightly Bent Uprights, a New Litesport and Still Having a Ball!

Enda Murphy

YOU MAY REMEMBER A SHORT TIME AGO I WROTE A STORY ABOUT MY TRIALS AND TRIBULATIONS IN LEARNING TO HANG GLIDE. IN THAT STORY I EXPLAINED WHY I'D LEARNT TO HANG GLIDE, AND THAT IT WAS A FANTASTIC NEW CHALLENGE FOR ME AS AN EXPERIENCED PARAGLIDER PILOT. HANG GLIDING WAS A NEW VENTURE, AND WITH SUCH A STRONG FAVOURITISM IN MY BLOOD FOR PARAGLIDING, MANY PEOPLE WERE SURPRISED TO SEE ME TRY SOMETHING DIFFERENT.

In reality, this new venture has simply added to my enthusiasm for flight. Twelve months on, I thought I'd give you an update on my progress.

Despite having my licence for over a year now, I am still learning with every flight. Obviously my increased weather scale has now massively expanded my flying opportunities and all that really matters is the wind direction... If it's strong I grab the hangie, and if it's light, the punter.

The set up of the hang glider is a hassle of course, but to be honest, it's not as much of a hassle as I thought it would be. As long as time is not too short, it's not too much of a bother. It's a sort of foreplay if you like... stroking the carbon fibre, inserting the battens, build up of anticipation... (My wife is reading this and cringing!)

The launching and flying is slowly starting to feel more natural. The feeling in a thermal is very direct and I am sure it will be very interesting in mid summer conditions! I still prefer the total control and comfort on the paraglider, as there is a different way to grab hold of a surge of lift and use it. With more experience I am sure this will follow on the hang glider and begin to feel more natural.

What I find very interesting is the confidence in the solid feeling of the hang glider wing, even when you are getting wire slaps. In that kind of air, especially in a competition paraglider, it takes full concentration to keep the glider flying correctly.

Aerotowing is a whole new ball game. I have been lucky enough to do some aerotows out at Rhyllstone and Bathurst, and let me tell you, lying on the dolly with the Dragonfly tearing off in a cloud of dust in front certainly grabs your attention! The ground speed is noticeably quick and with your face 12 inches off the deck it provides even more of a rush. Mind you, eating dirt isn't exactly my idea of fun.

Now to the landings. Of course, the paraglider is superior in this aspect. Landing the hangie certainly needs a very good, planned approach. Both of my bent uprights have been for the same reason: starting to flare too early and then letting my arms loosen as the glider starts to zoom up and then the nose drops and then BANG! I am still very cautious in selecting landing areas and will have to learn how to land upslope before I will feel confident to push it on cross-country flying days.

Enda getting confused

Photo: Ky Wittich

How has it affected my paragliding? Well, last season I flew about 60 hours on the hangie and about 120 hours on the paraglider, with these mainly being from comp flying. I still managed to win one of the three rounds of the Paragliding Nationals and finish fifth and sixth in the others, so I kept my place on the Aussie Team. The majority of hours in the hangie have been when it was too windy for the paraglider, or soaring days I wouldn't have bothered with. My poor long suffering wife now doesn't even get to see me on the windy days!

So, the 64 million dollar question... Which do I prefer? Well, both are great fun and offer their own advantages and disadvantages. I absolutely love flying my paraglider and I also really love flying my hangie. In utilising both wings I reckon I have the best of both worlds.

Thanks to everybody for answering my silly hang gliding questions. Don't worry, I've got plenty more...

Now I have to figure out how to fit a hangie comp in amongst the paragliding calendar!

See you in the air and happy flying!

CTCSS – Another View

Jiri Stipek

I'd like to give my own view on the new CTCSS feature appearing on UHF radios, adding to the view published in the last issue of Soaring Australia ('What is This CTCSS Thing Anyway?' by Daryl Tewksbury). In my opinion there's more to it, and not all as negative as it might seem.

Radio communication in the paragliding and hang gliding community is conducted on the UHF CB – a public band with very few rules and regulations or even licenses. With the availability of cheap UHF transceivers and lack of discipline among users this band is becoming less and less suitable for any serious use. If you scan all the 40 channels in the vicinity of any major city (up to about 100km radius if you are in the air), you hardly find one without heavy traffic. As we will see later, unless the interfering station is pretty close it won't really cut our communication off, but just the constant flood of garbage from the speaker makes it difficult to pick up those few sentences intended for us, and has adverse effects on our concentration. If one user is transmitting a call tone every few seconds they can render the sound of your vario completely useless. No good at all.

Now there seems to be a light at the end of the tunnel: most new UHF transceivers are being equipped with Interference Eliminator Code (CTCSS). It is not a 100% substitute for a paid commercial frequency, but for our purposes it comes close enough. Let's see what it does.

With CTCSS each of the 40 UHF channels is effectively divided into 38 sub-channels, giving about 1,500 choices. To communicate, all parties have to be on the same channel and subchannel. Anybody using "normal" UHF can listen, but can't be heard by the CTCSS coded stations. Note that CTCSS can be switched off and the unit used as any other UHF radio if desired.

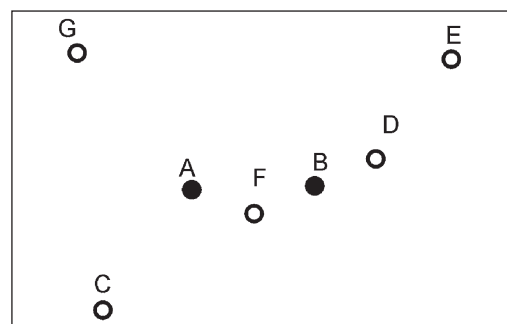
Unfortunately, CTCSS is not really a 100% solution. Besides the fact everybody on the particular open channel can hear what's happening on all subchannels, a strong interference signal can also "capture" the receiving station, blocking the desired sender - similar to what can happen on an open channel. The difference is, if we have CTCSS we won't hear the interfering station and will have a silence instead. A blessing in most cases – if you spend some time listening on CB, you know what I mean. There is

another advantage: as soon as the receiver is "locked" in the CTCSS coded signal, the uncoded one won't block it even if the signal is stronger. So, it looks like this type of radio is an elegant solution for most of our situations. The biggest problem is reaching an agreement that everybody should use them.

Another point to consider is the effect on another users of the UHF CB channels. With the use of CTCSS the whole character of the CB changes. With the use of open channels it was possible (in theory anyway) to rely on the courtesy of other users if you needed to free a particular channel urgently. Not any more. The user of an open channel can keep asking for a "breaker" as long as he wishes. If the party blocking "his" (there is no such a thing as "your" channel) channel is using CTCSS, bad luck. That party simply can't hear him and is blissfully unaware of causing distress. This is what we have to be aware of and realise - the use of UHF for emergency is a bit less suitable than before. True: there are three channels (5, 35 and 11) in UHF CB assigned for emergency use only, and the new transceivers have these three channels uncoded. So, you can transmit no worries – the question is, if anybody is listening on the other end.


My conclusion is: the CTCSS feature is available, convenient, cheap and legal, and people will use it whether we like it or not. With the speed technology is progressing, in a year or two a transceiver without CTCSS will be about the same value as a turntable – if you remember what that was. We won't save the world if we stay out of it, being worried we may block somebody else's communication. If we don't, other people will.

For a better understanding of what's going on, see the accompanying diagram. It works on the assumption all stations are on a flat surface using the same transmitting power. In a situation like this, the strength of the signal is purely an inverse function of distance. Our stations will be A and B. The rest will be open channel interference stations. Without CTCSS, both A and B stations will have to listen to what all the



other stations have to say. Both A and B can have their communication blocked by either station F or D. All other stations will have to listen to stations A and B, but only F and D can have their communication (with any other station) actually blocked by our broadcast. With CTCSS, our stations A and B will have exactly the same effect on all the other stations. However, they won't hear any of them and stations F and D will block our communication only if they are already transmitting at the moment our station initiates its transmission.

I'd like to encourage clubs into adopting the policy of using CTCSS. It will become a necessity sooner or later, and the longer it takes to make a decisive switch, the longer we'll have communication problems. Once a club decides to take the plunge it will put some pressure on its members and some of them will have to replace their radios with new ones. However, a suitable radio can now be obtained for about \$100 – not a great deal taking into account the cost of our sport on the whole. Larger clubs should probably purchase a couple of units for use by visiting pilots and keep them until these radios become common enough. I see it as one of the best investments in safety we can make.

While using CTCSS, we have to be aware that we can block or make unpleasant somebody else's communication without knowing it. It is common radio protocol to monitor local traffic first for some time, especially in rural areas. If we know the local farmers are using a particular channel, let's get on a different one before we even start. It may be a good idea to check the channel for other users periodically by using the "monitor" button. However, close to big cities I don't think much courtesy is needed; it's the law of the jungle there and the stronger one wins. Most of the users occupying the airwaves there don't use UHF for any serious purpose. It is easy for them to swap channels if we become a nuisance to them. It is not so easy for us; first, because we are a large group; second, due to the fact we are in the air busy with things other than fiddling with the radio. After all, we will rarely be "blocking" any communication, and most users on the ground can cope with listening to us between their chatter. 

HGFA Board 2006-2008

We welcome the new Board for 2006 - 2008. New Board members will formalise their roles at or before the Autumn Board Planning Meeting. Names shown in alphabetical order:

Candidates Name	HGFA Club / Association	State
GRANT, Rohan (Returned)	Tasmanian HPA	Tasmania
HEANEY, Tove	NSWHGA	New South Wales
LITTLE, Kathy (Returned)	Western Microlight Club	Western Australia
MENTES, Hakim (Returned)	North East Victoria Hang Gliding Club Skyhigh Paragliding Club	Victoria
MOYES, Bill (Returned)	Sydney Hang Gliding Club	New South Wales
OLIVE, Bill (Billo)	Newcastle Hang Gliding Club	New South Wales
POLIDANO, Andrew (Returned)	Northern Rivers Hang Gliding and Paragliding Club	New South Wales
WORTH, Craig	NSWHGA	New South Wales
ZUPANC, Michael	Canungra Hang Gliding Club	Queensland

As board nomination forms were received they were checked against the member database for currency then filed alphabetically. A check was then made to ensure that each voting member had just one ballot paper to be counted in the vote tally. The nominees were listed on a tally card and corresponding votes received from the ballots were totalled against the nominee receiving the vote. Vote totals are available on request.

CLUB NEWS

Blue Mountains Hang Gliding Club

The August comp round saw light east to north-east winds, so we all headed off to Table Rock – an unusual destination for winter in the Blueys. We all set up – around a dozen of us – including Mark, the lone paragliding representative, with conditions looking promising. The day conspired against us though with only light occasional thermals. Allan managed a low save from only around 200ft off the deck, but Jim showed us how to do it when after looking like a sleddy he managed to stay in some broken lift and core his way up to five grand or so and get away to land along Jenolan Caves Road for his first XC from Table Rock. His real party trick though was to lose a boot on take off. By all accounts Rosi had some fun trying to return it to him.

Since then the weather has not been too kind, although last Saturday, despite being a little windy, allowed Neil and Nick to fly around for a fair while. Nick had some good thermalling even though it was a bit windy, getting up to around 7,500ft and almost disappearing back over Blackheath. Conditions slackened off later in the day with some paragliders getting off for a nice fly. The Sunday comp round saw north-east winds and lots of cloud, so Allan, Dawson and Andrew went out to try a new site which has only had a few launches so far and two more after Sunday. I hear that Allan got 1,000ft above launch; not bad for what looked like an ordinary day.

Some good events are coming up with the first inter club comp round happening over the last weekend of October, to be held in the Blue Mountains. Call Neil Evans (02 4787 8027) for details of when other rounds are scheduled, where to meet, camping details, etc. There will

be a family day out at Pipers airfield, Bathurst, mid-spring with towing for the hang gliders and gliding flights for anyone who's interested. Again, call Neil for details or visit our website [www.bmhgc.org.au].

Any news can be sent to me: <dtoulalan@hotmail.com> or <derek.toulalan@ozemail.com.au>. Derek Toulalan, BMHGC

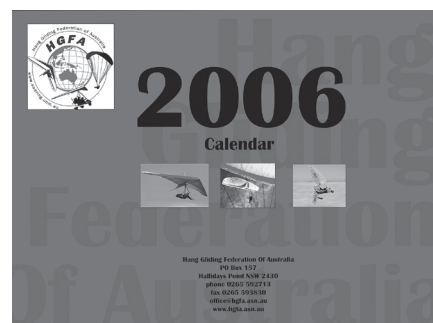
Byron Bay Flying Sites

The Northern Rivers HG and PG Club would like to advise all pilots intending to fly in this area that strict protocols apply to all of our sites. As with everywhere else, site tenure is increasingly under threat and to ensure that we comply with agreements from landowners, councils and National Parks to use the sites please observe the following:

- All visiting pilots must be a current member of the HGFA. We will ask to see your card to verify this.
- You must contact a member of the club prior to flying any site, and be properly rated for that site. You must take out a temporary membership with the NRHG&PGC. This is \$10 for three months, and you will be issued with a sticker for your helmet.
- Please fly with a UHF radio at all our sites. If you don't have one we will provide one for you.
- Marketing of tours and other commercial undertakings is not encouraged. Any proposals must be made in writing to the club and will be considered.

SSOs: Peter Aitken (HG) 0427 257699, Lindsay Wootten (PG) 0427 210993, Cedar Anderson (PG) 0429 070380.

NEW PRODUCTS



HGFA Calendar – Out Now!

Available now, HGFA's new 28 page, full colour glossy, month to a page calendar filled with great Australian photographs of the sport you love! For the home or the office, a great gift idea for yourself or a friend at only \$17.60 plus postage. Contact the HGFA Office now.

HGFA Office, ph: 02 6559 2713, fax: 02 6559 3830, email: <office@hgfa.asn.au>.

New Venture – Active Air Coaching

Australian Team Pilot, Enda Murphy, is setting up a new venture offering XC coaching. He is based in Canungra, which is one hour from Brisbane and 30 minutes inland from Australia's most popular holiday destination, the Gold Coast.

Enda will be conducting XC training tandems and group coaching. He will also be running tours for visiting pilots and can organise all transport, accommodation and gliding at the major Australian sites from Bright to Canungra. Trips to the Alps are also scheduled for next year.

For more info check out [www.activeaircoaching.com].

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Niviuk – Coming to Australia! What is Niviuk?

If you had an Eskimo dictionary you would see it translated as: "Give importance to small details for your pleasure..." and that is exactly what the founders of Niviuk will do.

When one of the most experienced and talented paragliding pilots in the world, Raoul Rodriguez, lent his knowledge to one of the

NSW Sporting Injuries Insurance Scheme: Continue or pull out?

The NSW Association has been a member of the NSW Sporting Injuries Insurance Scheme for the last eight years, which covers accidental death or serious permanent injuries to ourselves (as distinct from third party injuries inflicted on others). It does not cover loss of earnings, ambulance or hospital expenses or injuries that are less than permanent.

In that time we have had three claims paid to members, one for \$171,000, one for \$85,500 and one for \$27,650. A fourth claim is pending. We pay a premium of \$15 a head out of the annual NSW State Fee of \$35 for this cover.

The Service have recently reviewed our participation in the Scheme and have increased the premium from \$15 to \$65 a member as from 01/04/06.

The question arises – should we continue to be part of the Scheme or pull out of it when our next payment is due? Some say the \$1 a week extra is worth it, others say it is not, for any number of reasons.

It has been suggested that we should ask our NSW members through a referendum to vote Yes or No on whether we should stay in the Scheme.

NSW members should mail me at 19 Gladswood Gardens, Double Bay, 2028, or email me at <nswhga@s054.aone.net.au> before the end of January '06 giving their name and HGFA membership number to vote either:

- 1) YES – I agree we **SHOULD CONTINUE** to participate in the Insurance Scheme, and pay the additional \$50pa per member; or
- 2) NO – I do **NOT AGREE**, which could mean we withdraw from the Scheme; or
- 3) by not casting a vote, I leave it to the NSW Executive to decide.

Steve Hocking, Hon. Secretary, NSW Association

most recognised designers in the flying community, Olivier Nef, designer for Advance for the last six years, they gave birth to what we did not dare to imagine until now – an exhilarating new paragliding experience.

The aim of Niviuk is to provide the highest manufacturing quality, which will be the trademark for the brand. Laser cut elements and zero tolerance in the assembly ensure a product like never before. Only the best materials available are used.

So if you think you deserve the best for your flying, make sure to check it out. Available at WindWorks and through authorised dealers only. For more details see [www.windworks.com.au].

FAI NEWS

FAI Online Shop

As a new service marking the year of its centenary, the FAI has just opened an online "FAI eSHOP" at [http://shop.fai.org/default.html].

Developed in co-operation with Vert Pomme, the communication agency which created the new FAI logos, this new, fully secured service will allow air sports and aviation enthusiasts to have easy access to items and products carrying the logo of FAI and its air sports commissions.

We invite you to click on "Products" to discover the articles already available. Even though the initial choice of products is limited (polo shirts, hats, books, etc), new items are currently under development (ties, pins, clothes, etc) and will be introduced in coming months.

To enable us to adapt the content of the FAI online shop to your expectations and needs, we invite you to make use of the "Contact us"

feature to let us know your ideas and suggestions for new articles.

We invite you to pay a visit to the "FAI eSHOP", and hope that you will regularly find attractive products.

World Record Claims

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

Claim number: 11966

Sub-class O-3 (Paragliders) – General

Type of record: Straight distance to a goal
Course/location: Patu, Rio Grande do Norte (Brazil)

Performance: 355km

Pilot: André Luis Grosso Fleury (Brazil)

Paraglider: Sol Paragliders Dynamic ARF

Date: 26/9/2005

Current record: 308km (29/10/04, Marcio Nascimento Pinto, Brazil)

Claim number: 11973

Sub-class O-3 (Paragliders) – General

Type of record: Straight distance to a goal
Course/location: Patu, Rio Grande do Norte (Brazil)

Performance: 333km

Pilot: Marcelo Prieto (Brazil)

Paraglider: Sol Paragliders Dynamic ARF

Date: 26/9/05

Current record: 308km (29/10/04, Marcio Nascimento Pinto, Brazil)

Details shown are provisional. When all evidence has been checked, exact figures will be established and ratified (if appropriate).
Remark: Only the best performance will be ratified as a World Record. Both claims are published in case Mr Fleury's flight cannot be validated as a World Record.



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Bernard Eckey



To me such figures indicate that the gliding movement in Australia doesn't have the slightest difficulties attracting new members. However, we have major problems when it comes to retaining them. The logical question is why we can only retain a handful of newcomers after investing so much effort, resources and time in their training? Put differently, what can we do to improve our membership retention rate?

Undoubtedly, some of the answers and solutions are within the control of the gliding movement and some are not. Let's not waste time discussing things beyond our control but focus on the core issue – meeting the expectations of our members to a point where the “fun factor” puts gliding automatically on top of their list of part time activities. As we all know, having skills is a precondition for having fun. For example, solo pilots unable to keep a glider airborne will hardly have enough fun to come back week after week. Experience shows that they soon quit and are then lost to gliding forever. Therefore, it seems vital that soaring is taught with the same high standards as are being applied to teaching safe take offs and landings. The problem instructors and coaches are facing is that most gliding literature contains little on practical aspects of soaring training. However, the GFA recently released a booklet called “Advanced Pilot Training”, which lists the teaching topics relating to soaring on page 10. To assist our instructors/coaches with the practical implementation some suggestions have been collated and are now published in a series of articles. This first article is dedicated to pre-solo soaring training, although later contributions will deal with more advanced thermalling.

BASIC SOARING

How can we best teach basic soaring? Before any practical demonstrations are undertaken it is advisable to have a lecture or at least a thorough briefing on thermal structure, thermal sources and thermal triggers. There are plenty of good books available on all theoretical aspects – ideal as teaching aids for instructors but equally suitable for students. Thermalling etiquette and joining of other gliders must be included in the briefing but when it comes to putting theory into practice there are two good reasons for the instructor to take the controls. Not only can he or she demonstrate proper thermalling procedures but the resulting height gain also extends the duration and learning effect of the flight. Realising that circuit planning and landing is now quite some time away students tend to relax in line with increasing altimeter readings and a break from operating the controls makes them more receptive to soaring training later in the flight.

However, rather than being mentally idle the student should be encouraged to form a picture of the lift distribution within the thermal. At first this is best achieved when the instructor is not only pointing out where the strongest lift occurs but also indicates where the rate of climb is poorest or where sink is encountered. It then becomes self explanatory why corrections are necessary and when they are best implemented. For example, when sink is encountered in one quadrant of the circle the instructor should point out that it is time to move the glider towards the opposite part of the thermal. The law of primacy comes into play here. Pointing out variations in the rate of climb as soon as they occur and conducting the necessary corrections without delay will not only teach

ACCORDING TO INTERNAL STATISTICS THE GFA GAINS APPROXIMATELY 1,000 NEW MEMBERS EVERY YEAR. AT FIRST SIGHT SUCH FIGURES ARE ENCOURAGING IF IT WASN'T FOR THE FACT THAT ROUGHLY THE SAME NUMBER DROP OUT AGAIN.

students the basics but it will also instill efficient thermalling right from the beginning.

More often than not the diameter of the thermal increases with altitude and climbing becomes possible with a slightly shallower angle of bank. Provided the instructor has centred the thermal properly (and the student feels comfortable) the time has come to hand the controls back to the student. From now on only verbal instructions should be used if the student is in danger of losing the thermal, although some students might initially need to be told when to level the wings and when to roll into the turn again. As the student progresses the instructor's input can usually be reduced to the occasional hint on the general location of the thermal core. This allows a student to focus on speed control, lookout and maintaining a clean turn. As instructors we should stress that this is far more difficult in the relatively turbulent air in and around a thermal. There is no better opportunity to work on speed control than during basic soaring training. In the circuit the advantages of speed control by attitude might not be very apparent but during soaring training students soon realise how beneficial this method of speed control really is.

THERMAL CENTERING

Thermal centering is next on the list. It is best tackled after a few successful soaring flights. Flying right through a thermal at moderate speeds while the instructor is pointing out all telltale signs of lift (such as turbulence and sink) is a recommended procedure for helping students come to grips with the structure of thermals. Feeling the surge prior to any variometer indications and developing that all important “seat of the pants” information gathering is what this

exercise is about. We do not want students to stare at the instruments, but unless they know what a thermal feels like any attempts to centre it will exclusively be done by reference to the variometer.

Ideal opportunities for thermal centering training present themselves when a thermal was lost for any reason. Initially the instructor might try to re-centre it but students close to solo status should attempt to find it again by widening the search. If this is not successful there is every chance that the thermal has stopped in which case it is best to locate another one nearby. With more advanced students a deliberate exiting of a thermal followed by a successful attempt to relocate it can boost confidence significantly and prepare them well for future solo flights. However, no turn should ever be initiated without clearing the area first. In case of insufficient lookout the instructor can always block the controls forcing the student to look before attempting to turn.

The most common mistake for newcomers is to fly through the same patch of sink more than once. Sink is most pronounced in the immediate vicinity of a good thermal and it follows that losing the thermal means contacting sink. More often than not this is the result of a lapse in concentration or a postponement of an overdue decision to shift the turn towards the stronger part of the thermal. The student needs to be reminded that there is nothing worse than flying through a known area of sink twice. If this lesson is learned during early solo training significant progress has been made.

Now let's move on to thermalling speeds. Contrary to popular belief the optimum speed is NOT just above stalling speed. In fact a significant penalty is paid for flying too slowly and the typical polar curve of a two-seat trainer shows that speeds between points A (stalling speed) and B (speed for minimum sink) result in a higher than necessary sink rates. Although the polar curve should never be used to determine the optimum circling speed a very rough rule of thumb suggests adding approximately 25% to the stalling speed of a typical two-seat trainer for thermalling at 45° angle of bank. Consult your flight manual for more accurate figures.

Apart from being far from ideal from a performance point of view the student benefits from soaring training at higher than minimum speeds for the following reasons:

- *Control response is much better, allowing manoeuvring the glider quickly, effortlessly and easily into the best part of the thermal.*
- *The nice feel and the feedback of a glider flown at the right speed makes it much easier to FEEL where the best part of the thermal is, thus decreasing a reliance on instruments.*

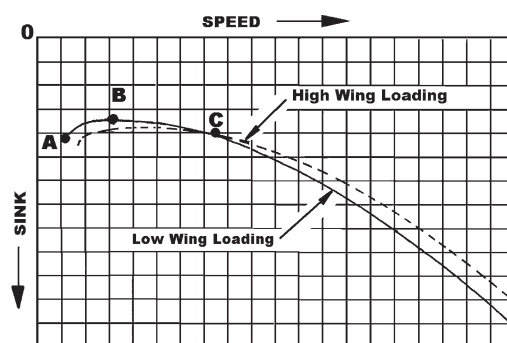
- *Higher speeds increase safety margins. If a severe gust is hit or airspeed was washed off inadvertently there is a lower likelihood of dropping a wing or entering a spin – a very important issue in a crowded thermal.*

On the other hand, speed has a significant influence on radius of turn. For a given bank angle, the radius of turn varies with the square of airspeed and therefore it is important not to fly faster than necessary. Instructors covering up the ASI during basic training do their students a real favour. It forces new aviators to control airspeed by flight attitude, control system feel and airflow sounds and hence makes them less reliant on their instruments.

We must not forget that the workload of a pre-solo student is very high indeed – especially during early soaring training. Mental fatigue is likely to set in after only 15 minutes or so. Unless we are dealing with a very gifted student it is likely that proper speed control, maintaining a good lookout and keeping a mental picture of the thermal core all too often occurs at the expense of angle of bank. A debrief after the flight should highlight this problem and should point out that a better rate of climb can be achieved at steeper angles of bank. However, the main aim is to enable the student to climb without assistance by the instructor. Doing it unaided represents a major achievement, even if the height gain is modest. Efficiency is low on the list of priorities at this early stage and slower climb rates are acceptable as long as the student develops the all important basic thermalling skills.

The last subject of today's discussion revolves around audio variometers and the fact that some pilots turn the volume right down. Their reasons appear quite plausible on the surface and include a hindering of communication, unpleasant noise and some degree of distraction. However, a serious problem occurs when audio systems are not used during basic training. It means that, from the very first day at the controls of a glider, a student has no choice but to look at the vario for indication of lift or sink. No wonder the eyes become focused on the variometer and the instruments become a prime attraction.

Isn't it about time that we acknowledged the advantages of audio varios, cover up the variometer(s) and get students to use the audio system as their indicator of vertical airspeed? Glider pilot's sense of hearing lies partly dormant, a fact all top pilots have turned into a competitive advantage a long time ago. Audio systems make the job of finding and centering lift much easier and their use frees up time for lookout and scanning. The sooner we get students used to this kind of flying the better. It greatly improves



Photos: Courtesy Bernard Eckey

safety, speeds up the learning process and enhances the enjoyment from gliding.

Soaring skills can't be developed overnight – we all know that. We also know that there are a few talented and very determined pilots who make it to the top without ongoing long term support, training and coaching. These pilots seem to possess the willpower and the determination to acquire the necessary skills on a trial and error basis.

However, such pilots are the exception – not the rule. Therefore it is up to instructors and coaches to provide students with soaring training as well as the occasional gliding treat which makes them see what the sport really has to offer. Encouraging the student to prolong the flight and providing soaring assistance whenever possible prepares newcomers well for their "B" and "C" certificates and future badge flights. However, leaving soaring training "for later" is likely to lead to dissatisfaction and frustration and could well become the main reason for newcomers dropping out.

In the next issue we will look further into thermal centering and teaching soaring to post solo students.



REFLECTIONS OF A TEAM MANAGER



The team and crew - Sue and Max Kirschner, Adam Woolley (contestant), Paul Mander (team manager), Charlie l'Anson kneeling, David McManus (contestant), Luke Tiller

Photo: Courtesy Paul Mander

The Australian team for the Junior Worlds 2005, Husbands Bosworth, England, was a great one. Our two pilots, Adam Woolley and David McManus, committed themselves to a long program of preparation at the end of our last summer, taking advantage of Queensland conditions to fly together and develop their pair flying techniques. They were able to put in many hours before they even left the country, and were assisted in this by several local clubs who made gliders available at concessional rates.

Thanks to generous financial support from a substantial number of well-wishers along with a special training grant from the GFA Sport Committee they were able to go to England three weeks before the actual contest, obtain gliders and compete together in a regional contest at Bicester. This experience was of enormous value to them.

Max Kirschner, a British regular at Benalla, was Crew Chief and crew for Adam. Charlie (Adam) l'Anson, one of our Juniors, crewed for David. A young Kiwi, Luke Tiller, had helped the team at Bicester and was accepted as a helper reporting to Charlie. Thanks to Max we were able to organise caravans on site at Husbands Bosworth airfield.

Before leaving Australia we had applied ourselves to drawing up job descriptions for each place in the team, that is pilots, crew and team manager, so that everyone could be clear as to what was expected of them, and

what they could expect from others. And, uniquely as far as I know, each pilot signed a Code of Conduct document, acknowledging the support he was receiving from the GFA membership and from those who had contributed directly in cash and kind, and the obligations arising from that support.

In particular, in signing the Code of Conduct, each pilot undertook to support his team-mate in an honest and positive manner. In fact, our two pilots made an absolute commitment to each other and stuck to a discipline of pair flying/team flying that was the best I have seen from any group of Australian pilots with whom I've been associated.

We adopted a strategy of keeping it small and simple, and had just one nominated crew per pilot. This worked well and assisted in maintaining team cohesion. It certainly made for a minimum of those mistakes that can happen when everyone thinks someone else is attending to something. In fact I can think of no mistakes made of a procedural nature, nor of communication, at all. Our team earned no penalties whatsoever, though I did have to do some forthright negotiating over an errant logger which put a wayward spike into restricted airspace.

One of the first things we did when we had all gathered at Husband Bosworth, the venue, was to create daily checklists for the team, again seeking to clarify in everyone's mind who was to do what and when. I

Paul Mander

ACTUALLY, I PREFER THE TERM "CAPTAIN/COACH". WE SEEM TO BE THE ONLY COUNTRY STILL CALLING OUR TEAM LEADERS "MANAGERS", ALL THE REST HAVE CAPTAINS AND CERTAINLY WHENEVER THE CONTEST ORGANISATION WANTS TO CONVEY SOMETHING TO THE TEAM THEY ALWAYS CALL FOR THE "TEAM CAPTAIN FOR ..."

noticed that all team members applied themselves positively to this exercise, and pinned their copies in prominent places. It worked well, and the pilots were able to apply themselves to the main event each day without distraction.

You know you're yesterday's hero when your pilots declare that "Room Service" and "Bundy Base" would be cool call signs for their respective crews. This without a hint of irony, let alone any clue as to their provenance. Feather duster territory. Brocky, where are you? Those who know him will understand that Charlie elected to be Bundy Base.

The contest was a long one, with nine contest days; something remarkable for England. We were able to maintain a routine of debriefing and relaxing immediately after each flight, whilst the crews attended to the gliders. As Manager (Captain) I was able to be useful in resolving (very occasional) minor issues before they became significant. The team remained harmonious for the duration.

Things I noticed:

- *That although our pilots each said that pair flying was of great benefit, I don't think the results reflected either pilot's ability (15th and 27th in a field of 31). I am left wondering whether a less intense form of cooperation might have been more*

effective. It would have allowed each pilot to concentrate more on making his own decisions and that might well have achieved a better result.

- That almost all UK pilots fly cross-country, from very early in their development. There seems to be a strong focus on getting pilots onto cross-country flying as an automatic flow on from going solo.
- That the UK pilots enthusiastically fly cross-country in conditions that we call marginal, and in airspace that we would call unmanageable. I couldn't help but think of the opportunities being lost at our major city gliding sites, Camden being a good example, where cross-country flying is considered too difficult in an environment that the Brits would kill for!
- That UK (and I suppose, European) airspace is so complex that WinPilot or equivalent is mandatory in order to avoid penalty and to concentrate on performance issues.
- That camping on the airfield worked well for us. The convenience and sense of involvement outweighed the minor inconveniences, and earplugs are effective against revelry. The team maintained a sense of fun throughout the contest, which helped morale. We certainly added significantly to the turnover of the Bell Inn, Husbands Bosworth.
- That a minimalist approach was simple and effective.
- That a careful documentation of duties and checklists led to zero mistakes.
- That maximising communication and getting well organised before leaving Australia helped establish a team spirit and got a lot of issues out of the way in good time.
- That the experience of competing overseas, and in a difficult environment, matured our pilots immensely. Charlie l'Anson was so inspired that he organised a glider and competed in the UK Junior Nationals in the week immediately after Husbands Bosworth, and acquitted himself well. The team funds so generously donated by our supporters also helped Charlie to do this.

It has been an exciting year, starting with the first Junior Nationals, JoeyGlide Temora 2004 and culminating in our first team competing in the Junior World Gliding Championships 2005. What a long way we've come in a short time, and it's only the beginning. If you haven't noticed, here come the Juniors... probably a good idea to get behind them, you'll get a great kick out of it!



HAPPENED RECENTLY ON AN AIRFIELD

Martin Feeg

A bit over a year ago I had been on a befriended airfield and received my area check. At this club, rules are tough regarding cross-country; particular when it comes to outlanding - they stress minimum altitude, until you are sick of it.

With not many thermals around soon I was indicating I would join the circuit. Much to my surprise the instructor ordered me to veer 90-degrees for a thermal source. Not much there either and, taking the wind into account, I figured it would now be time for a narrow circuit or straight in with a tail wind component. However the instructor took over, searching in no sink. The crosswind component pushed us further away and options became even less. We made it home - my palms are still sweating.

A close shave? Definitely!

But for what? Not only ignoring club rules, but good airmanship as well. If it had been my cross-country flight I would have used a paddock short of the airfield. Even in a competition it is not worth risking your aircraft, and even more concern should be paid to human health. So what was it good for? I don't know and I don't know the intention - I must admit I chickened out asking - very bad of me, sorry.

Safe soaring

Sub-editor's note: Martin Feeg was awarded the trophy for the 'Longest Flight by a Club Member' at the Southern Cross Gliding Club's presentation night.



Australian Gliding Museum News



Photo: Dave Goldsmith

Jim Barton gives the Friswell Rhon Ranger primary a final polish before the GFA National Gliding Seminar and Annual General Meeting at Melbourne Airport Motel and Convention Centre on 17 September, 2005.

Australian Gliding Museum members John Illett, Roland Mader, Doug Cole, Dave Goldsmith, Ian Patching, and Geoff Hearn had assisted Jim to rig the aircraft. The primary was built by Hain Friswell in the late 1940s, had once been fitted with a nacelle, and was transported on top of a car. Floats were added later by Keith Hearn and son Bruce for operations on Lake Eildon. Many flights were made behind a speedboat, sometimes with two on board. The aircraft has been in storage since that time until recently restored by the Museum.

A PW-6 belonging to the Bendigo Gliding Club was also rigged inside the centre, and an Iranian AVA-101 two-seater was displayed on an open trailer.



Why do People Fly?

Mervyn Waghorn

THE FOLLOWING ARTICLE IS PART OF A LETTER SENT TO ME IN NOVEMBER 1992 BY MERVYN WAGORN. IT EXPRESSES THOUGHTS THAT HAVE, FROM TIME TO TIME, BEEN VOICED BY MANY PEOPLE IN THE GLIDING MOVEMENT. SINCE I BELIEVE IT IS RELEVANT TODAY I SUBMIT IT FOR CONSIDERATION, COMMENT AND POSSIBLE ACTION BY TODAY'S GLIDER PILOTS.

Mervyn Waghorn (Wag to his friends) contributed a lot to the development of the GFA and the sport of soaring in Australia between the mid-1940s and about 1970 as an administrator, competition pilot, record holder and World contest pilot. Regrettably, he passed away several years ago but his enthusiasm for the future of our sport is evident in the comments in this article –
Allan Ash

Do we know enough about what motivates people to fly sailplanes, and does our movement properly cater for them all?

There can be little doubt that many of our pilots aspire to fly high performance sailplanes, to fly great distances and to be successful in competitions. These objectives are to be applauded. They bring our movement valuable publicity and establish our international standing.

A broad-brush survey of most club policies, of the contents of our gliding magazine and of some GFA activities would suggest that all glider pilots share these aspirations, but I wonder if this is true.

My own motivations, particularly in the early years, were simply the joys of being airborne, of controlling a flying machine, of learning to stay up, and of enjoying the visual experiences of hill soaring and local thermal soaring.

In later years I took part with enthusiasm in all the forms of soaring that are the current vogue without losing my earlier motivations.

Is there a significant number of sailplane pilots whose primary interest is simply 'recreational soaring', not high performance and competition with others?

Circumstantial evidence of the existence of interest in 'recreational soaring' is seen in the large proportion of GFA membership who never fly in any sort of competition.

Some of those who operate lower performance vintage and home-built sailplanes may have the same objectives. They just want to fly!

If it could be established that a sizeable proportion of sailplane pilots throughout the world are primarily interested in 'recreational soaring', the consequences would be far-reaching.

For instance: Professional manufacturers would see a large market for less sophisticated and hence cheaper and lighter sailplanes, an opportunity for mass production, no need to constantly pursue performance increases but put more emphasis on price and convenience of operation.

There could also be a resurgence of home-built or kit-built aircraft. The result would be a new and cheaper means of participation and the introduction of many new pilots to our sport.

All this without diminishing our efforts and interest in advancing high performance soaring. It would be a supplement to our present activities, not a replacement.

Is there any merit in Australia trying to find out if there is real interest in 'recreational soaring', and if so, what proportion of our movement it comprises?

How could it be done? I can see some difficulties. A club member who openly stated that his interest was solely in 'recreational soaring' could be in danger of being deemed a wimp by his peer group. Initially at least, the method of finding the numbers of such people would have to be based on anonymous reporting. What is the feeling of the GFA administration, and the membership?

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GFA Executive Officer's Report

The AGM/Annual Board Meeting has come and gone and we have a new President. Daryl Connell comes from New South Wales and is the retiring Chairman of the Operations Panel.

We also have a new set of Articles of Association, which was issued in the blue insert in the June edition of the Magazine. They can also be viewed online on the GFA website, as can the minutes of the AGM and September Board meeting.

I attended the seminar that was run in conjunction with the AGM. Terry Delore's contribution to this was absolutely rivetting, and his photos of the wave conditions in Argentina quite inspiring.

Congratulations to Ian Grant and his helpers for organising this event, which looks like being an annual fixture in association with the AGM/ABM. There is even talk of it being in another State next year.

I also must acknowledge the sterling work of Marcia Cavanagh and the other staff at the GFA office for their efforts in ensuring the success of the events.

CASA Contract

I recently signed the deed which gave GFA the responsibility of delivering services and carrying out specified functions on behalf of CASA during this financial year. This is negotiated on an annual basis, for which CASA pays us, and covers some of the costs of salaries of our staff who carry out the work. We have not had any increase to the sum in something like eight years, during which the CPI has gone up around 24%. As a result, a catch-up increase reflecting the CPI was requested. Due to fiscal limitations, CASA could only grant a 10-percent increase.

CASR Part 47 (CASA's new Aircraft Registration Regime)

Len Diekman has placed a major article on CASR part 47 in this edition, so all I will say is read it and if you haven't done anything about it, do it today. At the time of authoring this, over 600 of you hadn't done anything, and this may mean that your registration will be invalid after 14 November. I sent out a communication on this issue to all club secretaries in early September.

You can check if your aircraft or club aircraft has been transitioned on: www.casa.gov.au/casadata/regsearch/findreg47.asp.

Enter the registration, press enter, and the database should say either "Registered under CASR Part 47" (breathe a sigh of relief) or "Registered under old regulations" (oh, no, we have a problem). If you reckon that you did put in the reams of paper months ago, please contact



the CASA's Part 47 Implementation Team on 131 757 ext 1647.

Please don't call the GFA office; they can only refer you to CASA, as CASA are managing the whole process.

NAS 2c Changes

By this time you should have all received at least one copy of the DOTARS: Mike Smith – the Movie. I got three copies, one for my PPL, one for my GFA membership, one for my RAA (ultralight) membership.

A very nice educational package, if NAS 2c remains the same until 25 November. At the time of writing, I have received notification from DOTARS that the Regional Airlines wanted some changes to the concept. Hopefully, by the time you read this it has been settled one way or the other, so we know where we stand.

If you haven't received one of the packages by now, drop me an email (and I'll send you one of my spares!)

Anti-collision devices

I gave a briefing on the status of FLARM at the Seminar, and I had the actual instrument to show and tell, provided by one of the Board Members. If you came in late, you can catch up on: www.flarm.com/index_en.html.

A Queensland avionics company has negotiated with Swiss FLARM to produce local units, and the company is sponsoring a trial at the Multi-class Nationals at Gawler in January 2006 with about 50 of the units.

The Sports Committee will be monitoring and preparing an evaluation report on the trial for the GFA Board.

Communication

Several Board members and I now communicate by video conferencing using MSN Messenger 7.5, which is reducing the GFA phone bill a bit. My set-up costs were \$43 for a web-cam from the super-market and \$15 for a headset at Tricky Dickie's. Rob Moore (Chairman Sports) in Adelaide is a recent addition to the software, but he's "nae a bonnie sight" some mornings! We can always go "voice only" on bad hair days.

I'm still working on a board paper on communication for this month's meeting.

Check out my "blog" (Web-Log to those that don't know) on: [\[http://spaces.msn.com/members/GFAXOBLOG/\]](http://spaces.msn.com/members/GFAXOBLOG/).

This has the advantage of faster communication on issues than the magazine, eg: a deadline of 25 September for the November edition.

Annual Checks

Most clubs would have completed the annual round of Annual Check rides for all pilots. I did mine a couple of weeks ago, and always get a bit of a kick at doing them. I get a bit of stage fright, but successful completion gives me some added confidence that my skills are okay before the soaring season begins. If your instructor finds something that needs fixing, it's better to get it fixed now than finding out about it in a busy gaggle, or attempting to go into a tight paddock. So, if you haven't done yours, don't put it off as a chore, the annual check is an important part of our safety system, and is an opportunity to improve your flying.

Soaring Season

I'm sporting bruised and battered knuckles as I type this, as a result on my annual tussle with spanners on Mike Yankee's Form 2. The cus are starting to look good, so I'm suffering a little low altitude sickness, that only a 300km or so can fix. I hope you too are now ready for the season, and that you have thought about your goals for it.

The Sports Committee has sponsored coaching courses in all states, so take advantage of the opportunity to "GlideFast" at one of them.

I'm planning an expedition to the Club Class Nationals in January next year, so I hope to see you there as well.

Happy Soaring, remember your priority task is "Under 700ft, land safely".

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EUROPEAN OPEN 2005

Gavin Zahner



FROM THE VERY BEGINNING WE WERE LATE. WE LEFT CHAMONIX WITH AN AUSTRALIAN, A KIWI, TWO CALIFORNIANS AND A FRENCHMAN CRAMMED INTO A RENAULT CLIO (ABOUT THE SIZE OF A FORD FIESTA) AND ALL FIVE GLIDERS ON THE ROOF. WHICH WOULD HAVE BEEN OKAY IF WE HAD ROOF RACKS. WE ONLY THOUGHT THE IDEA AMBITIOUS WHEN THE ROOF CAVED IN HALFWAY DOWN THE FREEWAY. THANKFULLY IT WAS A RENTAL.

Pilots were already loaded in vans for take-off when we arrived in Morzine, just south of Lake Geneva. We hastily registered and ran down the road to catch the last van to the Mont Cherry launch, 20km away. Thankfully it was only the practice day, but being the European Open and with hills twice the size of anything in Australia, I kind of wanted to scope the area with some degree of leisure before the first task. Not to be. With two chair lifts to get to the 1,800m launch, we could already see people set up on the hill. So it was off the top chair, grab the GPS, load the 40km practice task, rapidly set up and launch as the window opened. Not ideal, but in the air... if only I knew where the hell I was going. As with all my comps in Europe this summer, I was flying the area for the first time.

I find that flying in the Alps I continually reassess everything as I go along. Strong and sudden valley winds and peaks well above a 3,000m cloudbase are not things we

encounter in an average Australian summer. As opposed to the Australian competition scene, nearly every pilot at Morzine was an experienced and full time comp pilot for the summer. However, flying a serial class wing in a competition comprising 85% competition wings I soon realised is not such a bad thing, so long as you don't expect to win. You fly without the stress of keeping with the lead gaggle, and you always have a broad array of thermal markers in front of you as everyone passes you on glide. Then pick the strongest climbs, join in, and you're back with the gaggle, until they pull away on glide and the process gets repeated. It allowed me to concentrate on my own flying, without trying to always get ahead of other pilots. In the end I flew much better for it.

Morzine is an area not dissimilar to Bright, with an array of fairly tight valley systems but with 3,000m peaks between all of them. Perfect for competition task flying, it is a popular location for international

flying meets. With cloudbases usually between 2,600 to 3,200m, you feel low being below the height of the peaks, but can still easily glide 15km. The weather was looking good and I managed to make goal on the practise day with over half of the field.

Being a popular tourist town surrounded by ski hills and some of the best mountain biking in France, Morzine is a good base town for flying with good bars and accommodation on every corner. The competition headquarters was in the middle of town and was our goal field most days. So it almost felt like a holiday – no 20km drive on a dusty road to the hill, no ride back from goal to do GPS downloading; I felt like I was getting soft.

Task One was a 45km race to goal with light winds but a low 2,800m base. With overclouding in the early afternoon only 15 pilots made goal, many of us sinking down shaded ridges near the last turnpoint. The overclouding turned to rain and Day Two was an official mountain biking day. The comp pass included access to all the lifts in the area, so we grabbed mountain bikes, jumped on a gondola and enjoyed another fine way to get down a mountain.

Day Three surprised us with a fine morning sky. I was always amazed how quickly the ground dries here; by 1pm it was looking like a cracker day. A 65km triangular task was set and we were off to a good race



Gaggle on glide on Day Three

Left: The wing to beat, the Aircross Ultima 3 in the hands of Belgian pilot, Philippe Broers.

Photos: Gavin Zahner

start as base climbed above 3,000m. Keeping with the second gaggle we raced south across 2,800m high rocky spires with huge 1,000m faces, and over the 2,000m high ski town of Avoria built atop a 500m cliff face and accessible only by gondola – a stunning turnpoint. Tim and Anthony, our acro-mad wind dummies for the comp, top landed on one of the huge rock spires to have lunch as we climbed out above them. They watched as Marina Olexina's Boom 4 took a frontal and went into a spin above the spire. After dropping out of the gaggle and down past them she resisted the big red handle and eventually got it back in shape – she climbed back up and chased after us. On a serial wing I lost out on glide, but the confidence to dive into lee side turbulence was becoming a welcome advantage. I made goal in 2.5 hours. Stoked with my day I landed in the goal field and again wished the French could understand goal beers. Marina came in behind me and recounted her impromptu SIV course to a grinning audience. Our wind dummies went and got themselves sucked into a cumulus to 4,000m, and came SAT'ing and tumbling and syncro spiralling into goal. With over 30 pilots in goal the mood was fantastic. All in all a totally memorable day.

Just when we thought the flying could get no better came Day Four. With an optimistic weather forecast we headed up the gondola to Avoria, caught another bus then another chair lift, and hiked across the snow at 2,200m to the most stunning launch since X-Alps. A 78km task was set to goal in the neighbouring town of "let gets", where the local council had organised a goal party. I eagerly anticipated cold goal beers... finally. A stunning race start at a 3,200m base and it was all systems go. The comp had had pretty rough conditions, but thankfully no incidents anywhere near the ground, until today. Our expected south wind turned northerly, helped along by the breeze off Lake Geneva. In hindsight we should have done today's task yesterday and yesterday's today, but as always in free-flying you simply 'find yourself' at 3200m and have to deal with it all as it comes - one of our biggest rewards in the sport, but also probably our biggest danger. As I trailed the lead gaggle towards the first turnpoint, the safety frequency crackled to life with an anxious voice reporting a pilot down near my position. Trying to ignore the leeside turbulence we scoured the ground for a tree



Gaggle on glide on Day Four

gift-wrapped in ripstop... and found the white Gradient of Charlie Merrett high up on the lee side of a mountain near the first turnpoint. On closer inspection he was not so much on a mountain as on a cliff face: a small scree slope at 2,000m on the south side of a knife edge ridge, 700m below us with massive sheer faces five metres in either direction. Maybe there is a god. If there is, he's a paraglider pilot. Helpless to help him, we called in the incident, turned down the radio and tried to focus on climbing out. To everyone's relief Charlie finally came on the radio; he had an open forearm fracture, cracked ribs, a concussion and was going into shock, but was out of his harness and safe. In 20 minutes the medivac chopper had him and his gear on board and we got back to our own issues. Life got funky after the first turnpoint: with the north wind and strengthening valley winds, the only climbs were narrow lee side screamers past daunting cliff faces. The field gradually started dropping out when we headed on a 16km out and return glide to the second turnpoint. My small gaggle of comp gliders disappeared in front of me on the glide and I spent the rest of the task by myself. After getting belted by a long expected frontal, I gave up on yet another lee sider and surfed the ridge on the valley breeze at 60km/h towards the last turnpoint. Arriving well below ridge height, ducking and weaving between the pine trees, I gripped onto one last screaming climb, rounded the turnpoint and headed for "let gets". After four hours of some of the tough-



Ozone's new DHV 2-3 race wing, the Mantra, up close on glide



French comp director, Xavier Murillo, from the PWC organisation was our head man for the week



Gavin low on glide on Day Eight



Japanese pilot, Aki Murakami, up high at 3,600m on glide towards the start gate with Lake Geneva in the background

est flying of my life, I glided on full speed into goal, an hour and a half behind Frenchman Jean Marc Caron who won the day. With 24 pilots in goal, some taking up to 5.5 hours, I made 16th place. The vibe was ecstatic, until we realised that 'goal party' meant warm coke and fruitcake... The French have the flying scene dialled, but have a few things to learn on the ground. Comp director Xavier Murillo cranked up the stereo and we went and bought our own beers.

Day Five brought high bases, but with afternoon storms again forecast a shorter 48km goal was set for the day to get a task in before the weather turned. The climb off launch was light but never ending, and we set off for the start cylinder from 3,600m with a stunning view back south to Mt Blanc. The going was slow with weak climbs persisting, and I was barely halfway around when Belgian madman Philippe Broers blasted into goal in his Aircross Ultima 3. Then the valley wind started blasting through, churn-

ing up the valley, and as I climbed to the last turnpoint two kilometres from goal the task was stopped. With pilots already in goal the task was valid, but some 20 of us landed in a field between the last turnpoint and goal – so close, but nowhere near, and I dropped from 20th to 27th place overall. It turned out to be our last task for the comp, as on Day Seven and Eight our sensational run of flying weather came to an end. Our last comp day had base below launch and cold westerlies churned up the clouds. We free-flew back to Morzine for an afternoon prize ceremony.

Local Frenchman Jean Marc Caron (UP) took the comp, followed by Philippe Broers (Aircross) and Mexican Santiago Baeza (Gin). Russian pilot Marina Olexina won the Women's category on her extra small Gin Boomerang 4, followed by Anja Kroll (Gin) and Marie-Helene Leduc. With a field of pilots originating from every continent on the planet, the competitors at Morzine were an extremely rich array of personalities. The local area also showed its brilliant potential for task flying with four strong tasks. For me it was a confidence boosting week, pushing myself and testing myself much harder than I feel I've ever done before. Next July, 150 of Europe's best pilots will hit the skies over Morzine for the European Championship, the biggest event on the 2006 global paragliding calendar. If their weather is anything similar, it will be a stunning event to watch out for.



One of our illustrious wind dummies, Californian Tim Green, ground spiralling into goal after a solid afternoon of cloud flying

THE LONG ROAD TO FLYING

Rob Holmes

I CAN'T RECALL WHEN I FIRST BECAME AWARE OF HANG GLIDING, BUT I SUPPOSE IT'S PROBABLY ONE OF THOSE OSMOSIS THINGS; I MEAN, CAN YOU REMEMBER WHEN YOU BECAME AWARE OF PENGUINS? BUT I CAN CLEARLY REMEMBER THE IMPACT OF MY FIRST CLOSE ENCOUNTER – WITH A HANG GLIDER, NOT A PENGUIN.

It was sometime in 1972 when I was driving along the ocean road towards Fremantle when my attention was grabbed by a hang glider floating effortlessly like a huge seagull in the breeze above the beach. I pulled in to have a closer look – the small embankment at the end of the car park down to the beach provided just enough lift for limited soaring. I sat there mesmerised as the pilot moved slowly back and forth not more than 10m or so from the beach below. Sometimes he would pause and hang motionless, rubbing his hands to bring back circulation. Now and then a gust would push him higher – then he would swoop across and up again, holding his position. “How long had he been there for?” I wondered; “How is it that a person can do this sort of thing?” After watching for about half an hour I reversed out and drove off, glancing at the lone floating figure in my rear view mirror until he was out of sight; maybe he would be there all day; how fantastic! I didn't think even for a moment, “Why can't I do that?” Of course I had other fish to fry, other things to fill my horizons; being a lowly paid lab assistant I was putting all my free hours into part-time study at the time.

A few years later my wife and I were approaching a mountain range on our way from Adelaide to Canberra. As the road began to climb up towards the range ahead, I glanced up and saw two black specks high against the clouds. Squinting against the light, I could see that these were unmistakably hang gliders, soaring like wedge-tailed eagles up thousands of feet high amongst the clouds. Once again, the vicarious thrill; a feeling of wonder that people could actually do something like that. But once again I had other dreams and ambitions to follow.

Over the years my career progressed and we weren't a young couple living on the bones of our arses any more. My life's objective was directed towards raising my two daughters; but in the background there had always been that dream of getting back to sailing. The joy of my teenage years spent messing about in sailing dinghies had never

left me. Then it happened one day that my kids no longer needed or wanted my company; very suddenly I found myself with free time on my hands wondering, “*What am I supposed to do now?*” I had never wanted to suggest that we should sink big money into a boat, so I spent a year crewing for a friend who raced every Saturday. Kath had always been aware of my dreams, and to my infinite gratitude, she encouraged me to borrow the money to get our own boat. I bought a 26ft racer-cruiser that was ideal for weekends away at Rottnest Island for the two of us and was well suited for club racing. Every Saturday for the next six years I learned how to sail with a bunch of guys who were as keen as I was. In the early days we would still be out floundering around the marks while the sun was setting and everyone else in the fleet was in the bar downing their second beers. The learning was steep; sailing confidence, seamanship and racing skills come only with experience and persistence. With many long miles of seawater in our wake we eventually won club champion boat one year, and what a buzz that was!

Saturdays out on the ocean were enough to put me on a high through to Wednesday, when I only had another two days to wait for the next Saturday. For me there was nothing greater than that sensation of taking the boat out through the heads – that feeling as the boat comes alive under my feet as she moves to the swells; those “days made in heaven” out on the

ocean under a blue sky and on sparkling waters with just the right breeze to heel the boat; to hear the rush of the bow wave as she surged along. On long weekends and holidays when the weather was right Kath and I would sail the three hours over to Rottnest Island for a few days living on a beach in paradise. But then all good things come to an end.

It was the third serendipitous encounter with free-flight that provided an emotional kick that would just not leave me alone; this time I could just not get it out of my head; what I saw became a compulsion, an addiction. We had trailed the yacht down to the south coast, living on board while the boat was moored to a jetty on the inlet at

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Walpole. Although it was summer it never stopped raining, typical Walpole, so we gave up any idea of sailing and spent our days driving around, looking up old friends and exploring. While on a day trip to Albany, we noticed a sign pointing to “Shelly Beach”. The name was interesting enough to turn off on a whim to go and explore.

We had stumbled upon one of WA’s premium soaring sites on a day when the conditions were perfect for flying. The sky was filled with gliders soaring the updraft above an ocean far below; hang gliders and paragliders alike. There was a row of hang gliders nearby, parked and waiting for their pilots; way below on the beach were tents and more people and more gliders. At the launching site was a young woman under instruction doing a bad job of trying to kite her paraglider; just a few metres up a hang glider settling in like a giant bird for a perfect top landing against the breeze. “*Sell the boat!*” I muttered aloud to myself. Kath incredulous, “*What?*”

“*I want to sell the boat,*” I repeated, more coherently. This time she was not so supportive. “*Have you gone completely mad?*” “... Yes, *I think so!*” I mumbled.

Selling a yacht is not all that easy, because sailing has a small following on a population basis. It took two years, but more importantly, two years of discussions with Kath and all our close friends before she eased away from outright and hostile opposition to any suggestion of flying, into uneasy dissent,

resigned to the fact that she is married to a nutter. Of course I never do things on impulse; I like to let a bit of time pass just in case I have let my enthusiasm carry me away – I never carry more than \$20 in my wallet because I know what will happen to the money. Two years was a good amount of time to think things through; to change my mind if necessary. There was a realisation in the end that my sailing urge had been burnt out; the next step, if I were to stick to sailing, needed a partner who was as obsessed as I was. Kath did not like sailing and that sailing to Rottnest Island was something she only put up with to get there; she would rather do it on a power boat. The weather-anxiety on every trip was getting to her over the years. Once we had put to sea against my warnings because she was keen to get home; the experience had left her shaken.

In the interim, I attended a couple of meetings at the paragliding club just to find out what sort of people get into paragliding. I was a bit anxious that the sport would be dominated by adrenaline-driven 25-year-olds. Would it be, “*Yes, grandad, what can we do for you?*” To my relief there was a complete spread of ages from late teens to seventies and a cross section of society that was as homogenous as could be imagined. There were butchers and carpenters, doctors and engineers, businessmen and students, all with a common obsession to fly.

Two years later I had the cheque in my hand. My first phone call was to our local

paragliding school, “*I have the money! When’s your next class?*” I now have my Restricted Licence, a paraglider, and the gear to go with it.

Flying has brought emotions that I never imagined. Every time a flight is imminent, I am nervy, secretly wishing I was somewhere else. I have changed sports and have to start again on the bottom rung of confidence and expertise. When I am on the launch site endlessly waiting for the right conditions, I pace around, sit down, stand up, walk to my car, walk back again; I am anxious, on edge; fidgeting with my gear; unlike the seasoned pilots sitting around chatting or dozing. When I am in the air I cannot imagine anything more astounding, wonderful, thrilling – words fail me. During the week when I am not flying the tape of my last flight keeps replaying in my head and I am impatient for the next. I have also found a new loneliness; nobody but another pilot can understand what I feel when I am soaring on the compression above a ridge high above an ocean, or being rocketed skywards on the end of a towrope; that wrench on the risers when suddenly lofted skywards by rising air; people looking up as the shadow of my wing passes over. I have learned not to babble to those who do not fly - they can’t understand. But, I think I am going to like this new sport, one in which I compete against no one but myself.



AVIATION SECURITY IDENTIFICATION CARD

– What Is Required and Where to Get One

Article content supplied by DOTARS (Department of Transport and Regional Services)

What is an ASIC and what is its purpose?

An ASIC is an Aviation Security Identification Card.

An ASIC is an identification medium that identifies that the holder has met the necessary threshold assessment requirements to attain an ASIC and is permitted to be in a secure area, of a security controlled airport, in the course of their duties.

An ASIC enables an airport operator to provide the ASIC holder with the ability to obtain unescorted access of a secure area. However, the holding of an ASIC does not in itself give a right of access to a particular secure area of an airport. That capacity remains entirely in the control of the airport operator.

The intent of an ASIC is to ensure that a person who has access to the secure areas of an airport has been background checked

and is not considered to be a risk of unlawful interference with aviation.

Who needs an ASIC?

All persons requiring regular access to secure areas at a security controlled airport will require an ASIC. A security controlled airport is defined as an airport that has Regular Public Transport (RPT) flights. This definition applies to airports regardless of the number of RPT services the airport has.

Who does not need an ASIC?

Passengers and people welcoming or farewelling passengers do not require an ASIC, providing that they have passed through screening and clearing procedures, and are in an area set aside specifically for the use of passengers and other screened visitors, such as a departure lounge.

What are the assessment require-

ment checks?

An ASIC applicant must undergo the following checks and satisfy mandatory requirements to obtain an ASIC:

- *A criminal history check by the Australian Federal Police*
- *A Politically Motivated Violence Check by the Australian Security Intelligence Organisation*
- *A Lawful Citizen Check by the Department of Immigration, Multicultural and Indigenous Affairs (only applies if the applicant is not an Australian citizen)*

What if I have a criminal record?

Will I automatically be excluded from obtaining an ASIC?

Not necessarily – it will depend on the nature of the crime for which you were convicted. Convictions relating to unlawful

interference with aviation would exclude you from being issued with an ASIC.

If the issuing body is unable to issue an ASIC because of an adverse criminal record, an application can be made to DOTARS who will consider the criminal record, based against stipulated guidelines, and the Secretary may give approval for the issue of an ASIC.

The decision not to issue an ASIC can be appealed by lodgement with the Administrative Appeals Tribunal.

How do I get an ASIC?

An application for an ASIC must be made through an ASIC issuing body. The issuing body will be able to supply you with all the necessary documents that you will need to apply for an ASIC. These will include the Application and Consent Forms, which when signed by the applicant, allow the assessment check to progress.

Who are the issuing bodies?

All security controlled airports that have RPT capacity are ASIC issuing bodies.

I have approached my local airport, they have RPT services but they won't issue me with an ASIC.

The Department of Transport and Regional Services (DOTARS) is currently reviewing applications from a number of Commonwealth agencies and aviation industry participants to become an authorised issuing body enabling the issue of ASICs.

Under the provisions of the *Aviation Transport Security Regulations 2005*, the requirement to display an ASIC at a "new entrant" airport does not come in to force until 1 January 2006.

In addition to the information on ASICs available on the website [www.dotars.gov.au], all registered pilots will receive an information pack in the post. An alternative is to approach a recently approved ASIC issuing body industry participant.

Such an authority is Aviation ID Australia, operating out of Merimbula airport. Mr Ian Baker can be contacted on 02 6495 2881 or <aviat.id@bigpond.net.au>. Ian is currently accepting enquiries from persons who have a legitimate need to enter the secure areas of security controlled airports and require an ASIC for that purpose.

Also, CASA has confirmed that the aviation regulator will soon become an issuing authority for ASICs. The move is in response to an industry need for a central ASIC card issuer and will allow pilots a more convenient method of obtaining an ASIC in order to enter secure areas of security controlled airports from 1 January 2006. CASA will process the ASIC applications at its new Licensing and Registration Centre currently being established in Canberra. CASA is

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aiming to begin accepting applications around mid-October 2005. CASA will issue details of its ASIC service very soon.

As a separate, but equally relevant exercise, the Office of Transport Security (OTS) will write to all pilots with a current medical certificate, advising them that CASA is now an option they can consider to obtain an ASIC. Included in this write-out will be a Consent Form to be signed and returned to OTS as a part of the June 2005 decision by Cabinet for all holders of ASICs to be reviewed.

How much will an ASIC cost me?

The cost of an ASIC is set by the issuing bodies and can vary between agencies. As a general rule an ASIC might cost around \$145 (some agencies add a bond amount to ensure the ASIC holder returns the card when it is no longer required).

If an ASIC is only required for RPT airports and I only fly in and out of General Aviation (GA) airports, do I still need an ASIC?

No. GA only airports do not have ASIC requirements.

What if I use airports that have RPT and GA services and I only use the GA component of the airport?

An ASIC would be required in this scenario, as to land and/or take off you will be required to have access to the runway which is classed as a secure area of the RPT section of the airport.

What about my passengers?

Where passengers are travelling directly between an aircraft and the terminal building, they are not required to hold and/or display an ASIC.

I have heard that at some airports I need an ASIC now and at other airports it is not until 1 January 2006. Which are the airports that I need to hold and display an ASIC now?

The transitional airports are the airports that an ASIC is required currently. These airports already have airside security zones established and are: Adelaide Airport, Alice Springs Airport, Avalon Airport, Ayers Rock Airport, Ballina Airport, Brisbane Airport, Broome Airport, Cairns Airport, Canberra Airport, Christmas Island Airport, Coffs Harbour Airport, Coolangatta Airport, Darwin Airport, Hamilton Island Airport, Hobart Airport, Launceston Airport, Mackay Airport, Maroochydore Airport, Melbourne Airport, Mt Isa Airport, Newcastle Airport, Norfolk Island Airport, Perth Airport, Port Hedland Airport, Proserpine Airport, Rockhampton Airport, Sydney Airport, Townsville Airport.

At any other airport in the country that has RPT services, an ASIC must be displayed with effect from 1 January 2006.

See the website: [www.dotars.gov.au/transsec/aviation/prescribed_airport_operators.aspx].


If I have been background checked as part of the photographic pilot licensing requirements, do I need to have another background check to get an ASIC?

Yes. The background checks involved in obtaining an ASIC are far more rigorous than those for pilot licence checks. However, if a pilot applies for a photographic licence within two years of having an ASIC background check, the ASIC checks will suffice and no additional background check will be required. The CASA website [www.casa.gov.au] provides information relevant to background checks for pilot licences as distinct from ASICs.

How long is the validity of the background checks?

The background checks are valid for the life of an ASIC which is two years. Upon the expiry of an ASIC, you will be required to undergo a new set of criminal record checks.

What if I have further ASIC related queries?

For further information, please contact the Department of Transport and Regional Services on 1300 132 400 or [www.dotars.gov.au/transsec/atsa]. 

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The Twenty-Fifth Anniversary of the Barron Hilton Cup, July 2005

Christiane Takizawa

IT WAS FRIDAY 22 JULY, SHINZO AND I WERE ON QANTAS FLIGHT 8, FROM LOS ANGELES TO SYDNEY. WE WERE BOTH EXHAUSTED AS WE HAD ALREADY HAD A NIGHT OF TRAVELLING BEHIND US. I WAS LOOKING OUTSIDE FROM MY WINDOW SEAT, BACK TOWARDS THE COAST OF LOS ANGELES WHICH WE WERE ABOUT TO LEAVE, AND I WAS SILENTLY CRYING. THE MORE WE MOVED AWAY FROM THE COAST, THE MORE THE FAIRYTALE OF THE BARRON HILTON CUP BECAME PAST.

But I was very happy to have had this once in a lifetime opportunity, as it was the best gliding event we have ever attended.

What is the Barron Hilton Cup?

The Barron Hilton Cup is a decentralised cross-country event in which the pilot flying the longest FAI triangle wins a gold medal and an invitation for a one week soaring camp at Barron Hilton's Flying M Ranch in Northern Nevada, USA. The competition has a cycle of two years. This biannual camp is held in those years where no World Championships are held.

One point per flown kilometre is awarded for each flight and then adjusted to the handicap factor based on the glider flown. If a triangular course does not fulfil the FAI Sporting Code a 12.5% reduction will be applied. Pilots from all over the world with any kind of glider can submit flights from the country in which they permanently live. The minimum distance for a completed triangular flight to be scored is 400km.

There are five regions: 1 – Europe and Asia, 2 – Eastern USA and Canada, 3 – Western USA, Central and South America, 4 – Australia and Africa, 5 – Japan and New Zealand.

Region 1 has five classes: Open Class, 15-metre, Standard, Club Class and Double-seater Class, whilst all the other regions have only one class.

More details about the Barron Hilton Cup and the rules can be found under [<http://barronhiltoncup.com/the-purpose.html>].

Flights for the Barron Hilton Cup must be entered through the International Online Logger Contest under [www2.onlinecontest.org].

With more than 30,000 flights entered during the last two years, the Barron Hilton Cup was the biggest world wide gliding event.

How Shinzo Won the Cup

This is quite a long story and the end result

was maybe something which I wanted to achieve more than Shinzo. When I started gliding in Germany during 1984 the Barron Hilton Cup was just four years old but already well-known in that country. It was a dream of my father, Friedrich Dietz, to win this cup and whenever we went to a gliding seminar there was always one pilot who reported from the Barron Hilton Cup. This fascinated me somehow. I had to wait exactly 20 years till my dream came true.

On 28 November 2004, Shinzo, achieved his third 1,000km flight in his Nimbus 4 DM.

The flight was a successful attempt for a 1,000km Diploma. When Beryl Hartley, the GFA badge claim officer, processed Shinzo's flight she told me that his flight would also be interesting for the Barron Hilton Cup. Luckily Beryl mentioned, also, to me that all flights for the Barron Hilton Cup must be entered electronically through the Online Logger Contest within seven days. I wasn't aware about this new rule and without Beryl's help Shinzo would never have been able to win.

Shinzo led at first, clearly, and our dream of going to the camp seemed to be so close. But Gerrit Kurstjens also flew a 1,000km FAI triangle from Narromine at the beginning of January 2005 in his Nimbus 4T. It was a few kilometres longer than Shinzo's but it gave him a considerable amount of more points as the handicap of his Nimbus 4T was much better than that of Shinzo's Nimbus 4DM. I was disappointed, so pulled out my calculator which subsequently showed me that a 900km FAI triangle in a Discus would be enough to beat Gerrit, even if Gerrit could fly a slightly bigger triangle.

Shinzo wanted to fly, instead, a 1,000km FAI triangle in his Discus 2 or a 1,100km FAI triangle in his Nimbus 4DM. When we compared the chances for achieving Shinzo's flights to that of mine we got an answer of 50% compared to 90%. However even this did not convince him, so I had to ask him

straight out: *"Please challenge the Barron Hilton Cup!"* Surprisingly, Shinzo listened to me, for the first time ever, and prepared a 900km FAI triangle flight.

On 28 January 2005, Shinzo achieved a 913km FAI triangle in his Discus 2a. The same day Gerrit achieved another longer 1,000km FAI triangle in his Nimbus 4 T. He subsequently received more points but not enough to beat Shinzo who was leading again. Shinzo landed at 6:30pm on this day with nice cumulus clouds still in the sky. A 1,000km FAI triangle flight in his Discus would have been possible, but did we know this in the morning? Like any other badge flight, the flights entered for the Barron Hilton Cup must be pre-declared and the triangular course must be completed. An outlanding following a too long task doesn't bring points.

The season was, however, far from over and we knew that Gerrit and others would try to take the lead. Fortune was, this time, on our side, and once again Beryl was correct – most Barron Hilton Cup winners, she said, achieved their wins by flying small or old gliders with a suitable handicap.

This is what I find makes this competition so nice. Anybody with any glider can enter this competition. It is not necessary to have an expensive top class glider for a chance to win.

To reconfirm Shinzo's flight we sent a completed badge claim form at the end of March to Chris Stevens who is the Barron Hilton Cup representative in Australia.

The official invitation to the camp followed shortly afterwards. Thank you very much Beryl and Chris.

Arriving at the Flying M Ranch

We had to be at Reno Airport on 14 July in the late afternoon where other participants from all over the world would arrive. There we met Annette Reichmann, who is in charge of the administrative side of the camp,

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Shinzo and Christiane in front of the Flying M Ranch's main house with the dinner hall, bar and television room facing towards the runway and Barron Hilton's helicopter
Photo: Tracy Gudge

us, but only I could hear the leaking noise. At first everybody looked at me believing I was talking nonsense, but Shinzo knew that my hearing ability was far better than his. Only this could explain why we used two full oxygen bottles during our last flight. Jim and Ralph tried their best and got some new O-rings, but it didn't solve the problem. I decided to connect my oxygen just before using it to keep the loss of oxygen to a minimum. We knew, however, that we would not be able to fly more than five hours with oxygen.

The weather conditions during the whole camp were extremely good. The state of Nevada experienced the longest period of extreme hot days for many years. The weather before the camp was not good but changed a few days before the start to its best. Salt lakes are usually a reasonable possibility for outlandings. This year was an exemption as all salt lakes were too wet after heavy rain at the beginning of the year turned the desert into a rich green land. Only airfields were possible for outlandings so we had to plan our flights carefully!

The following days we went further away, step by step.

One day we flew 600km in only four hours as we found a convergence line along the White Mountains. We went firstly to Owens Lake, 50km south of Lone Pine or 290km south of the Flying M Ranch, then 250km to Mina, which is 85km east of the Flying M and back to home. When we were passing Lone Pine on our way south we could see the famous Death Valley. It was very impressive.

On the same day some pilots flew more towards the east into the desert. One of them outlanded on an airfield without, of course, any mobile phone coverage. After waiting a while and trying to get things sorted out he couldn't trust his eyes when a sheriff walked towards him! He believed this would only exist in western movies. Having a big gun on his belt, a huge cigar in his mouth and speaking an accent the pilot could barely understand, this sheriff was the only hope for him to contact the Flying M Ranch. The

adventure ended happily – the pilot returned to the ranch, relieved, in Barron Hilton's helicopter and the glider returned by air retrieve the following morning.

The last day was the most impressive. The forecast was blue with thunderstorms developing in the south later during the day.

We decided to launch at 12 o'clock instead of one o'clock, in blue. When we arrived at the White Mountains at one o'clock almost all pilots had launched as cumulus clouds started to develop. On our way to the southern end of the White Mountains we observed a range of thunderstorms developing only west of us over the Sierra Nevada without distracting our return to home. But when we turned and headed back home thunderstorms developed now also in front of us, much faster than our speed rushing home. In the meantime we heard on the radio that other pilots were starting to return to the ranch as well. They were only 100km from getting home, however we had 200km to fly. We saw huge black clouds forming above us and, amazingly, Shinzo found still very good lift below them. The shape of the western ridge along the White Mountains showed many small wind tunnels. These wind tunnels shuffled the air blowing from the thunderstorms over the Sierra Nevada up to the top of the ridge creating small but strong and turbulent thermals. We flew faster than expected. When we left the northern end of the White Mountains we still had to fly another 100km. Our altitude was 12,000ft, which would have given us enough margin to glide home in smooth air. The track to home, however, was covered by dark black clouds and showers in every direction we could see. Shinzo tried to climb beside the clouds as he wanted to get as high as possible for a safer margin. When we reached 14,000ft we decided to carry on through the dark rain areas in front of us. Shinzo diverted into areas with less rain but our wings started to ice. We realised that we might not have enough altitude to glide back into the Flying M Ranch so Shinzo asked me to calculate the distance to Hawthorne, a couple of kilometres east of the ranch, just in case. Suddenly, whilst I was trying to calculate this distance, Shinzo found a smooth climb beside a huge rain cloud. We climbed slowly, but constantly, and we could arrive happily at 10,000ft over Barron Hilton's Flying M.

Whilst I was happy and relieved to be back at home, my energetic husband had different ideas and decided to fly towards Minden as the weather there showed no signs of any developing thunderstorms. An hour later we finally returned to the ranch.

The one week flying camp at Barron Hilton's Ranch was amazing, exhilarating and the best time we ever had together inside a cockpit.

The location of Barron Hilton's Flying M Ranch and why it so excellent for gliding

Barron Hilton's Flying M Ranch covers an area as large as Rhode Island and is a green oasis inside the desert of Nevada. The runway is so long that the grid starts in the middle, facing towards the favouring wind. Ruby and Doug Paine drove us every day from our motor home to the runway where a tent was installed to provide shelter from the sun, along with cooling boxes full of drinks, sandwiches, fruit and snacks. Once we were ready to fly, Jim, Ralph and Max pushed our glider onto the runway and all we had to do was sit inside and fly. Luxury in a dimension we have never experienced before.

The location of the ranch is close to a range of 9,000ft high mountains, and thermals starting at 11 o'clock in the morning. Long distance pilots can take off early, climb at the range and then head south towards the nearly 15,000ft high White Mountains. The White Mountains start 100km south of the ranch and have a length of nearly 200km. We flew several times along the whole length of these mountains without a single turn. With two turnpoints in the south, one turnpoint in the north and thermals starting at 11 o'clock 1,000km flights are quite possible.

Other flying activities

Besides gliding with the highest possible luxury there were plenty of more challenging flying activities.

There were the helicopter rides with Rick Rains through the canyons around the ranch, Steerman flights with Dennis Ivans, taking you through the canyons like in an Imax theatre, ballooning and full aerobatic flights in the Extra 300 with Art Goodwin. Whilst Shinzo couldn't resist the aerobatics flights, I declined, which wasn't so bad in the end.

Shinzo had only a limited aerobatics experience in high wing loading aircraft such



Shinzo and Christiane in the Duo

Photo: Tracy Gudge



Thermalling above the White Mountains on the way south towards Owens Lake

Photo: Christiane Takizawa

and Frank Franke who initiated the idea of the cup together with Annette's husband Helmut exactly 25 years ago. A bus took us for our two hour drive from Reno to Barron Hilton's Flying M Ranch where we arrived late at night.

There, we moved into our luxurious motor home. All motor homes had their own toilets and showers with running water, plus extras – from shampoo to water bottles inside the fridge; from room service to a torch for finding our way in the night, there was absolutely nothing missing!

The first flying day

The morning began with a buffet breakfast. The food was always the finest and freshest, with plenty of choices.

After breakfast we had our first daily briefing which started always at nine o'clock.

We were introduced to Hannes Linke, who was the competition director and in charge of the daily flying operation, and to Dan Gudgel, who was responsible for the weather briefing, check-flights and the towing operation. Together with Frank Donnelly they operated two tow planes every day. Later on we were introduced to Carl Herold who explained how to fly in this area, how to set the best tasks, how to judge the weather and what to look for.

After the first briefing the FAA licensing staff arrived at the ranch to complete all formalities. Shinzo was straight away okay as he already had an American gliding license, issued more than 20 years ago. My case was different. The FAA officers decided, at first, to issue me with an American License, but it would have taken several weeks as the FAA needed to contact Australia first to make sure that I was really holding an Australian PPL. They decided therefore to issue me with a Student Pilots' License. Even Bruno Gantenbrink, previous World Champion and Barron Hilton Cup winner, had to fly with a Student Pilot License. The number on his German license had changed, which made its American License referring to his old German license number invalid.

After a small buffet lunch Shinzo and I went for our check-flights in a Duo Discus.

Shinzo's check-flight was only 10 minutes but mine was one hour as I was the last pilot on the list. I had a very funny feeling on take-off: I felt as if I couldn't fly anymore. Later on, during one of Carl Herold's briefings I found the reason for this. The Flying M Ranch is 5,000ft high, inside the desert of Nevada.

Because it is so high, the density altitude is low which means that all controls need a higher speed to become effective. If during take-off one wing drops the pilot will automatically try to pick it up by the ailerons. But this will cause the dropping wing to stall and result in even the opposite by touching the ground. This meant also that our actual cruising speed between 16,000 to 18,000ft would be 20% higher than shown on the Airspeed Indicator.

The first day finished with the usual formal buffet dinner. This time we only had a small number of our usual gliding T-shirts and short pants in our suitcases as we had taken along a lot of formal wear and dresses. Good advice from Kerrie Claffey!

The second flying day

The second day started as usual. During the briefing all pilots draw a number, which was put onto a list in a different order each day. The pilots on top of the list choose their gliders first and selected their favourite. The pilots at the end of the list had to take whatever was left. Every pilot had equal chances as the order changed every day. This year, however, more gliders than usual were on the ranch so even the guest pilots, including myself, received a number and were included in the daily draw.

However there was one small problem which had to be solved first before we could start choosing our gliders: Shinzo and I both weighed only 55kg, so as all gliders had a minimum cockpit load of more than 75kg we needed to find some additional ballast to compensate. The common trim ballast weights were however missing. Ted Schirtzinger, manager of the Flying M Ranch, borrowed Barron's own trim ballast weights for us, but these were not enough. Ted then

made new ballast weights by putting in some small shooting bullets, called bibbies, from the gun room of the ranch. It was now enough for Shinzo but not for the both of us. One of us had to fly either in the back seat of some double-seater or stay behind on the ground. This is the reason why, on the second day, we elected to fly the DG 500 together.

For the rest of the camp Shinzo had planned to fly 1,000km, but changed his plan quickly as it was so much fun flying together. There were three Duo Discus, one DG 500 and one Twin Astir on the camp, so we had plenty of double-seaters to choose from. The three Duos, however, were the most desired gliders. With our double votes in the selection list one of us was always in the front part of this and able to get a Duo, except on the first day when we flew a DG 500.

When we flew together in the past it was mainly in competitions, where we were constantly worried about losing points, flying safely, avoiding mid-air collisions, finding enough time and especially enough money. But this time we didn't have any pressure on us: we could do whatever we liked, we could launch whenever we wanted and we could fly wherever we wished – as long it was safe. We felt like birds which had finally been released from their cages! We received a strong reminder that gliding is mainly there to have fun and enjoy yourselves.

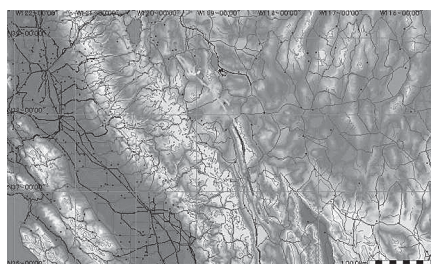
Uwe Hartmann, the winner in Open Class from Europe/Asia, told us that participating in the Barron Hilton Cup was much more fun than any competition he had so far attended. For the Barron Hilton Cup Uwe participated whenever he wanted, whenever his family and job allowed him, without going somewhere far away, and at his own leisure, pace and plan.

During our familiarisation flight in the DG500, we went south to the northern boundary of the Yosemite National Park inside the Sierra Nevada, and north to Yerington. We could climb up to 18,000ft with oxygen.

The following flying days

On the third day we went further to the south and to the north. We went to Independence on the southern end of the White Mountains, 210km south of the Flying M, and to Minden, 77 km north-east of the ranch. We took off around 1 o'clock and we landed around six o'clock after 570km. After landing we realised that our two oxygen bottles were completely empty.

On the fourth day I noticed when I was plugging my oxygen into the connection that there was some oxygen leaking. We called Jim and Ralph, who prepared our gliders for



Logger trace of a 600km out and return flight along the 200km long White Mountains

as the Extra 300. Ordinary pilots who do aerobatics for their first time fly a snap roll by moving the ailerons slowly. Shinzo moved the ailerons quickly so the Extra 300 flew three snap rolls straight away instead of one. After this challenging manoeuvre the Extra went into a turbulent high speed stall, from which Shinzo tried to recover by releasing the elevator pressure. The Extra went out, but inverted. This was a little bit too much for Shinzo's neck and during the following afternoon's flight in the Duo he was complaining about pain.

The Barron Hilton Camp is more than just flying

Besides flying we met many other aviation enthusiasts. We could talk to them just like we had known each other for many years. We had the feeling of being a member of a large family. The list of those whom we met was long and I can't list them all, but I can mention the ones who left us with the most remarkable impressions — starting with Barron Hilton.

I asked myself, not only once, the reasons why Barron Hilton spends so much time and money on gliding pilots like us? I believe I found the answer in the camp itself, as it is a symbol for aviation enthusiasts who love this sport, its beauty, its challenge and the friendships resulting from it.

Chuck Yeager, the first man to break the sound barrier, presented a small documentary one evening in which he explained that only the horizontal stabiliser needed to be changed into an all flying tail plane to make it possible to break the sound barrier. Without this modification the elevator started to

flutter before breaking the sound barrier, which made all attempts impossible — simple to do but difficult to find. One night Chuck said to us: *"Isn't life exciting? I was shooting Japanese pilots during the second World War, after the war I was teaching Japanese how to fly F15 and F16 and now I am drinking with an Australian whose face is Japanese in the middle of the desert in Nevada!"*

Three astronauts came to the ranch — Bill Anders, who took the first picture of the earth rising like the moon; Ulf Merbold who was the first foreigner on board an American space shuttle and the first who went with the Americans and the Russians into space; and Neil Armstrong, the first man on the moon. He congratulated Shinzo with the words: *"You truly deserved it."*

Cliff Robertson, Hollywood star and Oscar winner visited the camp. He wrote in June 2004 about the Flying M Ranch: *"Flying Bey, we're wild mustangs, not subsidised, not on welfare, last of the 'wild west' and damned proud of it!"*

Steve Fossett, adventurer and record holder, brought his ASH 25 and flew with us.

Gordon Boettger, the America's West winner, flew like a bullet. When we were cruising over the White Mountains he came from behind much lower. Ten minutes later he disappeared into the far front still at the same low altitude. Shinzo whispered to me: *"Gordon's airspeed indicator starts working from 100kt."* After landing they were talking, joking, laughing and playing like two Magpies.

At the farewell party, during the last evening, Jim Plake, ground manager, gave a speech in which he explained how they prepared for the camp. When reading



Neil Armstrong congratulating Shinzo on winning the Barron Hilton Cup

Photo: Christiane Takizawa

through the participants' lists they found a pilot with a Japanese-sounding name from Australia. They believed it would not be easy to look after this particular pilot, but it turned out to be the opposite. *"Shinzo and Christiane"*, Jim said, *"enjoyed their flying so much that it made everybody happy to see."* My face changed to red after Jim's speech — what a lovely compliment!

Thank you to everybody who made this camp possible, and a special thank you to Barron Hilton and EADS (European Aeronautic Defence and Space Company) for sponsoring such a great event.

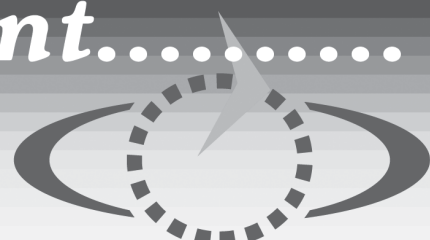
Last, but not least, thank you Frank Franke, you created this idea together with Helmut Reichmann 25 years ago.

In your book *"BOUNDLESS SKY Soaring, the Real Dream of Flying"*, you cited Rainer Hertrich, who wrote: *"Gliding is the most fundamental and original experience of releasing oneself from the earth's ties — it's a kind of monumental test, enabling us to measure ourselves against the forces of nature."* How true this is.



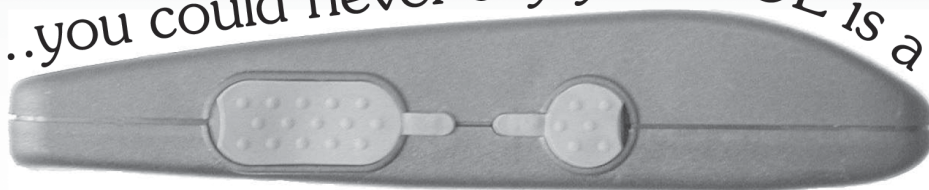
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A Retirement Plan

Tim Shirley

I have recently realised that I am approaching my 30th season of scoring gliding competitions. The first time I was the scorer at an Australian Nationals was at Renmark in January 1977. The computer I used was a "mini-computer" and was quite small for its time. We only just got all the bits into an otherwise empty combi-van. The programming language was Cobol.

Since then, I think that with only a few exceptions all Australian Nationals have been scored by me or by programs I have written, and many State and other competitions have been scored with my programs as well.

I'm not writing this to tell you all how good I am (of course, you all know that!), but rather to give notice that it's time for a change.

It's time for two reasons. The first is that I feel that I have done my share. I have given a great deal of time to scoring that I could have spent flying, and as a result I can score much faster than I can fly.

Joy and I have also attended many competitions and used up lots of leave and other personal resources in helping others to go flying. This time and effort was not wasted in any way, because we have had a great time, made many friends and hopefully contributed to the success of the competitions we have attended. It has been fun and obviously we would not have continued to do it otherwise. We have regularly received thanks and recognition from pilots, organisers and the GFA for the work we have done, and this is something we very much appreciate.

However, these days I want to do more flying, and I'd like to do it without the added pressure of the scoring job. We would also like to be free to use our limited leave to do other things, like visiting grandchildren or travelling to parts of the country or the world we have yet to see.

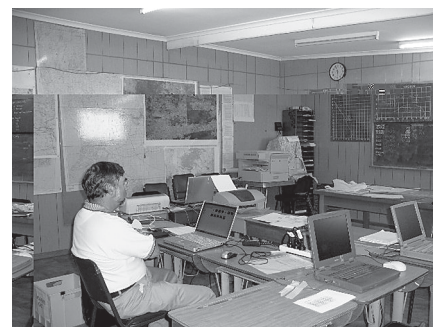
The second reason, which is more impor-

tant to competition gliding, is that I have reached my use-by date in terms of technical skill. I became a programmer long before the days of Web Development, Object Oriented Programming and Open Source software. These days I lack the skills necessary to modernise the process and the enthusiasm to extend my knowledge. If I continue in the scoring game, I will hold back progress. It's time someone (or some people) took over.

I have also realised that the success I have had is part of the problem. As long as a Competition Director can ring me and say "I've got a comp coming up, may I have your program?" there is little incentive for anyone else to do the necessary work. Even where pilots have wanted change, the amount of effort required to set up a new system is quite daunting and there is always the easy option – ring Tim.

So, I'm giving early warning of retirement – next season (2006/7) will be the last time I will offer to provide scoring services or programs and, of course, I'll stop earlier if there is a replacement. I'll happily hand over the source code of my programs to others if that's what they want, or provide advice and mentoring in setting up something new. I am aware that there is a good program in Queensland written by Mike Codling, and See You is also quite capable of scoring (though you still need to know how and there's plenty of setup work required!).

On the surface, SeeYou is the way of the future however it does require a change of thinking. Up to now, because the programmer is local and charged nothing for his work, we have been able to try new rules – RUN tasks, Multiple Start Points and Lay Days are good examples. Scoring software written overseas will limit the options for rule-makers because they will be limited by what the program is capable of doing, which is basically European in scope. There's nothing very wrong with that – I understand that the Europeans run



Retiring scorer Tim Shirley

Photo: Courtesy Tim Shirley

quite good competitions – but it does mean that pilots' meetings and NCC won't have a free hand in deciding what our competition rules are.

But that's a choice for the future, and I will watch with interest how it unfolds.

Handing over...



FAI BADGE CLAIMS

Claims to 26 September 2005

A BADGE

NIKSIC, Branko	11116	GCV
PRICE, Malcolm C	11117	Gympie GC
HEATH, David John	11120	Byron Bay GC
STEVENSON, David P	11121	Byron Bay GC
DALMAZZO, Thomas J	11124	NSW Air TC
GIBNEY, Adrian	11125	NSW Air TC
FIELD, Gavin Clark	11126	Darling Downs SC
WILSON, Guy Ralph	11133	Byron Bay GC

B BADGE

ZIMMERMANN, Nigel P	11087	Barossa Valley GC
ASH, Jonathan P	11115	Adelaide SC
NIKSIC, Branko	11116	GCV
PRICE, Malcolm C	11117	Gympie GC

A & B BADGE

ROBERTSON, Angus W	11118	NSW Air TC
KHILNANI, Vasant	11123	Southern Cross GC

C BADGE

McCARTHY, Barry W	11032	Caboolture GC
MARKOWSKI, Steven	10675	Lake Keepit SC
ZIMMERMANN, Nigel P	11087	Barossa Valley GC

B & C BADGE

NOWAK, Chad Allan	11085	Darling Downs SC
SEE, Allan Thomas	11113	Boonah GC

A B & C BADGE

HESTON, Robert Alan	11105	Boonah GC
NEWTON, Christopher E	11119	Caboolture GC
DUNSHEA, Shaun	11122	Southern Cross GC
GILBERT, Leslie Joseph	11127	Adelaide SC
CLIFT, George Samuel	11128	Lake Keepit SC
OWEN, Damian A	11129	VMFG
CADMAN, Wayne R	11130	Southern Cross GC
RUAX, Ashley E	11131	Caboolture GC
JACOBSON, Paul L	11132	Hunter Valley GC

SILVER C

MOORE, Michael	4597	Soar Narromine
BISHOP, Edward	4599	GCV

GOLD C

PADDON, Warrick S	1607	Canberra GC
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DIAMOND GOAL

BISHOP, Edward	GCV
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DIAMOND HEIGHT

GRANT, Ian Stewart	VMFG
GOILLON, David	Beverly SC
JUDD, Brendan Robert	Tumbarumba GC

DIAMOND DISTANCE

BLUNT, Craig Eugene	Murray Valley GC
BISHOP, Edward	GCV
JOHNSON, Swain Robert	GC of WA

DIAMOND C

GRANT, Ian Stewart	220	VMFG
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600KM DISTANCE

BLUNT, Craig Eugene	93	Murray Valley GC
BISHOP, Edward	94	GCV



LETTERS TO THE EDITORS

Husband and Wife Teams

Great to read Eibhlin Fletcher's story from the perspective of a pilot who is one half of the few hubby and wife hang glider pilot teams around (Ellen's Easter, September '05 issue). Motherhood poses very real challenges for pilots that Dennis Pagen fails to address in any of his books! But Eibhlin would have plenty of company in South Australia! There's hangies Colin and Sue Hansen and their eldest daughter Christie, and the tri-wingual Kev Cowie (HG/PG/WM) and his hang glider pilot wife Claire. Bi-winguals (PG/HG) Trevor and Tomoko bring their preschoolers Asuka and Sakura to the hill, and take turns in the air (or someone is left literally holding the baby!). Geoff and I are both hang glider pilots; our daughter Jody got her licence a few years ago but has since lapsed. Bi-winguals Rachel and Brian (HG/WM) are another flying partnership. Hang glider pilot David Bevan's partner Ellen is getting her microlight licence. New hang glider pilots Mike and Louise recently got their licences at Rohan's. Plus we have father-son team Barry and Michael Hazelwood, aka the Flying Hazelnuts. Must be something in the SA air! Helen McKerral

Soaring Calendar

AUSTRALIA

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.

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, <bruce.taylor10@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 over 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%. Contact: 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).

Individual Coaching 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. 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>.

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

AirBorne Gulgong Classic

22-26 November 2005

Gulgong, NSW. Entries for this aerotow comp 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 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 ph: Bernard Eckey (RTO/S for SA/NT) 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 calender page), and soon at [www.xcflight.com]. For further info ph: 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.

continued next page ►

Soaring Calendar

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

Mt Beauty, VIC. 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%. Web info: [www.xcflight.com]. Email: <info@xcflight.com>. Ph: 0429 403606.

Vintage Gliders Australia Annual Rally

7-15 January 2006

Bordertown, SA. It's on again! The 2005 Annual Rally was such a success, that we are doing it all again! If you missed out, don't make the same mistake twice! Next year's event should be bigger and better as more vintage gliders come into service, our membership grows and the Bordertown-Keith Gliding Club improvements make the site even more user friendly! Put the fun back into your soaring with interesting, affordable sailplanes, a great site and fun social flying – with optional tasks for the ambitious. Full information is available from Ian Patching on 03 94383510.

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.

Top Gun Apprentice Challenge 16-19 January 2006

Sportavia, Tocomwal, 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, Tocomwal, 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, 90 min, 25%. Contact: Tove Heaney <info@sportavia.com.au>.

Killarney Classic

28 January – 4 February 2006

Killarney, QLD. AAA HGFA Sanctioned, FAI Cat 2 PG comp. 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 km 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 paragliding 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 Money Order, 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. 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 Feb. 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 Bill: 0412 423133, <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 Cat 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, \$1,000 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, 90 min, 20%. Full details found at [www.bright321.net] or contact Geoff Wong <geoff@zikzak.net>.

Tocomwal Challenge

25-26 February 2006

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

Manilla Pre-worlds 2006 Double Header

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 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>.

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>.

Note: 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, ie: 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 11,000ft and 13,000ft 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 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

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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).

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Hang Gliding at Cottesloe

Mirek Generowicz

IT WAS SEEING GLIDERS SKIMMING OVER SOUTH COTTESLOE BEACH SEVERAL YEARS AGO THAT GOT ME INTO HANG GLIDING IN THE FIRST PLACE. THAT IMAGE OF PILOTS FLOATING FREE IN THE AIR STAYED WITH ME AND PLAYED ON MY MIND. THEY GUIDED UP AND DOWN THE RIDGE LIKE SEAGULLS, HANGING EFFORTLESSLY IN THE AIR. SINCE THEN, TO FLY WITH THE BIRDS AT COTTESLOE HAS BEEN ONE OF MY LONG TERM GOALS.

Finally, after negotiations with the Town Council, South Cottesloe Beach is an official hang gliding site



For the last couple of years South Cottesloe Beach has been off limits to hang gliders and paragliders. Concerns over liability issues led to the site being closed. After some drawn out negotiations HGWA has recently been successful in agreeing terms and conditions with the Town of Cottesloe. The local hang gliding and paragliding community is very grateful to the council. We're all pleased to have access to the site again.

Not only is Cottesloe a prime flying site, it's close to the city and has great exposure. Most of the good hang gliding sites around Perth are more than an hour's drive away and hidden from the public. Flying at Cottesloe is a brilliant advertisement for our sport.

This winter the Western Soarers have been making up for lost time and flying at Cottesloe whenever it is "on". The diehard pilots keep a constant watch on the forecast at [www.seabreeze.com.au]. Whenever the wind is from the west at over 15kt, any day of the week, there will be somebody flying at Cottesloe.

Unfortunately I don't have enough experience to fly there yet. It is rated as an advanced site because the bottom landing can be very tight. But I can still take my camera with me and share in the fun. The accompanying photos were taken on a Saturday in August - another perfect day at Cottesloe. By 10am the wind had reached about 18kt. Our instructor, Shaun Wallace [www.hangglide.com.au], was there first with

November 2005

Rolf Schatzmann and Sun Nickerson soaring over the beach at South Cottesloe, WA



Shaun Wallace dune gooning at Port Beach WA. The Port of Fremantle can be seen in the background



Sun Nickerson flying along over South Cottesloe Beach, WA. It was a windy day, the clouds were scudding along bringing brief showers in between sunny breaks



Jamie Oorschot launching at Port Beach WA, assisted by Sun Nickerson and Jules Sanderson



Shaun Wallace flying on a windy day with storm clouds rolling in from the sea, but every now and then the sun broke through



Above and left: Shaun Wallace flying along over South Cottesloe with Port Fremantle in the background



Shaun Wallace in his element over Cottesloe Beach

Sun Nickerson. It was Sun's first flight at the site, a memorable experience. Rolf Schatzmann (a keen Cottesloe devotee) joined them in the air a short time later. A crowd of other pilots turned up at around 11am, but by then the wind had increased to over 22kt, too strong for the Cottesloe ridge. However, Port Beach is only 2km further south. It has a low primary dune - around 2m high. It is a great dune gooning site once the wind is over 20kt. The gathered crowd of pilots moved down to Port Beach for several hours of spectacular flying. Another perfect winter's day in Perth.

November 2005



**All photos:
Mirek Generowicz**

**Left: Shaun Wallace
cruising over launch**

HGFA General Manager's Report

Farewell to Bernie Zwahlen

Bernhard Zwahlen died in hospital on 16 September from injuries sustained following a tragic ground towing incident at Hughenden in Queensland. Bernie was unable to release his tow line from his glider and subsequently spun to earth when the released ground end of the tow line caught in trees. Investigations continue into the actual cause of the incident, but it is believed that Bernie was experimenting with a system for retracting the tow bridle into the sail following pilot release of the tow. It appears that this system snagged and Bernie was unable to release himself from the tow line. Our heart felt condolences go out to his wife, Monika, and two daughters, Rachel and Raelene.

NSW Insurance

The NSW Sporting Insurance premium is set to rise from \$15 up to \$65 per pilot next renewal. The insurance provides up to \$170,000 for persons sustaining permanent disability while participating in paragliding or hang gliding activities. To be eligible for the insurance the pilot must be a member of a NSW affiliated club and must be participating in preparation for or as part of a competition. Competition can be at club, state, national or international level. The NSW HGA is requesting all NSW club members to vote (see HGFA News section this issue) as part of a referendum on whether to retain the insurance with the higher premium or discontinue the insurance. I urge all NSW club members to think very seriously about their choice to vote against the continuation of the insurance and against treating the issue with disinterest. An abstained vote is effectively a vote against the insurance renewal. At an averaged \$1.25 per week this insurance is not expensive and is the only personal injury insurance currently available to us. My vote will be to retain this insurance and accept the additional \$50 per year personal premium incorporated into the NSW state levy.

Government Insurance Taxes Increase

Further news on insurance from the Insurance Council of Australia indicate that insurers have responded to the recent law reforms with public liability insurance now being widely available in the Australian market and with the cost of premiums being reduced by an average of 4% to the year ended December 2004. Unfortunately these savings are being compromised by the Government's 4% stamp duty increase with the Government effectively profiting from its own legislative reforms. The Insurance Council is now urging community groups to write to our political leaders in attempt to get them to make firm commit-

ments that their parties will reduce insurance taxes. The HGFA is taking up this request and will be writing a statement to support this request.

ASIC

The requirements for obtaining an ASIC (Aviation Security Identification Card) have been very difficult to nail down until recently, as DOTARs (Department of Transport and Regional Services) keeps refining their own vision of how to fully implement the security regulations on 1 January 2006. You are advised to review the article in this magazine regarding the ASIC and to make contact with Aviation Identity Australia, an approved supplier of ASICs, in Merimbula, NSW. Their phone number is: 02 6495 2881. The cost of issue of a full ASIC is \$143. There will be a bond per card of \$50. Re-issue of current card is \$77 (in the event of damage). Re-issue of a lost card will incur a \$50 bond. All prices are inclusive of GST. The bond is refundable on return of the card within 30 days of it no longer being required. The information sheet "ASIC for Recreational Flyers" is also available on the HGFA website.

NAS Stage 2c Operations at Non Towered Aerodromes

New airspace regulations come into effect on 24 November. Essentially there will be no defined volumes of airspace associated with non towered aerodromes. MBZ and CTAF boundaries will not be depicted on maps and charts. Pilots should always use current AIP maps and charts. MBZs will no longer exist but there will be aerodromes where radio carriage and use is required. These will be depicted as CTAF <frequency>(R) with the (R) indicating that only aircraft fitted with working radio are

permitted to operate at that aerodrome. Information kits are available on request from the airspace reform hotline on 1800 007024 or via the HGFA office. Please contact either if you would like to have an information package sent out to you.

Pre-flight Check, SA Forum

The South Australian paragliding forum is an excellent demonstration of how a forum should operate. The gang in SA certainly have a tight knit and supportive group of flyers. One particular article that came to attention on the forum recently was a link to a video showing the errors of not attending to a pre-flight check. The video speaks for itself. I recommend a quick viewing of it at [<http://stereo.lu/strapinhighwmv.wmv>].

Safety & Operations Meeting

The Safety & Operations Committee met during September with a very heavy agenda before them. The team worked hard and long on both days of the meeting, raising some 32 action items and reviewing a proposal to take on a new approach to certification and pilot development within the HGFA.

HGFA AGM and Board Meeting

A new Management Board has been elected (see HGFA News section) and minutes to the AGM and Board meeting will soon be on the website.

Picolight Fly-in

This year's Picolight Fly-in was held at Milbrulong in southern NSW from 15 to 18 September, hosted by Jos Weemaes and Jeff Hoffman.

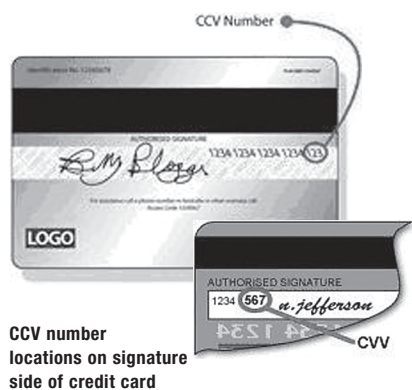


From left to right around the table: Tove Heaney, Godfrey Wenness, Tony Dennis, Kevin Magennis, Rohan Holtkamp; absent from the photo are committee members Andrew Polidano and Peter Bowyer

The powered versions of paragliding and hang gliding were all present. Some 35 attending pilots gathered to share information, show their equipment and demonstrate skills while enjoying a great social atmosphere over the four days. The weather provided three out of four flyable days. A stormy Saturday was profited by sessions of motor thrust to weight testing, carburettor pressure tests, videos and splinter group discussions on the various aspects of paramotoring. You just know it's all good when the most repeated phrase heard over the course of the meeting is, "*Learning so much by being here*". The tempest cleared to a crystal clear Sunday with blue skies and light winds. Pilots flew all day until the failing light of dusk ended a perfect fly-in. Many thanks to all the picolight crew for a great time and a wealth of information. Special thanks to Jeff for loaning his lands over the years. I look forward to the Picolight Fly-in 2006.

CCV Credit Card Verification Number Required

The HGFA is now required to supply the three-digit CCV (Credit Card Verification) number for all credit card payments. All credit cards now being released have a three digit Credit Card Verification number issued on them. The three-digit CCV is usually printed on the signature panel on the back of the card immediately after the card number or partial card number. For simplicity, the CCV is always the last three digits shown on the signature panel.



SIV for Paragliders

I am happy to make comment that Fred Gungl is now preparing to provide a Simulated Incident Manoeuvres clinic to be held on the weekend of 12 to 13 November at Waranga Basin (approximately two hours from Melbourne). This will hopefully be the first of regular such courses where paraglider pilots can be trained in a relatively controlled and safe environment to manage and recover from mid air collapses. For further details on the course please contact Fred on 0428 854455.



Picolight Fly-in 2005 pilot group photo

Aircraft Registration

During the course of recent audits undertaken by CASA on HGFA operations, a number of observations and recommendations have been put forward. One such recommendation is that of aircraft registration. The means of how the HGFA can effectively provide registration for our aircraft is now being reviewed in response to the recommendation. Please stay tuned for what comes of this review.

20 Years of HGFA

The HGFA was incorporated on 25 August 1987, making the organisation 18 years old in existence (though the roots of the HGFA reach as far back as 1974). I will be taking a proposal to the Board meeting in October (now passed) to commemorate 20 years as an organisation with a special series of events culminating in a Grand Banquet Dinner with guests, speakers and stories from those who have helped establish this sport over the years. I'll keep you informed of how the idea progresses.

Manilla 2007 Worlds Paragliding Championship

The draft for the Worlds competition local rules was recently released to CIVL for initial review. Development and preparations continue at Mt Borah for the Pre-Worlds commencing 5 March 2006 and also for the main event in 2007. The New Zealand Open will precede the Pre-Worlds commencing 24 February 2006, which will give less experienced pilots a chance to compete in the same air space as that for the Worlds.

Accident Reports

The new season is about to kick in, and with it a series of activity with flyers getting out to enjoy the splendour of the great Aussie skies. Pilots are reminded that over the last 12 months there has been a total of six fatalities including WM, HG and PG pilots. Two of these fatalities directly involved undertaking of operations against recommended practices. We must take stock of the lessons learnt from these tragedies. While there is recognised inherent risk in our sporting activity there are means to reduce those risks. We all have the responsibility to make our sport and personal flying activities as safe as possible. The HGFA manuals provide the information needed to apply best practice approach to your flying. Respect those recommendations. Do your pre-flight checks. Do your aircraft maintenance. Check your wing and equipment before you fly. Do not deviate from or make alterations to the recommended practices. Test all your systems. Revise and update your basic aeronautical knowledge. Be aware of the new airspace regulations and obligations. Respect other air users by abiding to the rules of the air. Demonstrate good airmanship and fly with safety as the number one priority. I wish you happy landings and enjoyable flying for the 2005/2006 season.



HGFA GENERAL MANAGER

Chris Fogg

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

Contact Addresses

GFA

NSW Gliding Association (NSWGA)

Australian Air League

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

Bathurst Soaring Club

PO Box 1682, Bathurst NSW 2795.

Byron Gliding Club

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

Byron Bay Gliding P/L

PO Box 549, Byron Bay, NSW 2481, <thomas@byronbaygliding.com>

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), 0403 088551, <graftongliding@yahoo.com.au>

Harden Gliding Club

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

Hunter Valley Gliding Club

PO Box 9, Newcastle NSW 2300.

Lake Keepit Soaring Club

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

Leeton Gliding Club

PO Box 607, Leeton NSW 2705, 02 69536970.

Narrromine Gliding Club

PO Box 240, Narrromine 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 NSW 2213, 02 97735648 (h), 02 9695 1100 (w), <rbalfour@tpg.com.au>.

Soar Narrromine Pty Ltd

PO Box 56, Narrromine 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 66216495, <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 54835380.

Kingaroy Soaring Club

PO Box 91, Kingaroy QLD 4610, 07 41622191.

Moura Gliding Club

PO Box 92, Moura QLD 4718, 07 49973265.

North Queensland Soaring Centre

PO Box 1743, Aitkenville QLD 4814.

No. 229 Squadron Australian Air Force Cadets

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

Southern Downs Aero & Soaring Club

PO Box 144, Warwick QLD 4370, 07 38923473.

Tarwan Soaring

PO Box 34, Wandoo QLD 4419, 07 46274080.

SA Gliding Association (SAGA)

Adelaide Soaring Club

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

Adelaide University Gliding Club

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

Air Cadet Gliding Club

PO Box 2000, Salisbury SA 5108.

Alice Springs Gliding Club

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

Balaklava Gliding Club

PO Box 257, Balaklava SA 5461, 08 88645062.

Barossa Valley Gliding Club

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

Bordertown Keith Gliding Club

PO Box 377, Bordertown SA 5268.

Millicent Gliding Club

PO Box 194, Millicent SA 5280.

Murray Bridge Gliding Club

PO Box 1277, Victor Harbor SA 5211.

Northern Australian Gliding Club

PO Box 38889, Winnellie NT 0821.

Port Augusta Gliding Club

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

Renmark Gliding Club

PO Box 450, Renmark SA 5341, ph/fax: 08 85951422, mob: 0417 890215.

Scout Gliding Club

22 Burford Crescent, Redwood Park SA 5097.

Waikerie Gliding Club

PO Box 320, Waikerie SA 5330, 08 8541 2644, 08 85412761.

Whyalla Gliding Club

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

Victorian Soaring Association (VSA)

Albury Corowa Gliding Club

PO Box 620, Wodonga VIC 3689.

Beaufort Gliding Club

66 Waterdale Rd, Ivanhoe VIC 3079, 03 94972048.

Bendigo Gliding Club

62 Lawson St, Bendigo VIC 3550.

Corangamite Soaring Club

Kurweeton, Derrinallum VIC 3325.

Geelong Gliding Club

PO Box 197, Bacchus Marsh VIC 3340.

Gliding Club of Northern Tasmania

58 Hales Street, Wynyard TAS 7325, 03 64422108.

Gliding Club of Victoria

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

Grampians Soaring Club

PO Box 468, Ararat VIC 3377, 03 53524938.

Latrobe Valley Gliding Club

PO Box 625, Morwell VIC 3840.

Mangalore Gliding Club

PO Box 80, Avenel VIC 3664.

Mount Beauty Gliding Club

44 Roper St, Mount Beauty VIC 3699.

Murray Valley Soaring Club Ltd

PO Box 403, Corowa NSW 2646.

RAAF East Sale Gliding Club

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

Soaring Club of Tasmania

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

South Gippsland Gliding Club

PO Box 475, Leongatha VIC 3953.

Sportavia Soaring

PO Box 78, Tocumwal NSW 2714, 03 58742063.

Sunraysia Gliding Club

PO Box 647, Mildura VIC 3500.

Swan Hill Gliding Club

PO Box 160, Nyah VIC 3594.

Tumbarumba Gliding Club

Mundaroo, Tumbarumba NSW 2653.

Victorian Motorless Flight Group

(Operates out of Bacchus Marsh aerodrome) GPO Box 1096J, Melbourne VIC 3001, 0402 182928, 03 98486473.

Wagga Wagga Gliding Club

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

Wimmera Soaring Club

PO Box 158, Horsham VIC 3402.

WA Gliding Association (WAGA)

Beverley Soaring Society

PO Box 136, Beverley WA 6304, 0407 385361.

Gliding Club of Western Australia

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

Morawa Flying Club

PO Box 276, Morawa WA 6623.

Narrogin Gliding Club

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

Stirlings Gliding Club

c/o Post Office, Lower King WA 6330.

WA Squadron Australian Air Force Cadets

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



HGFA

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

HGFA National Office

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HGFA General Manager

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

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

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

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Microflight Public Relations

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States & Regions

ACTHGPA

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

Hang Gliding Association of WA

PO Box 146, Midland, WA 6936; <hgawa@hgfa.asn.au>. Admin: Rick Williams <chang_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>.

GFA MEMBERSHIP FEES 2005

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

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

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

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

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

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2	Singapore	\$60
3	Japan, Hong Kong, India	\$60
4	USA, Canada, Middle East	\$66
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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@ultimatepositioning.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, <northem@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@tpg.com.au>; Sec: Andrew Paterson 02 96395461, 0425 305 984, <apaterso@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, <dian.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.t@hunterlink.net.au>. Meetings: last Tue/mth 7pm, Hexham Bowling Club.

Illawarra Hang Gliding Club Inc.

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

Kosciusko Alpine Paragliding Club

[www.homestead.com/kapc]; Pres: James Ryrrie 02 62359120, <ryrmicalago@netspeed.com.au>; V-Pres: Andy Abbott 0419 897005, <andy@ali-oup.com>; Sec: Mark Maurant 02 48464144, <talect@ispdr.net.au>.

Manilla SkySailors Club Inc.

PO Box 1, Manilla NSW 2346, [www.mss.org.au]. Pres/SSO (PG): Godfrey Wenness 02 67856545, <skygodfrey@aol.com>; V-Pres: Matt Morton <Matt.Morton@defence.gov.au>; Sec: Suzi Smith <suzsmith@hotmail.com>; Trs: Bob Smith <bobsksian@hotmail.com>; SSO (HG) Patrick Lenders 02 6778 3484 <patrick.lenders@gmail.com>; SSO (Trike): Willi Ewig 02 6769 7771 <skyranch@gmx.net>.

Mid North Coast HG and PG Club

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

Newcastle Hang Gliding Club

PO Box 64 Broadmeadow NSW 2292; [www.nhgc.asn.au], <fly@nhgc.asn.au>. Pres: 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.

Northern Rivers HG and PG Club

PO Box 126, Byron Bay NSW 2481, [http://bbhgc.tripod.com/]. Pres: Eddie Gray 02 66841795, <edgrey@linknet.com.au>; V-Pres: Maggie Clark 0404 263524; Sec: Ashley Wilmott 0428 560248.

Stanwell Park HG and PG Club

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

Sydney Hang Gliding Club

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

Northern Territory

Alice Springs HG and PG Club

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

QUEENSLAND

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Cairns Hang Gliding Club

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

Canungra Hang Gliding Club Inc.

PO Box 41, Canungra QLD 4275; [www.chgc.asn.au]. Pres: Brandon O'Donnell <president@chgc.asn.au>; V-Pres: Martin Nightingale <vicepresident@chgc.asn.au>; Trs: Cameron McNeil <treasurer@chgc.asn.au>; Sec: Melissa Darke <secretary@chgc.asn.au>; Gen-Exec: Greg Hollands gem@chgc.asn.au; Editor: Susan Nightingale <newsletter@chgc.asn.au>; SSO PG: Phil Hystek 07 55434000 (h), 0418 155317, <ssso@chgc.asn.au>; SSO (HG): Ken Hill 0418 188655, <ssso@chgc.asn.au>.

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, <pbarry@tpg.com.au>.

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

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.

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Dalby Hang Gliding Club

PO Box 107, Dalby QLD 4405; [www.hgfa.asn.au/~dhgc]. Pres: Daron Hodder 0413 515160, <dhodder@alpanel.com.au>; Sec: Regan Kowald 0418 729456, <rkowald@centrepoinfinance.com.au>; Trs: Don Cramer 0409 699115, <dcon@cramer.com.au>; SSO: Jason Reid, 0424 293922, <jasonr@glea.com.au>; SO: Rod Flockhart, 0412 882639, flockhartrod@hotmail.com>.

Sunshine Coast Hang Gliding Club

PO Box 227, Rainbow Beach QLD 4581; <intheair@ozemail.com.au>. Pres: Geoffrey Cole 0408 420808, 07 54554661 (h); Sec/SSO (PG): Jean-Luc Lejaille, 0418 754157, <rainbow_flyer@hotmail.com.au>; Trs: Gary Allan 0417 56878; SSO (HG): David Cookman 07 54498573.

Whitsundays HG Club

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

TASMANIA

Tasmanian HG&PG Ass. (see States & Regions)

VICTORIA

Dynasoarers Hang Gliding Club

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

Melbourne Hang Gliding Club Inc.

PO Box 8057, Camberwell North VIC 3124; [www.hgfa.asn.au/~melbourne/], <melbourne@hgfa.asn.au>. Pres: Hugh Alexander 03 97101214 (h), 0417 355578, <wurundjerilane@bigpond.com>; Sec: Curtis Greenwood 03 96895322 (h), 0431 662089, <jfcg@optushome.com.au>; Trs: Greg Stroot 03 9843459 (h), 0402 473113, <greg.stroot@ozonline.com>; SSO: Adam White 03 94583780 (h), 0419 395844, <maxidog6@optusnet.com.au>. Meetings: 3rd Wed/mth 6:30pm Palace Hotel, 893 Burke Rd, Camberwell.

North East Victoria HG Club Inc.

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Sky High Paragliding Club

[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 Manningham Club, 1 Thompsons Rd, Bulleen.

Western Victorian Hang Gliding Club

PO Box 92, Beaufort VIC 3373, [www.WVHGC.com]. Pres: Phil Campbell <President@WVHGC.com>; 0419 302850; V-Pres: Glenn Bachelor <VicePresident@WVHGC.com>; 0419 324730; Trs: Stuart Coad <Treasurer@WVHGC.com>; 0408 524862; Sec: Lisa Miller <Secretary@WVHGC.com>; 0407 319397; Webmaster: Damien Georgiou <Webmaster@WVHGC.com>; <damiand@bachomp.net>; SSO: Rohan Holtkamp <SSO@WVHGC.com>; 0409678734; Paul Rundell <SSO@WVHGC.com>; 0418 348948. Meetings: Last Sat/mth, The Beaufort Hotel, Beaufort.

WESTERN AUSTRALIA

Albany HG & PG Club

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

Cloudbase Paragliding Club Inc.

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Goldfields Dust Devils Inc.

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

Hill Flyers Club Inc

<hillflyers@dodo.com.au>; Pres: 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.

Western Microlight Club Inc.

Pres: Brain Watts 0407 552362; V-Pres: Keith Mell 08 97971269; Sec: Paul Coffey 0428 504285; 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, South Perth.

ALOFT AGAIN – Atherton Tablelands to Townsville in a Trike

Lance Keough

Herbert delta, north of Ingham
Photos: Lance Keough

“CAN YOU BE AT THE AIRPORT BY SEVEN?” – MY SON DAVID’S CALL CAME ON FRIDAY EVENING, WITH AN APPARENT BREAK IN THE WEATHER. COULD I! THE SUN HAD HARDLY SHONE FOR THE PAST MONTH. MEANWHILE, THE GOONDIWINDI TRIKE, WEATHER BOUND IN TOWNSVILLE, WAS EXPERIENCING A MUCH APPRECIATED RESPITE WITH ANDREW’S FLYING SCHOOL. NOW THERE WAS TO BE A CHANGE. I SET THE ALARM CLOCK AT ONCE.

Saturday dawned clear of rain, but cold and with cloud. Nevertheless, the gathering light was heralded by the welcome purr of aero engines. Two trikes were setting down in Atherton from their 6:30am start in Mareeba; John and David in the blue machine and Ted managing the red. My ride was here. All was well. Or was it?

We got airborne, all eyes scanning the cloud shrouding the base of Bartle Frere – our path to the coast at Innisfail was evidently a ‘no go’ zone. Looking as long as we could, we at last landed at Pioneer Valley. “We could have made the Gillies,” said David, “but we wouldn’t have made it back from Townsville today. It’ll have to be tomorrow.” That night the alarm was set again.

Sunday – what a morning! Nil wind, stars ablaze, cloud practically non-existent, singing all the way to the airport. By 7am we caught the sound, then the sight, of incoming machines, and not long after we were off. This time the mountain lets us have a clear and jubilant look all over.

Hardly a wisp of fog remains. Beyond, the arriving sun glints on the calm, blue, coral sea. Below, the brilliant green of the rain-forest drops away into the gorge of the Johnstone River.

“We might bypass Innisfail and go direct to Tully,” suggests David over the chat channel. So we alter course slightly to the west as we follow the panorama of sand, sea and blue sky. A few bubbles of warm air are beginning to rise from the roads and roofs below. More palm trees, more cane fields, a fish farm, and the challenge of recognising just what part of the map represents the moving kaleidoscope below. Beckoning on our starboard quarter, Tully’s distinctive backdrop stands out like a sentinel against the brilliant azure sky. There must be great soaring potential on this mountain facing the seabreeze, but how to get to a possible take-off? Besides, we’re getting closer, where’s the air strip? There’s the bitumen runway, with the grass beside it, but watch out – with all the recent rain it’s still very wet and boggy.

As we taxi to the terminal building we pass a sleek and sizeable waiting aircraft. Inside the building are half a dozen would-be jumpers with instructors, fully kitted out, faces shining with expectation. Paul’s parachuting is under way!

Our trikes need a drink; my trio of companions head off down the road with the jerry cans while I stay to keep an eye on the machines. The parachute carrier roars off down the strip and is steadily gaining height when a black sedan car arrives. The servo owner has been kind enough to give my companions a ride back with their supplies. “Here,” says Ted, presenting me with a Cherry Ripe. “Half each?” I suggest.

“No, it’s all yours.”

But first things first – the fuel is going in. Then Paul’s plane is back and the pair of pilots have a pleasant chat with us as we replace our plugs (good to have spares with us). Ah, that’s better. Power, power, up and away. Now, where’s that Cherry Ripe? Sitting behind Ted, munching on his latest genero-

sity, I'm feeling like a tourist class 737 traveler, minus the small 'porthole'. Life is good.

Approaching Cardwell, we have a perspective on the forest of masts at the marina. Of note is the neat layout of extensive fish farms. Like us, the occupants are getting a good supply of oxygen, the aerators active in each pond. We're about to come to the climb of the Ingham range, all the while being treated to the magnificent display of the Herbert delta, now glistening in the sun. Beyond is the deep blue of the Pacific Ocean, with its promise of the beaches we're soon to traverse.

All is quiet at Ingham's immaculate airport, following our gentle glide down into the seabreeze. In no time we're fuelled up from the jerry cans and on to the last hop. This time the Visual Terminal Chart, with its steps below Controlled Airspace, will be our constant helper. Sorry Townsville, but we won't be admiring much of your layout this visit. But first, there are sweeping vistas of sun soaked beaches, curving bays, surf dotted with eager swimmers, so many families enjoying their weekend. Thanks to David's navigational skills we find ourselves over the welcome waters of Ross River Reservoir, then on to Oak Park, and yes, there's the strip! A complex of strips and hangars, in fact. Andrew, Montpelier Microlights, we're nearly there.

What a welcome. How kind of Andrew to look after the trike for the extensive wet.

No time for a photo, but we took one anyway. Then off in Andrew's ute, fuel and a pie, and a sunny goodbye.

A pity we couldn't have a proper catch up with Andrew, but the sun was moving along. It was 2pm when we took off. Now to retrace our steps, with the wind behind us. How different is the scenery when your viewpoint changes. We're back over the beaches, but even now the holiday makers are thinning. A lovely, clear, bright afternoon, but the sun is definitely sinking. Will it see us out?

Monitoring the steady decline of the sun, hours seem like minutes, the bright expanse all around us. To our right is the constant deep blue of the ocean, with the ongoing sweeps of beaches and bays, merging to the headlands on the horizon. Below and beyond, the brilliant variegated green of continuing cane fields is contrasted against the backdrop of mountains. The purple of the ranges begins softening as the south slips behind us.


Soon after refuelling at Ingham, climbing back over the Ingham Range, we were experiencing the aquatic haunts of Cardwell. Dunk Island and its companions, dotted around, were beginning to glow in the afternoon sun. Then it was time to revisit Tully. While pouring in what remained in the jerry cans, David outlined alternative landings. *"If we're short of time, we'll need to land on the coast to get John to work,"* he said. Sites were selected and descriptions given in detail.



John Creswell (left) and David Keough, refuelling at Tully, North Queensland

Aloft again, the paddocks and palms began ushering us into Innisfail and its environs. There is always something especially restful and refreshing about Mourilyan Harbour, Etty Bay and Flying Fish Point.

Between us and our destination looms Bartle Frere. Flanked in shadows, light fading, topped in cloud. Home so near, yet so far. The intercom crackles on. *"It's Deeral,"* says David, naming an alternative landing previously discussed, *"by the shortest possible route!"*

Dusk highway traffic, lights coming on, three brolgas spiralling steeply then levelling off. As we taxi by the orchard, finally tying up under the fig trees in the deepening darkness, we use our mobile phones to good effect. So many thanks to Gayle, Brian and Judy for your timely and kind transportation and hospitality. Monday morning saw John back to work, with the remaining three of us flying past the Pyramid, over the Gillies and returning to the Atherton Tablelands. 

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GFA

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Single-seater Sailplanes

ASTIR CS, 2,100 hrs, basic instruments, B10, 360ch radio, new canopy, enclosed trailer, groundhandling gear, GC, \$20,000 ono. Ph: Trevor 0419 577782.

ASTIR CS, 2,288 hrs, Annual Feb 06, basic instruments, good cond, \$15,000. Ph: Leigh Evans 07 41535781 or <levans@interworx.com.au>.

DAMAGED JANTAR STD 3, complete. Best offer. TRAILER, enclosed 8.5m. Electric brakes, Colorbond, Jantar fittings, fold down ramp. OFFER TERRA 10ch radio. Ph: 03 53521298.

DG-400, simply immaculate, very low hrs less than 400 TT & less than 80 engine. Cambridge GPS/LNav, oxygen, covers, lift top trailer, tow-out gear, one man rigging, transponder, recent upper surface re-finish, EGT gauge, located Omarama NZ, much more. US\$65,000 neg. Email: <jonludgater@yahoo.com.au>.

PW5 Reg paid & some preparation done by Peter Carlson Temora \$31,000. New custom-built trailer requires lights \$9,000. I have 3 x PW5s purchased for disabled gliding association, but have had more hindrance than help & have decided to move on. Apologies to pilots I have promised to contact if I was selling, I moved & lost contact. Details: Alan Turner 3/71 Newgrove Rd., Healesville 3777, ph/fax: 03 59621812.

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TO ALLOW FOR FLEET UPGRADE, Waikerie GC offers for sale: 2 x Twin Astirs (IKO & IKU), suit private owner, B20-21-24 system, Terra radio, expressions of interest sought. 1 x Hornet (GMU 4,230 hrs), B20-21-24 system, Microair radio, Mosquito canopy mod, complete with trailer, tow-out gear: \$24,000. Tenders sought for damaged 1 x LS-1 (GEB 2,640 hrs). Damage to undercarriage box & underside of forward fuselage. Some other minor superficial damage. Wing fairing mods, wings, stabiliser & rudder professionally re-finished. Complete with instruments, radio, closed trailer, tow-out gear, etc, as is - where is. Ph: John Hudson 08 82725929.

Classifieds

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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, Kluyterweg 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.

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

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

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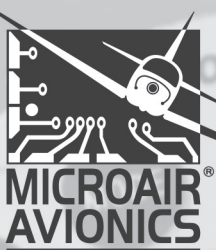
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RESULTS - CANUNGRA CLASSIC 2005

1 Jon Durand Jnr	Moyes Litespeed S 4
2 Attila Bertok	Moyes Litespeed S 5
3 David Seib	Moyes Litespeed S 5
5 Steve Moyes	Moyes Litespeed S 4
6 Corinna Schwiengershausen	Moyes Litespeed S 3.5
7 Dave Staver	Moyes Litespeed S 3.5
8 Chris Jones	Moyes Litespeed S 4
10 Tony Giammichele	Moyes Litespeed S 4

Congratulations Jonny! 5 in a row!!



For all service, parts, accessories and after sales support contact your nearest dealer or Moyes Direct -
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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
• Intermediate Tour/Clinic	(Aerotow course plus more)	1st April - 9th April 2006

For more info visit www.sportavia.com.au or contact Tove Heaney M - 0419 681 212



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*Hang gliding will be operating out of the aerodrome or a paddock close by.

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