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January 2006



**Narromine Cup
Week 2005**



**Canungra Paragliding
Cup 2005**



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Tracey Tabart taking a friend, Cheryl Silvia, for a birthday flight in the Corangamite Soaring Club's Janus over a canola field in the Western Plains district of Victoria

Photo: Swaantje Geyer

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

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

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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.

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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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LAKE KEEPIT 2005

NSW State Gliding Championships

Richard Pincus

This article will be written mainly for those who have never been to a comp, rather than the cognoscenti, and hopefully will help the non-competitors decide whether they just might give it a go. It may surprise some, but Australia, with a few exceptions only, has led the world in both pioneering and perfecting a set of rules for comps that maximise fun and safety. Many other countries could, and have, learned from our leadership in this area. I came back to comp flying last year after some years of only camp flying. I flew in, and greatly enjoyed, the Queensland comps last year, and decided to have another go at the New South Wales State comps. While there I was asked to write an article for *Soaring Australia* about these comps. I am just an older guy with an older glider, but here we go.

Lake Keepit, about 50km west of Tamworth, (and 27km east of Gunnedah) is, in my opinion, one of the best places in the world to glide. Within 150km there are some of the most picturesque mountains, ridges, valleys, and forests within gliding range; more, in my view, than any other Australian site. The weather is more likely to be great for gliding than most Australian sites, except for those rare years when the monsoonal influences come too far south.

Six months ago, the area was deep in drought, and the aerodrome a dustbowl. Gloomy members sat around and wondered whether to call the comps off or try to find another site. Then the drought broke, and within weeks the saturated land greened up. If only this will stop in time, members said, we can maybe have a comp.

It did stop in time, but only just, leaving the whole area as beautiful as I have seen it in the last 30 years, although the dam has been fuller.

By late October acceptance of entries had to be stopped as the specified maximum of 60 gliders had entered. This is a welcome return to times past and a testimony to the popularity of the venue and the local club (Keepit Soaring) which agreed to host and run the comps, and did so magnificently.

The comps were held 12 to 19 November 2005. They were very successful, and so the revival trend in fun competitive flying continues. The weather was not the full-on, high, cumulus sky that makes Lake Keepit so

superb that visitors come back and back. But it did cooperate and six days of seven were more than flyable, but less than perfect. The day cancelled was also flyable and would have been flown at most venues, but why expose so many gliders to outlanding risks on a windy day (15 to 20kt on the ground)? The emphasis on safety at this comps was outstanding and to me, very welcome indeed, and canning this day was just one good example. Col Turner, who gave up his week to be Ops Director, had no doubt, saying *"to make a decision is a good decision. The fact that it might be the wrong decision is irrelevant."*

The full story of 60 times six flights can never be written, and anyone who wants a blow by blow account of the struggle for points in each of the classes can go to the Keepit Soaring website at and look at the daily scores. But a few insights and a few outstanding flight moments will figure in this write-up. The final scores are set out below and all daily scores are still available on the web.

The secret of the success of this comps starts with Dave Shorter, Comps Director. He set the whole thing up with the help of far too many people for me to list here. Many decisions taken long before the problems appeared made surmounting the problems so much easier. For example, the limitation to 60 entries, while it disappointed some who made up their mind to enter too late, it meant the site's facilities were not overloaded.

Scoring is the main difference between a camp and a comp. Over many years the task of those running a gliding championship has become easier in that all flight logging is done by reasonably cheap GPS loggers, and the scoring, in theory, requires no input as each pilot has only to download his flight data into one of the four computers, which does all the scoring by courtesy of Tim Shirley's long-developed programme. As the scorer Patrick Burke can testify, there are still many hours of work every night to convert theory into practice. One problem, from the scorer's point of view, is the large number of different loggers, all choosing different downloading file formats, or connections. However, even that was anticipated and each of the four computers was specially set up to take data from one or two logger types. Beside each computer were simple sets of instructions that even the most technophobic could follow. Except for the problem that not every pilot could or did download the loggers promptly, scores can be available within an hour of landing.

The tasksetters were extremely knowledgeable and careful and almost every flight was over some of the many mountainous areas (or could be taken over some – see the bit about AAT below). Yet all were generally very safe in that flat land or at least a landable paddock is (or can be kept) always within reach. Sometimes that requires some discipline – on one day a very high-performance

glider went back several kilometres to a safe area rather than press on to country where no safe outlanding would have been possible from the height he was at.

Entries were: 21 Club, 14 in Standard, 10 in 15m, 18 in 18m and five in Open, but not all turned up, and one or two swapped classes before day one. Handicapping was provided in all classes and club class entrants were not allowed to have won a national championship and could not use water ballast. There were six competition days and Jim Crowhurst (Club), Dave Shorter (Standard), Hank Kaufmann (15m), Miles Gore-Brown (18m), and Paul Mander (Open), are our new NSW Champions in the respective classes. Who knows whether Bruce Taylor would have won had he been able to fly the last day?

All but one task were AAT tasks and only one a pure racing set tasks.

AAT – A little explanation

Those who know what AAT tasks are need not read this paragraph. Assigned area tasks are tasks with nominated points that are surrounded by circles up to 50km radius, so that the lower performers can just reach the area and then turn, while those doing better can penetrate further into the area or cross it completely, so as to have a longer flight. There is a minimum time set, usually three hours. The loggers show exactly where and when the pilot went, and from that both his time and his distance, and thus his speed are calculated. The fastest wins. The pilot has to decide where he wants to turn within the area so as a result the task is safer, with less risk of collision at a turnpoint, there is less gagging and leaching, and more pilot choice of the track he flies, and thus the lift he finds. The pilot plans his turnpoints (ideally) so that he comes in just over the minimum task time (usually, in this comp, three hours). Occasionally a pilot can salvage a bad start by making his flight a lot longer after he gets his flight into gear, so improving his average speed. As with all tasks these days in Australia, there are a number of set start points allocated for each day and known only to the pilot. This again enhances both safety and the purity of the competition, since leaching and following are harder to manage. That is not to say all pilots fly alone – on the contrary you come across numerous gliders during the day and thus can see and maybe learn from the best pilots we have to offer.

Day one was a typical AAT task, to the south a short way, then north, and over flat land mainly. Turn points were areas of 30km around Merrylands, 50 around Edgeroi, and 20 around Split Rock dam. If you flew to the farthest edge of each of these circles, you flew the maximum possible distance of 470km. But you could do the task with a

turn in the first part of each circle, having done only 165km. So, if you found you were doing about 100km/h, you chose turnpoints that added up to say 320km, so as to come in not much longer than three hours, without much risk that a single really good climb late in the flight would bring you home before the three hour minimum. If you do come in early, this would only rob you of a few points – if you finished in say two hours 55-minutes your speed would be the distance divided by three hours, not by two hours 55.

The day, as several days were to prove to be, was not easy, as evidenced by nine outlandings and the exceptionally low top speed of 108km/h set by Bruce Taylor. Bruce gave lectures each morning after briefing and today's was flight preparation. Giving the lecture must have distracted him from his own, preparation as he had to call down after launching to ask his start point! He nevertheless managed to win the day, the 1,000 points, and did the same each of the other days he flew (he had to go home early and missed the last day) despite some very experienced and fast pilots trying to beat him.

One of the real advantages of a properly-organised comp (as this one was) is the fact that weather prediction and tasksetting should be better, far more suitable and safer than any camp or regatta you are likely to be in. For day two, for example, the "official" (Airservices) weather for the region was terrible, with forecast of rain from 3,000ft cloudbases at Narrabri after 1pm. Harry Medlicott forecast a better day than that, based on the same data the professional met men had, plus very extensive local knowledge built up over many years, a local tephigram, and a deep understanding of what really makes the sun shine! He forecast cloud bases going up to 8,000ft at Narrabri. Harry was thankfully correct, and although there was rain later at Narrabri, it was from these high clouds. The area task allowed the earlier birds to go up to and even beyond the rain clouds, and later ones to go to the east or west of them, and later still, to turn before them and go deeper into the third area. A speed task to Narrabri as a turnpoint would have been far more a lottery.

Most tracked right over the Piliga scrub along leg two, and most of these had a magic ride, with thermals averaging nine-knots not uncommon. The day two Open class winner, Bruce Taylor (again) had average climbs of eight-knots (including centring turns) along this leg, with 23% thermalling, giving a speed of 112km/h. Those who had flown from Lake Keepit before knew the best thermals come from the rocky ridges generally, and that the lower ridges may tend to have the lift sucked off them by the highest mountains, so a track over Mt Kaputar can be very



Hank Kaufmann – 15M Class winner



18M Class winner Miles Gore-Brown prepares his glider



Lake Keepit

Photos: Jason Armstead

rewarding, even if it is off track a bit. Those who had not flown there before were soon told by others.

Day three was difficult, high and windy. The field were launched into the inland portion of the front that caused damage in Sydney that day. The club class had such a hard time getting up and away that the standard launch was delayed, so they, the big gliders and motor gliders launched late into a big sky. That caused some heartache, as the thermals were by then far apart. Heights above 13,000ft brought several home at high speeds, but winds strengthening to 20 to 30kt as the trough/front passed through brought some (five) down, and some had slow flights. Take, for example, a pilot I will not name, but call SA. After a poor start at 5,000ft below clouds already above 9,000, he found nothing he could use until he got to the ridge running up from Manilla, so was forced to run the ridge, looking for a good thermal he never found. After one-and-a-half hours he reached and turned just inside the zone from the first turnpoint, (Barraba) and finally reached 9,000ft, by now well below cloudbase. Distance 29.6km, speed under 20km/h. His remarkable persistence paid off in the sense that the next 210km were spent romping along mostly above 6,000ft at speeds nearer 100km/h. Final result in a Nimbus 40km/h! Bruce Taylor had the fastest speed at 128.64km/h.



Open Class winner GOA piloted by Paul Mander



away, drive too fast on the road upwind of the gliders, shoot a scoop of icecream at, (with the scoop!) and actually hit, a four-year-old, get so drunk he tried to get into someone else's (occupied) bed, try to back his car into the car behind, and so on and on and on, without being mentioned and paying a two dollar fine (for the junior pilots) by Big Brother Nick.

Safety

We were all fitted with a small black box called FLARM as a trial. I expect there will be a full report in due course, but it just may be the way of the future as far as safety is concerned. It has a flattened circle of red lights which light up to tell you another FLARM-equipped glider is a potential threat, and where it is in relation to you, and an alarm if there is any real risk of collision. As someone said *"if it only saves your life once in 10 years it is still worthwhile!"* It or the loggers would have shown who had gone into controlled airspace – there is sadly a huge control zone quite near Lake Keepit, due to the astonishing appetite in Australia for huge control zones around piffling airports. Had anyone gone into controlled airspace, of course, they would have lost all points and faced possibly being sent on their way.

Guidance was freely offered to all. The almost inevitable person who thermals a bit scarily was talked to quietly and must have listened because the protest committee, gladly, had no business to conduct the whole comps. Well done all!

There were, however, many stories going the rounds. Is it really in vino veritas, or does the tongue loosened by wine become a teller of tall tales, a loose cannon? You be the judge. One pilot told me the following story under a strict guarantee of his anonymity. *"I was getting low over the ridges and had enough height to reach the flat nearby. I skimmed over one ridge and hit a bubble. Although I thought I was a bit lowish to do so, I so wanted to climb that I started a turn just above and in front of the ridge knowing that if the lift petered out I would have to quickly reverse the turn to keep away from the ridge. As I turned the Flarm went off indicating a glider below me! It was a long-wing sitting just below the ridge in very faint ridge lift, turning away at the end of his beat. Seeing me (I guess) he continued the turn under me, looking to me to be so low on the ridge top I was amazed. I thought he would have to pull up over individual trees. Then as we circled once or twice more, more gliders appeared as if from nowhere to circle between me and him! I really think there were six gliders in that tiny bubble with the highest less than five hundred feet above the ridge top!"*

Note that this is written as told. Readers are not to assume they can or should do any-

thing like this, or that the organisers would encourage it! These pilots were all highly competent and experienced hill soarers, and what is described here (even if it was not a bit exaggerated) is legal. Whether it was sensible or safe is a matter for debate. It is certainly not something you should try yourself!

On another occasion two pilots grinding up in a one-knot thermal off a ridge reached 3,000 QNH, which was about 1,000 agl, when a third glider came in just below, took one turn, then headed off over the (very slightly lower) valley area looking for something better! He must have found the something, as he got home half an hour ahead of our stuck-on-ridge heroes.

One pilot who had a slow flight (55km/h) told me he had spent almost all the flight stuck bumping along below 4,500ft, watching others shoot over way above, but unable to connect. On the edge of the Pilliga scrub, he hit a good one at about 1,500ft agl which he took to 8,000 and averaged nine knots. Thinking he now had contact with the real thermals, he set his speed controller to four knots (to be conservative) and ignored anything below that, only to find nothing over four knots between that thermal top and 2,000ft agl again about 60km later, when he had to take yet another one-and-a-half-knotter!

Almost all who came learned a lot, and many learned more than they would in a normal season of cross-country. The top pilots at these comps were always willing to help and teach those who were willing to ask and listen. To talk to people like Bruce Taylor, Miles Gore-Brown, Paul Mander, Tony or Tracy Tabart, Paul Matthews, the Trotters, and many others, about flights you and she/he have just completed can be revelatory! At this comps at least, they all had infinite time and care and patience to talk to you, whether you were a champion of the future or an old guy (like me) who is still trying to put it all together and still trying to work out how the top guys can find 10-knot thermals on four knot days!

Long live the NSW state comps! 

Are comps for you, or are comps more fun? In favour of comps are the far better weather forecasting usually laid on, and the far better chance to learn from others doing the same or similar tasks, and doing them faster. Against them is the extra cost, the extra little edge of tension and the occasional flash of temper. Also against them is the rather poor safety record, especially of collisions. The organisers of this comp made every effort to reduce risks and keep safety standards high. The distributors of Flarm made one available to almost every competitor, and hopefully there will be an independent report on that experiment in Soaring Australia. Maybe one day all gliders will have Flarm as an aid to the Mark I eyeball. It's cheaper than life insurance and far more effective!

** Sadly, at the pilots' meeting, no club and not even Lake Keepit, has volunteered for the 2006 comps.*

Day four was even harder and 26 outlandings were safely performed when an intrusion of maritime air dampened down thermals over a large part of the task area. Days five and six were better, but still below the best our country and this area can offer.

The work done by the few for the many was astounding. Almost everyone pitched in and great meals were cooked, the dishes washed, the area cleaned and the bins emptied by the usual few untiring men and woman who always do all the hard work. Some highlights – the indefatigable Sandra who womaned Keepit Base station for starts and finishes every single day, (say eight hours on average) and always remained calm despite a great number of styles, miscalls, dicky radios and passing power pilots who took five minutes to find out we really did have 60 glider at all heights and over a large area just like the NOTAM said, while some poor pilot tried to get his order in for an aerotow retrieve, and six more tried to squeeze in an inbound call. Outside her radio duty hours she was absolutely tireless, always finding some work to do. When a tuggie (who else) put his tie-down stake through the water main, who was it that wielded the shovel to dig the main up? Sandra!

The comps had the longest briefings I have seen yet in 35 years of attending and competing at comps. Mostly, this was quite necessary and again there was a very powerful safety emphasis. Some was just plain fun, with Nick Singer passing on lots of the strange and wonderful happenings that might otherwise go unremarked. For example, the tug pilot (I will not name him of course) who won the tug comp (you didn't even know they had one did you?) went about his business with unquenchable enthusiasm and verve. Driving a tug with the little wheel at the wrong end (properly called a tricycle undercarriage after the child's toy) he nevertheless enthusiastically rushed out to do a paddock retrieve near Narrabri. As he left he made the obligatory radio call, but it came out as *"All traffic Kingaroy, Cessna KML is rolling 32 (he was on 14 but who cares) for Narromine."* Try as we might, we did not hear any response from any Kingaroy traffic! And Narromine is still waiting to see him! Nick's efforts and his spies were such that no-one could knock over the warning sign for cattle, try to tow his still tied-down glider

THE START OF SOMETHING GREAT

JR

ISN'T IT BIZARRE

HOW THINGS

HAPPEN?



Above: Millicent pilot JR and daughter Amy at Bordertown in Balaklava's ASK21
Right: The launch grid

Photos: Peter Brookman



On the long weekend in October (for South Australia anyway) last year, a group from Balaklava Gliding Club decided to migrate south to the Bordertown Keith Gliding Club in order to fly from somewhere different.

Then, at an SAGA meeting, I asked Bernard Eckey if he could come to Millicent and do some lectures on cross-country flying, as we cannot get to the seminars held in Adelaide during the winter months. So Bernard suggested that we go to Bordertown to be involved in lectures there as there would be more pilots, and interested people, who could benefit. That's how Millicent Gliding Club got to be there as well.

The Balaklava group brought two ASK21, Bernard flew his ASH25 there on the Friday, Millicent brought their Astir CS, and Bordertown used their Twin Astir and single Astir 77. From Balaklava there were the Stauss family (who actually instigated this event), Jeff Watson, Merv Lindner, Leigh Bunting, Andrew Horton and James Kirkham, from Millicent there were Les Bebbington, the Renehan family, and the Marshall family.

On Saturday morning the gliders were rigged and a site briefing was held thanks to Bordertown's CFI, Marcus Trnovsky. Shortly after 10:30am it was decided to do some local soaring as things didn't look so good – and they weren't, so after a few launches, and a few landings a short time later, we decided to have a lecture and cover a couple of topics instead.

At around 12:30 or so we all emerged from the clubhouse to see a sky full of lenticular clouds. So then there was a stampede to the launch point in a bid to get into the air.

Mike Renehan (Rena) launched first in HL, Millicent's Astir, and Bernard and myself

launched in the ASH. All the aircraft were launched, but Bernard and I were the lucky ones to get the best flight.

Having the extra span enabled us to extend the glide out to where lift was working better, and managed to climb to 5,700ft – the rest of the aviators only got to 3,500ft. We started to traverse the countryside, going from one cloud formation to the next. I am very grateful to Bernard for letting me fly his glider, it really is something else. We ended up about 40km from the Bordertown airfield, and the day was quickly dying. With around 3,000ft on the altimeter, and being more used to the performance of the Olympia, or the Astir, looking back towards Bordertown and into a headwind, getting back seemed an impossible task. (You know that feeling you get when you know you've gone too far!) So Bernard says "fly it at 90kt," – I said "you must be mad," (or something like that) and off we went, arriving back over the airfield at a little under 2,000ft – that machine has long legs.

The Bordertown crew turned on a feast fit for royalty, with a sheep on a spit and all the trimmings. More lectures followed.

Sunday dawned with the clouds down to ground level, and visibility down to about three metres, but it burnt off quite quickly and was flyable shortly after 10am. We set a modest task of around 40km, with the aim of flying as many laps as possible. We had winds of 30 to 40kt at 3,000 to 4,500ft – just how long can it take to fly six kilometres!

Les was with Bernard, and apparently after one climb to 3,800ft was able to fly around the task without thermalling at all. It took me three climbs and 20 minutes to fly the first six kilometres. The downwind leg flashed by and, judging by the experience of

the other pilots of lesser LD, I wasn't an orphan. But at the end of the day we had all flown.

Kym Redman flew his XP Hawk up from Millicent, and a lot of the Bordertown pilots reacquainted themselves with aerotow. As a finale to the day Leigh Bunting put on an aerobatic display in the ASK21.

Monday saw a similar start to the day, with low cloud, but the breeze was from a slightly different direction, but stronger. After our morning lecture, and discussion on the previous day's flying, I obtained the relevant information from the Department of Meteorology and scribed it onto the blackboard. I didn't think much of what was available to us, in the way of flying weather, but Bernard insisted that I set a task. So, reluctantly, I did – albeit conservatively – and what a surprise we all had once we got into the air.

After the launch it was a bit of a struggle to get into the thermals, being weak and broken, but from around 1,800ft up to the inversion layer (around 4,700ft) there were climbs of six to eight knots. The day was very surprising.

The Millicent crew had to pack up and leave, so reluctantly we did. The Balaklava group were staying on for the rest of the week, half their luck. When all was said and done, I think we all had a great weekend of lectures in the morning and at night, good flying during the day, and exceptional company all the time. Balaklava and Millicent are thinking of making this an annual arrangement, going to a different club each year and flying for the long weekend.

Thanks to Ulrich for organising the weekend, thanks to Bernard for his time and lectures, and thanks to the Bordertown club for the use of their site and for their hospitality.



TO COWRA WITH FRIENDS

Mark Brindle

ON A RAINY SUNDAY AFTERNOON IN JANUARY, I VISITED PAUL HAINES FROM THE SYDNEY MICROLIGHT CENTRE TO DISCUSS WHAT I NEEDED TO DO TO LEARN TO FLY A TRIKE. PAUL SPENT A FEW HOURS EXPLAINING HOW A TRIKE FLIES AND GOING OVER THE WHOLE PROCESS. I CLEARLY REMEMBER THE LOOK (OF HORROR?) ON HIS FACE WHEN I PROUDLY EXPLAINED THAT I HAD A PPL AND THAT FLYING A TRIKE COULD NOT BE AS HARD AS A PIPER OR CESSNA! ANYWAY, OVER SEVERAL CUPS OF TEA I DECIDED TO GIVE IT A GO AND BOOKED IN FOR 10 LESSONS OVER THE NEXT FIVE WEEKS.

The following Sunday I arrived at 8am and Paul was waiting and ready to go. Off we went for my first lesson and flight in a trike (my reaction to that first take-off I'll leave for another article). We had an hour of flying over the beautiful Illawarra beaches, just south of Wollongong, NSW. On our return to the airfield, several people had arrived with their own trikes and were in the process of setting up. Paul made introductions and I received a warm welcome from everyone. A little while later while drinking tea (I drank more tea while learning to fly than at any other time in my life) and with Paul getting all my HGFA membership paperwork in order, several other pilots arrived with cakes and other food. It was then it suddenly hit me that the atmosphere of flying trikes was so different than GA. GA is serious business; you have a lesson, you pay your money and then you go home. But here, I was hearing stories about going away on week long flying trips with ten or more trikes, flying down the coast to Jaspers Brush for a cup of tea on a Sunday morning. I was learning to fly at a club, not just a school.

That was nearly two years ago and it took just over a year to complete my GFT, in which

time I learnt a lot about patience and the frustration of the weather when flying trikes. Looking at my logbook of those times there are gaps of a month or more when the weather gods were against me completing my GFT.

What kept me going at times was the group of about eight other students that were all learning at the same time. When our lessons were over we would hang around and talk to the other students and pilots, ask lots of questions, help others with the rigging and de-rigging of their trikes and discuss where we wanted to fly to when we had our licenses. We purchased our own trikes within months of each other, giving us something else to talk about and fuss over. This was the beginning of the camaraderie between us and why we get along so well.

Since completing my GFT in January '05, I have been on many trips away, ranging from 10 days at Benalla to just weekends in Cowra and other places. The first weekend in November '05 was the first time seven of us went away together for a weekend of flying, eating and telling stories. The destination was Cowra, NSW.

In my mind, trikes are not for going long distance (although they can and many do and there is nothing wrong with that at all!), but they are the best thing for loading on a trailer, driving to some place like a paddock and taking off. The feeling of landing in a paddock and pulling out the portable BBQ, cooking up some lunch and then flying home, just can't be beat. Can't do this in GA or any other form of flying I can think of.

Peter, with Wyangla Lake and dam wall in the distance

Photo: Mark Brindle



Left to right: Geoff, Wayne, Peter (back), John, Matt, James, Mark & Andrew
Photo: Rossco

On previous trips to Cowra, we were privileged to fly from a property just outside of town where the owner is also a trike pilot. We decided to do the same this time around. Bookings were made at the local caravan park for a single cabin that had room enough for all of us to sleep. Expectations were growing as the weekend grew closer; there was going to be eight trikes flying in the skies of Cowra! Awesome!

I was planning to leave work after lunch on Friday with the intention of arriving at Cowra with enough light to rig the trike so I could fly first thing Saturday. A call from James on the Thursday night changed my mind and we decided to travel together early the next day.

James and I left his place (with an over-cast sky and drizzle on the way) at 8:30am on Friday morning. After a small stop at Boorowa for lunch we arrived at Cowra around 2pm. The weather was perfect – blue skies, around 28 degrees and just a few knots of wind. We both quickly rigged our trikes, making sure they were ready for the promise of some great flying.

At 3:30pm I lined up at the end of the paddock, put my boot down and my trusty Airborne Edge X 582 lifted me up into the clear skies of Cowra. It had been three weeks since my previous trip, and I noticed straight away how the grasses were longer and the fields of canola were now gone. A few minutes later James joined me and we headed for a small field east of Cowra at the foot of Pine Mountain. This being James' first Cowra trip I thought I would show him around a little.

A few minutes later we heard Geoff and Peter on the radio as they were departing



Cowra airport. We arranged to all meet at the Pine Mountain strip. Once we landed, Geoff and James decided to fly into Cowra airport for a look around while Peter and I went exploring.

This was also Peter's first time at Cowra, so we went south looking for some fields to land in. After finding a few that I used last trip, we decided the grass was too long and went looking for others. We finally selected a field that was in the process of being ploughed. As we landed the farmer got out of his tractor to see if we were okay. We spent about 15 minutes chatting and I offered him a back seat ride, which he declined.

After a brief discussion we took off and headed for the dam at Wyangla Lake. The air was perfect, not a bump anywhere. The water in the dam had increased to around 37%, which was higher than the 7% I saw back in May. We could see boats and fishermen everywhere as we went looking for a place to land on the shore. The boat ramp looked good except for the many cars parked next to it, but we did notice a few areas for future reference. We decided to start heading back to catch up with the others.

As Peter and I arrived back at home base, I noticed Andrew's trike all rigged and ready to go. That made five of us here already! I put my trike on its knees for the night and covered it up, noting I had flown two and a half hours this afternoon – yep, this was going to be a great weekend.

Saturday morning at 5:45am we all woke, had showers and some breakfast and headed off to get the trikes ready for a day of flying. The weather was cloudy with some blue patches and very little wind. Wayne and John had arrived late on Friday evening, which meant their trikes were still on trailers; they would need another hour to rig up.

Peter and I decided to head back to the dam and try to land again. This time I decided to follow Peter and he found another way through the mountains. Arriving at the dam we noticed that cars and boats were already on the ramp. After a short discussion, we decided to land next to the ramp on a grassy spot. A couple of low passes latter we both landed safely. I took some photos (I always seem to have a camera in my hand) and walked down to the boat ramp to have a chat with some of the fishermen.

The wind was starting to gust a little as we discussed our take off strategy, walking along the 'runway' clearing any debris. As I was preparing to depart, I tried to call the others but I held little hope because of the terrain. After calling a few times, I heard Andrew on the radio talking; it sounded like the group was headed for the dam. After a few minutes Andrew and I had a conversa-

tion in which he told us to stay put, as seven (yep seven, five from our group plus two local pilots) were on the way with the BBQs for breakfast! Ten minutes latter, we spotted tiny specks above the dam wall and mountains. It was a magic sight seeing seven trikes spread across the sky.

We walked over to the area we landed and indicated to the others where to put down. Standing next to the strip as seven trikes landed was one of the most inspiring moments of my short flying experience. I remembered the stories I'd heard nearly two years earlier of trips away, and now I was standing on the shores of Wyangla Lake watching my mates landing – just amazing!

Seeing nine trike wings sitting next to Lake Wyangla with the dam wall in the background made us all feel good. True to his word, Andrew appeared with a couple of portable BBQs while Geoff and James had plastic bags full of food. Geoff and Andrew had even brought chairs! I looked over at Wayne and saw him talking to a couple of women who had appeared from nowhere. I thought to myself, 'Poor women, he must be boring them with his landing stories'. Wayne can talk about his landings for hours!

Within 15 minutes, Andrew was passing out hash browns, bacon, eggs and sausage sandwiches, while John was pouring orange juice for everyone. We were all sitting around eating and telling tall stories as the Wyangla Park Ranger drove up next to us ('What have we done now?' I was thinking). As he approached we offered him something to eat, to which he just smiled and welcomed us to the park. He stood and talked to us for a while and then asked how long we would be here, as he wanted to get a camera to take some photos.

Forty-five minutes later, after cleaning up and packing the trikes, the ranger arrived back with his two kids and a camera just in time to watch us depart. As I was the last to roll, I sat watching the other eight trikes taking off over the lake and climb out to the west over the dam wall. A few minutes later I was doing an orbit above the ranger, waving goodbye before I set course for home, flying over the park entrance.

John, Peter, Wayne and I set course together as we flew over some beautiful countryside. It always intrigues me how those little



Taken by James as he waited his turn to join the fun

Photo: James Macdonald



Andrew getting ready to cook, James waiting for the food

Photo: Mark Brindle



Geoff returns home at the end of a great day of flying in Cowra, NSW

Photo: Mark Brindle

towns of 10 to 20 houses survive as a community in the middle of nowhere.

After we exited the mountains, we headed down south to find more fields to land in while the others set course for Cowra airport. I failed to find the field Peter and I landed in the previous afternoon (I forgot to set a waypoint on my GPS), which made our decision to return to home base an easy one.

All of us flew as much as possible on the Saturday afternoon and again on the Sunday morning before we had to de-rig, pack up and start the five hour drive home.

Everyone had a great time. It was the first time we had all flown together, and I don't think it will be the last.

For a full set of photos from this trip and others, please visit the website [<http://trikephotos.com>]. This site contains thousands of high quality pictures taken by myself and others around NSW and Victoria.



Nine trikes on the ground at Wyangla Lake

Photo: Mark Brindle

The Mikuni Fuel Pump

Mark Narborough

Ever wondered what gets your fuel from the tank to the carbies? My interest in fuel pumps started at 300ft above RWY 26 one morning when my trike engine felt like someone was countermanding my foot on the throttle. Luckily the airport was quiet and I could quickly nip around the dead side for a landing.

In truth the fuel pump was the least likely culprit in a range of suspects, including loose fuel line clamps, a somewhat clogged fuel filter, sparkplugs past their use-by date and maybe even some pilot-induced oscillation on the throttle. Anyhow, after working my way through each of these issues, much ground testing and many circuits, the problem seems to have gone away.

There isn't much detail on the web about these mysterious little fuel pumps, although there are one or two helpful links. The key points that the web has to offer are:

- the pumps are used in all sorts of things, and are hardly ever known to fail;*
- although they look the same to the uninitiated, the aviation model is different from the non-aviation model (our one has a small vent hole on the pulse-side of the casing); and*
- they pump up to a surprising 35 litres per hour.*

They are made in Japan by Mikuni Corporation, which was founded in 1923. Since establishment they have become a leading producer of components for both carburettor and fuel injection systems, which are supplied to the leading car manufacturers of Japan. If you drive a Japanese car, chances are that it has some Mikuni parts in it.

I have only seen Mikuni pumps in trikes, although some people use electric fuel pumps to transfer fuel from long distance auxiliary tanks to the main tank. I once had a hovercraft that also had a Mikuni pump, although it was a rectangular one rather than round.

In any event, I bought a complete replacement pump for my trike, as well as a gasket and valve set (neither option is particularly expensive, I got mine from Wade Air).

Although the new pump housing was the

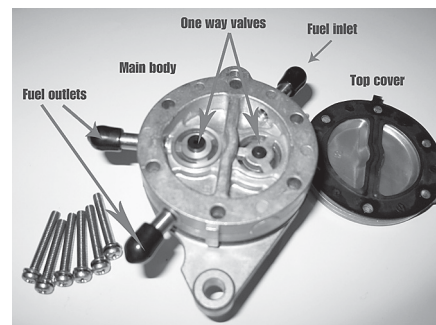
same as the one fitted to my trike, the fuel and pulse line fittings on the new one are straight whilst the trike's have 90 degree angles to avoid kinking the lines. So if you want a complete pump you might need to speak with Airborne to get the right pipe fittings. In the end I put the new valves and gaskets into my existing pump and will keep the new pump for a rainy day.

So how does it work? Just like a simplified heart. The pump has four pipes connected to it: one from the tank, one to each carburetor, and another from the crankcase of the engine. This latter pipe delivers a pulse of pressure at every revolution of the engine, which makes a diaphragm inside the pump pulsate a little bit inside the main chamber (similar to the heart's ventricle) and this is what does the pumping. On the top of the pump there are two smaller chambers (like the heart's atria), each separated from the main chamber by a one way valve, so that on one pulse, fuel is drawn into the main chamber and not allowed to return to the intake chamber, and then on the next pulse the fuel is pumped into the exit chamber, and again prevented from returning. When this happens 5,000 times a minute, a continuous flow of fuel results. If you look at the photo it is possibly easier to understand than my words!

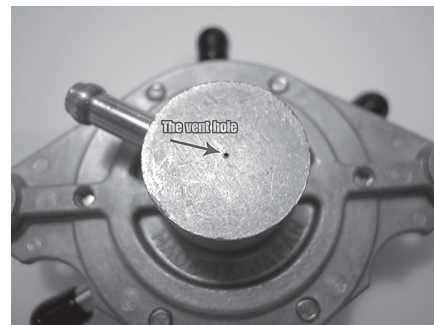
The one way valves are very simple, being a circle of clear, thin, semi-flexible plastic about the size of a one cent piece, which sits over a series of openings in the metal body of the pump and is secured in the middle with a plastic barb. Fuel can flow through the openings and around the disc from behind, but from the other direction the disc will block the flow. The main diaphragm is made of the same material and an identical diaphragm covers the two 'atria', I presume to smooth the flow.

If you do want to re-gasket and re-diaphragm your pump, it is the work of about 10 minutes. When I took mine apart it was totally clean inside and I doubt it really needed any attention.

Finally, an interesting observation about the little vent hole noted above, which con-



Inside the Mikuni fuel pump



Aviation models possess a small vent hole on the pulse-side of the casing
Photos: Courtesy Mark Narborough

sists of a hole 1/64th of an inch wide. On the web, the hole is stated to be there to "prevent vapour lock" (liquid fuel vapourising within the fuel lines), but I doubt this is true. I think it is simply a drain hole or maybe a means of pressure relief. Later model trikes mount the pump horizontally with the hole facing downwards and have a drain hose to catch anything coming out of this hole (but it would be a concern if you saw much issuing from it). Earlier model trikes have the pump mounted sideways so that the pump would have to be half full of anything before it spilled from the hole. Not sure what it means, but there you go.

And lastly, what of the fuel filter? In my area we've all been trained by our instructor, Paul, to always use a Mr Funnel, which ought to mean that our filters remain spotless – but mine did have a bit of gunk on it. I guess 190 hours at 10+ litres per hour (the Rotax 583 fuel consumption rate) is quite a bit of fuel really. The good news is that just like our air cleaners, the fuel pump is cleanable and re-usable. Just unscrew the hose clamps and take it out, then with care unscrew the ends. This will free the glass and give you access to the filter (which is held on a threaded metal tube). I used petrol (what else?!) and a toothbrush to clean the filter and it was then put back together and vacuum tested for tightness (ie: finger over one end, suck on the other). Hint: don't wander off to look for a toothbrush without plugging the fuel line first as you will lose about a litre of fuel a minute. Don't ask how I know this.



Base of the Mikuni fuel pump

*SINCE HE WAS A YOUNG BOY, Maderson has always dreamt of flying... in fact his first flight was from the garage roof... every mother's nightmare! (and, yes... he did break bones!)
He finally achieved his goal when he took his interest further and purchased his first hang glider some 24 years ago, later becoming a devoted paraglider pilot...
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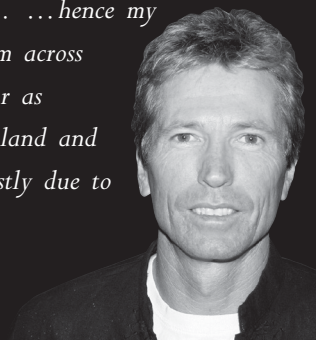
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Decisions

Bruce Taylor – GFA National Coach

THIS MONTH I WANT TO RUN THROUGH A FLIGHT WITH YOU. IT WAS NOT A PARTICULARLY OUTSTANDING FLIGHT, BUT WAS NOTABLE FOR SOME OF THE DECISIONS THAT HAD TO BE MADE, AND SO SHOULD BE OF USE FOR TRAINING PURPOSES. IT WAS DURING THE RECENT STATE COMPS AT LAKE KEEPIT, A COMPETITION THAT WAS CHARACTERISED BY SOME CHALLENGING WEATHER, DUE MOSTLY TO THE HIGH RAINFALL RECORDED OVER THE TASK AREA DURING THE PRECEDING MONTHS.

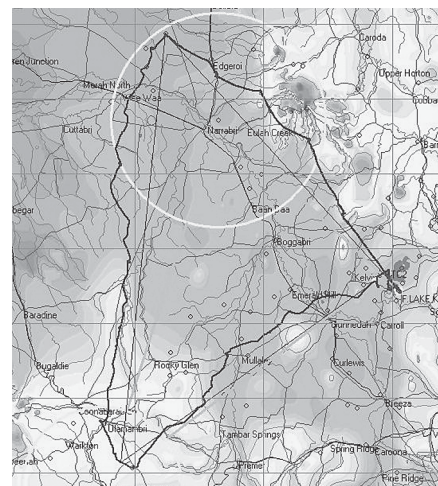
At briefing we were given expected cloudbase of 6,000ft and some overdevelopment with isolated showers and storms. This followed the weather pattern that had been developing for the past few days. The task set was an AAT of three hours with turnpoints at Binnaway (30km radius) and Narrabri (40km). I felt that a speed of around 130km/h should be possible, which meant that for three hours I would need 390km. Given that the scratch distance was 356km, I would need to fly deeper into one or both of the assigned areas to make up the extra. We had yet to fly far down to the south west, and I had the feeling that it was unusually wet down in that area, which would tend to make the extra distance available north of Narrabri more likely to give a good speed. Wind was south-westerly, which might give some streeting against the wind on the first leg followed by a tail wind on the second leg. I would need to keep looking as far ahead as I possibly could during the flight to see any early signs of overdevelopment.

Take off was almost at the end of the grid, which meant that I didn't have too much time to climb and look down track. There appeared to be no thermal wave worth investigating, so I worked my way to my chosen upwind start point, by which time most of my (open) class company had already gone. There was indeed already some vertical development apparent in the clouds that I could see, and I was watching a rapidly growing line of cu's just on the north (right) side of my first leg, that looked to be worth using.

There were no clouds over my start, so I climbed as high as possible under the nearest one and flew slowly into the point and

left. By now the line of clouds I was looking at down track were very dark. On the way to them I took one reasonable climb to stay high, as it is often the case that well developed clouds don't give reliable lift when low down. However, these clouds decided that they weren't going to work too well at all (!) and as I tracked underneath, the best I could find were patches of two knots and big areas of zero sink. The earlier top up paid off, and I could afford to still keep pushing along at about 100kt. Further right of track there was another line of well-developed cu's forming, and although it was getting to be a larger diversion it looked like the best choice. As I went that way, I noticed the cloudbase way out to the west appeared to be very high, well above the 5,000ft in the area where I was. I made a choice not to push too far south-west, so that I could use the better conditions on the second leg.

Looking ahead the clouds were soggy, and the ground appeared wetter than where I had previously been. I shared a couple of climbs with an 18m ship that were only about three knots, but that allowed me to keep high enough to stay out of trouble. About 50km out from Binnaway there was a large gap in the clouds, followed by what appeared to be a good-looking line of cloud running south-east/north-west. Some calculations showed that I was averaging well over 130km/h, so I needed to use more distance into the Binnaway sector to avoid running out of room later in the flight. But there was a gap to cross, and a climb would be needed on the other side. I chose my last couple of clouds carefully and found five knots under one that got me up to 6,500ft. After setting off



a little tentatively until I could see that I was going to arrive under the next clouds at good height, I pushed along hard again, especially as I could now see that the ground under the clouds was drier-looking and the bases seemed solid and higher than before.

More quick sums told me that a turn under these clouds should be far enough, so I planned to intersect the line of clouds a bit upwind, then turn hard right and run along under them until I found a climb. This would increase my chances of running into a good one, then when I had gained enough height I could set off down the second leg towards better conditions. I picked the best-looking cloud and ran under it, where I immediately hit six knots. Wanting to be cautious I took about 1,200ft in it before moving on north-west to find better. I felt my way through a few areas of good air, but soon realised that I had found the best bit on my first try. I was disappointed, but thankful that I had taken some height while I was there.

Now I was lining up on some clouds down the second leg, so pointed the nose north and started cruising again. I needed some more height before long, as the ground is higher here. I was also looking ahead and using the Pocket-Nav to see where my best track would be. The best sky was way out over the Pilliga forest, and I would need good height to commit to heading out that way without having to detour to keep within range of landable ground. The most promising thermal source was a huge plantation of nut trees near Coonabarabran, which duly gave me a solid six-and-a-half knots to nearly 7,500ft, my highest point of the day so far.

With good, high cumulus dotted over the forest I could push on with confidence. Good height and a couple more climbs kept me up and running, with a glide out to the west towards Baradine if things fell apart. By now I could see a big overdevelopment in the area of Narrabri, with light showers

starting to fall out of it. I decided to keep way west in that sector as the conditions there looked fantastic. I could run all the way around the perimeter of the sector to maximise my distance from Binnaway, and it looked like I could keep well clear of the rain. At this point my return to Keepit appeared to be back around the same side of the rain as I was now, the west side, as the rain was moving slowly towards the east.

Almost tracking over Wee Waa I enjoyed great conditions, climbing to nearly 8,500ft, and cruising at a steady 110kt. Life was pretty good right now! I was watching the rain carefully, and as I neared the top end of the sector I figured that I could in fact track back to Keepit east of the storm cell. It was much more direct, but more importantly I could see a way through to the sunshine on the other side. It would mean getting a reasonable climb on my side of the rain and cloud development to allow a glide through the dead air, and if all else failed I could still choose to go around the west without losing too much time. I took a small detour to a fantastic-looking cloud right at the edge of the sector, which provided me with absolutely nothing! Not too much concern, as I was still high enough.

Now, time for care. I flew toward the most promising area on the north edge of the rain, and with a little fiddling it turned into almost five knots. That was good enough, and I took it till it stopped at just over 6,000ft. I slid in under the overcast cautiously, just in case there were any surprises. I could manage to navigate around the rain, which probably meant around the sink as well. Then I caught sight of another big glider circling further east towards the Kaputar range. It was Paul Mander, with my son Stuart on board in the ASH25. They were climbing in about one-and-a-half knots, and it was black everywhere. I joined, as much to say hello as anything, but it also gave me time to think. I asked Paul what we should do next, to which he replied that he was waiting for me to decide! I was confident that I could glide to the sun much further south, so set off at a conservative speed in that direction. It was notable that Paul didn't follow!

Over the foothills I found some good, big areas of gentle lift, and soon I realised that I had ample height to start cruising faster again. I turned left towards the first high ground in the sun and found a nice six knot climb right to cloudbase again. The computer said I was on final glide. Off I went, aiming to follow a line of cloud just slightly right of track. For the first minute or so it was all going up, and I cursed for not

leaving the last climb lower – wasted time, and the sky ahead was booming!

Then the varios turned downwards, and stayed there! After 15km I was below glide, and still getting lower. I tried changing my position under the clouds, up- and down-wind, but to no avail. I flew under a couple of great-looking clouds over the last of the high ground, but only found a couple of knots under each. What to do? I was about 40km out at 3,000ft. If it was dead calm I could have stretched out the glide by slowing it all down and using my 25m span, but the day was till very active and going by the past few minutes I'd be lucky to reach the near side of the lake, much less the airfield on the other side. Plus I was low and almost out of touch with the clouds above by now.

There was one more cloud, just out on the flat, which appeared to be active. It was my best shot. I had almost run myself out of options, perhaps through no real fault of my own, but here I was, and if it didn't work, I was going to have to dribble on and pray for good luck...

With all the care and patience I could muster, I eased my way under the cloud and centred on four very welcome knots. This time I took it way over glide before leaving, and just as well, for as soon as I left, the

varios resumed their steady rate of sink, all the way to the lake. Obviously I was close to some good air, but I was at a loss to figure out which way I should have moved to find it. However I had enough this time, and continued over the line. The final flight statistics showed a flight of 407km at 127.09km/h. There was 25% circling time and an average thermal strength of 5.2 knots. As I said, it was not a really notable flight, merely of interest due to the large number of important decisions that had to be made. It had paid to be cautious and stay high when I could see doubtful conditions ahead, some big deviations had proven worthwhile, and a good dose of care and patience had helped me to pick my way through the rain and overcast. Then, when I was patting myself on the back for being so clever, the Gods sent me some good, steady sink as a payback! I almost ran out of options, right at the end.

These more difficult flights can test all our skills, and if ever there is a chance to be out flying when conditions are not so straightforward, we should go and try it. Challenge yourself and reap the rewards!

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Peter C Stephenson

This my fifth consecutive year going from the Caboolture Gliding Club to the Darling Downs Soaring Club (DDSC) for a week of cross-country flying. The first (2001) I achieved my Silver C, in 2002 my open rating and my first outlanding, in 2003 accidentally missed by a kilometre a 300km by using the wrong turnpoint in my brain. The next year was not memorable because of the weather but this last time in 2005 was different.

This year, the weather was still a problem. October is statistically the best time to fly gliders cross-country in Queensland, but whenever we have these annual visits to DDSC from Caboolture Gliding Club, we seem to make it rain and this year was no exception. However, we managed to fly every day as the thunderstorms came in the afternoon. Usually we make it widespread rain so the weather pattern may be returning to the statistical norm.

I flew the DDSC Ventus, GGH, every flying day. The paddocks were pretty wet in places causing big blue holes in the cloud fields and great temerity in myself because Robert Hart (the course instructor) was ada-

mant that dire consequences would occur if we landed in a wet paddock. He admitted he would come and get us but...

Therefore, I stayed high and within gliding range of Dalby or DDSC in my local flying during the week, but cloudbases were relatively low.

The paddocks had dried out by the Saturday of the week and fortunately I had booked the Ventus for the Saturday. DDSC run mini-cross country competitions every other Saturday and we happened to end our course on one of those. At the briefing, for my benefit they increased the task to 300km: DDSC-Wondai Airfield-Jandowae North crossing-DDSC.

The day was slow to get going, no doubt due to the drying paddocks. The two-seaters were up and down like toilet seats initially, but I managed to get away slowly at 12:40pm in a 2.3 knotter to 4,400ft agl. I flew north-west towards a promising thick-based cumulus cloud off course as it was the end of a possible street leading north towards Kingaroy and Wondai. It indeed was a good cloud and the start of a street. After topping up, I dolphined northwards towards the Bunya mountains arriving at 3,600ft agl above the Bunyas (6,400ft altitude) with out thermalling. Robert Hart's advice was ringing in my ears: Do not thermal unless you have to - I was feeling very optimistic.

This did not last long. Peering over the range towards Wondai was a bit startling. I had never flown over that area before and it looked like Alan Latemore's 'Tiger Country' with no paddocks and the sparse cu's were actually puzzlingly below me by at least 1,000ft. I realised that I was probably within gliding range of Kingaroy but those clouds looked weak and possibly below the top of the range, so getting back from that area looked impossible.

I turned left and flew west looking for the famed Kingaroy peanut paddocks on the other side of the range. They duly turned up in a valley on the western end of the Bunya range. Flying towards them the cu's looked much better in that direction too. I flew north-east over these paddocks which were on the north side of a pass over the Bunya mountains. I had to 4S2W (size, surface, slope, surroundings, wind and wires) the paddocks as I was not finding much lift, and what I did find was very weak averaging 0.3kt. I dropped down to 800ft agl near Kumbia finding a very neat, groomed paddock but

found a stronger thermal averaging a huge one-and-a-half knots, started by a farmer ploughing his field. Another glider eventually joined below me in this thermal (found out later it was another DDSC pilot who landed out soon after).

Once at the top of the climb at 3,400ft agl (5,200ft altitude), I pressed on over excellent paddocks looking for lift and not really finding anything of note. The cu's were promising but very disappointing and the lift was not under them. I finally gave up the task and turned back at Kingaroy. I considered landing at Kingaroy and paying for an aero tow to the top of the Bunyas but decided against it because I could imagine how much it would have cost. Plus, there was the embarrassment to go with it! Whilst listening to the Kingaroy frequency, I heard that they had broken a tow rope whilst on tow so I took that as not a good sign.

I was now resigned to out landing so to reduce the length of my crew's trip, I retraced my flight path down the road back to DDSC, grabbing very weak lift at every chance to maintain my 4,000ft asl. High alto cirrus had formed, shielding the sun, so I turned back towards Kingaroy as I thought the day was dying, then changed my mind as the high cloud petered out and the sun warmed my face, and hopefully the soil beneath me. The clouds on the other side of the Bunyas looked quite buoyant still, so I thought that if I got back over the range, I could get home. I crept back towards Kumbia, paddock hopping as I went and settled into the circuit of the paddock outside Kumbia again.

A very weak thermal averaging 0.2kt kept me in the air but I eventually found a 1.2kt, a beauty, which took me back up so I could see over the range and the familiar Darling Downs' black soil paddocks. I cruised at best LD and with the wind behind dropped down to just north of Bell where a neatly groomed paddock beside the road beckoned me. After testing a weak thermal, I circled over the neat village of Bell and found an excellent-for-the-time-of-day 1.4-knotter which took me back up to 5,300ft amsl and within final glide of DDSC. No doubt dinner was being cooked below me.

The promising clouds were lying and the air was smooth all the way back to DDSC. To my right, there were showers between me and Dalby but it was all clear back to DDSC.



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The Malu Silos were a welcome sight, glistening in the dying afternoon sun.

I had plenty of height for a gentle orbit around DDSC with airbrakes and a reasonable landing after a four hour 44-minute flight. When on the ground, I could hardly believe that I had managed to get back without outlanding but could not quite manage a 'Toyota jump for joy' which is what I did after my first outlanding. I gave the Ventus a pat though!

What I have learnt from this flight: Do not give up easily! Provided one has a couple of paddocks selected keep looking for thermals. You too can be as surprised as I was in being able to get back. Practice thermalling in weak thermals: you will never know when it will come in handy! Even if you do not get anyway near completing the task, you can still get a memorable flight out of it. 

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Australian Gliding Museum News

FOR A CONSIDERABLE TIME THE AUSTRALIAN GLIDING MUSEUM INC AND OTHER AVIATION ORGANISATIONS HAVE PUT A GREAT DEAL OF EFFORT INTO ENSURING THAT THE HISTORICAL POINT COOK AIRFIELD WAS NOT CUT UP FOR PROPOSED HOUSING DEVELOPMENT.

Its value as a National Museum and Heritage Centre for aviation organisations, including the RAAF Museum, was well recognised. After the success of our combined efforts and with the intervention of Ms Fran Bailey, MP, administration was to be managed by a Trust Establishment Group (TEG). However we were then informed that the RAAF was carrying out a strategic review of its future requirements, and in April 2005 the TEG was asked to take no further action.

We now understand that the Chief of Air Force has decided to form the RAAF Heritage Advisory Council. The RAAF Heritage Advisory Council will advise on strategy and policy that will help preserve RAAF Heritage and help the RAAF Museum achieve its mission. The Government has decided to suspend indefinitely the trust arrangements proposed last year.

Where this leaves the Australian Gliding Museum and other organisations is yet to be seen. Consultants to Defence have recently completed a detailed Heritage Management Plan for Point Cook. Work will now be undertaken to review and implement the recommendations to preserve the vital heritage aspects of the site in conjunction with the new Advisory Council.


The foregoing raises many, as yet unanswered, questions. We will endeavour to January 2006

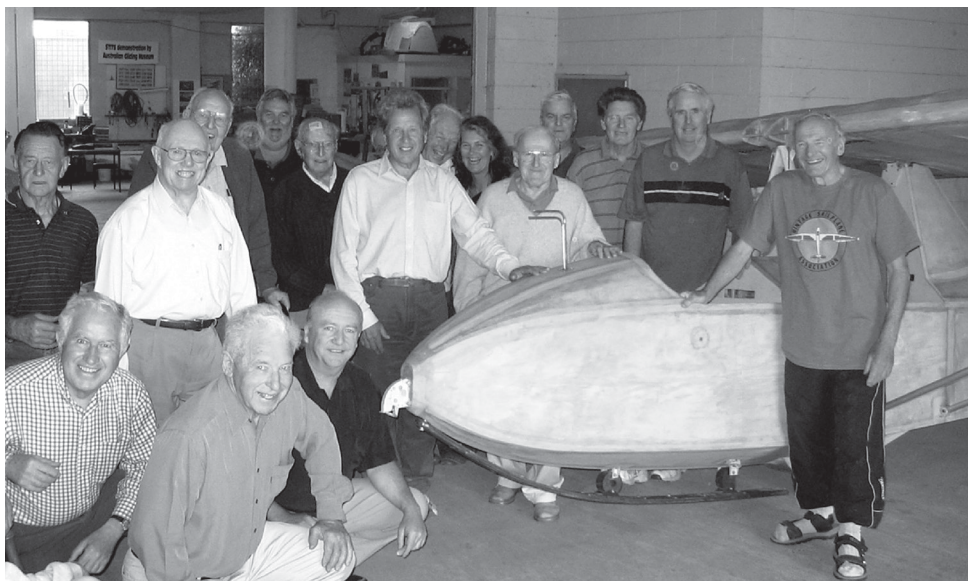
work closely with the new Advisory Council with the object of ensuring that the National Aviation Museum project goes ahead, with the Australian Gliding Museum adequately represented.

At the Australian Gliding Museum Inc Annual General Meeting held on Saturday 26th November, 2005, at the Ferntree Gully workshop, the committee, consisting of President Alan Patching, Vice-president Bruce

Hearn, Secretary Graeme Barton, Treasurer Jim Barton, and committee members John Ashford, Chris Saunders and David Goldsmith, were re-elected.

The efforts of the restoration teams were acknowledged by the Museum

President in his report, confirming their continuing enthusiasm and dedication in preserving Australia's rich gliding heritage. 



Members and friends of the Australian Gliding Museum gather round the recently restored Slingsby T31b at the Annual General Meeting and barbecue on 26th November, 2005 at the museum's workshop.

Photo: John Ashford

Starting A New Club

– WHAT'S IT ALL ABOUT?

Javier Alvarez

I REMEMBER WHEN I FIRST DECIDED TO HANG GLIDE. MY MAIN ACTIVITY AT THE TIME WAS SCUBA DIVING AND A COUPLE OF MY FRIENDS AND I DECIDED WE WANTED TO TRY SOMETHING ELSE THAT OPENED NEW WORLDS TO US. I HAD ALREADY DONE THE ACCELERATED FREE FALL COURSE IN SKYDIVING A COUPLE OF YEARS EARLIER AND WAS LOOKING FOR A SIMILAR THRILL.

One day I was in Newcastle, NSW, and saw some hang gliders in the air. I drove to a place where I could watch them and was blown away. I suggested to my friends we try hang gliding during our Christmas holidays and they agreed. We all took annual leave for a few weeks and signed up for the course.

The middle of summer is probably not the best time to do a course as the temperature was really hot. Carrying a hang glider up sand dunes was really, really hot. I remember getting to the stage where our feet were just lifting off the ground and thinking it would take us forever to soar like the other pilots I watched at the lookout. We worked through the course and eventually passed and got signed off as novices.

The hard part of carrying the hang glider up the sand dunes was over, but the learning and fun had just begun. I joined the Newcastle Hang Gliding Club and started flying the novice sites in Newcastle. I actually live on the NSW Central Coast, and to go flying where there were other pilots that could help me was an hour's drive away. I didn't mind, as I needed their help to understand what the wind was doing, where to fly in certain conditions, when to fly, and more importantly, when not to fly. It didn't take too long until I became competent at this myself.

During my progression to an intermediate rating, I met other hang glider pilots on the Central Coast. Locally, there were several novice and intermediate sites we could fly.

Eventually there was a group of about

eight of us that were roughly around the same skill level. I also made friends via the club with some advanced pilots who lived in my area.

The club was really important for several reasons:

- *I met other pilots who knew when to fly and not to fly*
- *They would stay on the hill to make sure I took off safely, flew safely and landed safely*
- *They helped develop my skills and confidence*
- *They went out of their way to nurture pilots of every level*
- *They helped me extend my boundaries safely*
- *They helped me understand how inland flying is different to coastal flying*
- *They organised trips away to other sites like Manilla and Laurieton*
- *They held club competitions so we could learn flying with the advanced pilots*
- *On club nights they held pilot training and information sessions*
- *They protected our local sites and had working bees to maintain them*
- *There was an instructor who could teach me other skills and provide courses like towing*
- *They advised me about gliders and which would be suitable for me to progress to*

As we flew whenever we could on the Central Coast, we started to meet some novice paraglider pilots. I was never one who had an 'us and them' mentality to people who flew different wings, and believed it was important to experience every type of flying. I would say hello and advise them about the site and try to understand how the paraglider worked.

Sometimes when the wind was strong, they asked me to be an 'anchor' for them and help them off. When it was too strong for them, I got them to help me by holding my nose wires as I approached the edge of a cliff launch. Pretty soon we all had a great camaraderie, respected each other's wings, and did our best to learn how to fly together.

The year just passed, I decided to try paragliding and got my novice certification in April. The most frequently asked question is, "Which do you prefer best?" The answer is both.

Today there are around 40 hang glider, paraglider and weightshift microlight pilots on the NSW Central Coast. Because we didn't have a local club, we decided to form the Central Coast Sky Surfers. We did this for several reasons:

- *To help develop the sport in our local area*
- *We experienced issues with a local launch and had been working with NPWS over the past two years to resolve this*
- *Protect our existing local sites*
- *We have hang glider pilots, paraglider pilots, weight-shift microlight pilots and powered hang glider and paraglider pilots who have a common cause*
- *Pilot safety and education*

Getting the club off the ground has been a great experience. At our first meeting we had 37 people. Chris Fogg, HGFA General Manager, attended and helped us understand what it would take to start a club and the challenges that would lie ahead. Everyone was passionate about getting it off the



Members of the Central Coast Sky Surfers paragliding at Long Flat near Laurieton



Javier paragliding over Forrester's Beach
Photo: Charito Cruzado



Javier flying Catherine Hill Bay
Photo: Charito Cruzado

Photo: Martin Haig


ground and saw any issues as minor hurdles.

At following meetings we decided on a club name, voted in a president, vice president, treasurer and secretary. We discussed the vision for the club and our goals. We discussed all the issues necessary to make sure we looked after the interests of all three flying disciplines. We filled out our HGFA club affiliation form and are now incorporating the club. We already have a hang gliding instructor and microlight instructor in the club.

Whilst these are the initial steps to forming a club and becoming affiliated with the

HGFA, there is still a lot of ongoing work to develop a club business and development plan. We will also need to formulate a club constitution, create a safety officer development plan, pilot development and certification plan, site protection and development plan, etc.

The most important things for us in the club are to have fun, improve our flying and create new friendships while we do this. I would recommend starting a club in your area if it makes sense. Discuss this with the HGFA and get some guidance on the mat-

ter. We have learnt a lot so far and would really like to hear from other clubs on how they went about creating their club development plans and what was important to them. If you would like help, please contact me. Any advice or contribution would be greatly appreciated. If you are thinking of doing the same thing and have some questions, let me know and I'll help you the best I can. See you in the sky. 

Javier Alvarez, President, Central Coast Sky Surfers,
Ph: 0418 116 681, Email: <javier@myrealbox.com>.

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NSW Sporting Injuries Insurance Scheme: Last Chance to Vote

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 <nswwhga@s054.aone.net.au> before the end of January '06 giving their name and HGFA membership number.

This is your last chance to vote either:

- (1) **YES** – I agree we **SHOULD CONTINUE** to participate in the Insurance Scheme, and pay the additional \$50 p.a. 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. Sec, NSW Association

Bundles of Joy

With the New Year we'd like to welcome all the new babies into the fold: Carla Pierce, HGFA Board Secretary, has had a little girl, Amelia Ruby; Michelle, one of our friendly office staff, has had a boy, Kobe Ash; and Kelli, another one of our friendly office staff, has had a girl, Jayme Belle. All mothers and babies (and fathers) are doing well, and if the occasional goo or gaa is heard down the phone line it's probably the babies of the office dropping in for a feed – the local dairy.

CLUB NEWS

Blue Mountains Hang Gliding Club

Well, what's been going down these past couple of months? There was some good

flying done in mid-October from Blackheath when typically some pilots got away (Norbert disappeared early then Paul later) and some pilots bombed, me included.

The first round of the inter club comp was held late in the month when there was a good turnout of pilots – great to see you all there. Saturday's conditions looked good and some pilots had a bit of a boat around early, then a strong seabreeze came through pinning the take off queue to the ground. Sunday was a bit of a write-off with cloudbase being at launch height. So, after one round the Blue Mountains Club are rightfully leading the way – let's see what the score is after the next round at Stanwell on 17 and 18 December.

The second weekend of November showed Blackheath at its best when on Saturday many hang gliders had a lovely fly in the fairly breezy afternoon air with some good lift to around 6,000ft. In the clear air at this height the views are astounding; often Sydney is visible 100km away and the Blue Mountains' valleys and cliff lines roll away into the distance. A couple of the world's better pilots got away for some good XC's that day. The paragliders had some nice flying later in the day in smooth late afternoon conditions. Sunday can only be described as an amazing day. Early on it looked good with some nice cu's and a good crowd around launch. Some bombed early, then a couple of paragliders stayed up inspiring Neil, Stefan and myself to launch just before the seabreeze came through. Let's just say that soaring the seabreeze front to 9,500ft, well above cloudbase, and getting over halfway to Mudgee, is something we won't forget in a hurry.

I'll look forward to seeing you all out there getting high. All news and reports can be sent to me at <dtoulalan@hotmail.com> or <derek.toulalan@ozemail.com.au>.

Derek Toulalan

NEW PRODUCTS

The All-new UP Summit 3 (DHV 2)

The quantum leaps that have been made in the UP Performance Paraglider workshop since the advent of the first Targa 2 prototypes have finally made it possible to significantly improve on the otherwise very successful design of the UP Summit 2. The trim speed has been increased so that one doesn't have to fly it at or near the top of the weight range to benefit from the impressive performance. The new UP Summit 3 at a glance:

- Trim speed ~37km/h, top speed around 52km/h and amazing stability across the entire range

- Less pitching and rolling, higher directional stability even after collapses, longer brake travel and a more inherently stable canopy
- Exact, easy handling
- High resistance to collapses at speed
- New durable materials everywhere
- 12mm risers

The new UP Summit 3 can be test flown in Sydney, Gold Coast and at High Adventure. Call 1800 063 648 for a test flight.

Lee Scott, High Adventure

Aspen II

One of the most successful DHV 2 gliders, the Gradient Aspen (1,200 sold worldwide), has now been replaced. The new Aspen II has been built around roughly the same platform as Aspen. The small increase in AR and minor changes in the general design give the new glider better glide and climbing ability. As always, Gradient is not trying to dazzle customers with numbers and concentrates more on the overall performance and sweet handling. Two sizes (26 and 28) are available for testing in Australia. Details on [www.paraglidingheadquarters.com/aspen.html] or contact Jiri on 0414 332737.

The Gradient comp beast, Avax RSF, has been improved as well. The 2006 model with improved glide at high speeds and more efficient turning will be of interest to demanding comp pilots. See [www.paraglidingheadquarters.com/avax.html] for details. For a huge selection of PG products visit [www.paraglidingheadquarters.com].

Jiri Stipek, Paragliding Headquarters

Blueye Xtreme V6 Goggles

Designed specifically for paragliding and hang gliding, the new Xtreme V6 goggles offer good peripheral vision, comfort, safety and the rose tint is great for cloud definition against a blue background. They also make you feel more optimistic about your flying day. Winner of an Australian design award, Blueye goggles are now available from Mac Para Australia. See [macpara.com.au] for more info.

The Quest! xc is Here!

The most comprehensive instrument for sport and leisure flying is now available from Active Flight Systems. The long-awaited Quest! xc has been subjected to rigorous testing by some of the world's top PPG pilots and has been given a definite thumbs up. Weighing in at a mere 500g this unit displays multiple engine functions and will tell you amazing stuff about your engine and your flight, helping you to fly longer, further and safer than ever before.

Flying Unlimited's Chief Flight Instructor, Tony Gibson said, "I have never had this

much information in-flight even in the planes I fly. The Quest! xc has helped me increase my endurance and I now understand my PPG motor far better. I can't be without my Quest! xc."

Quest! xc is also being fitted by leading engine manufacturers including Fresh Breeze, Fly Castelluccio, Fly Products, Bailey Aviation and others to help maximise their craft's performance. Whether you're a beginner or an experienced pilot this is definitely one for the Wish List, as it will help you get the very best out of your sport.

Quest! xc retails at £595 (GBP) and is available from Active Flight Systems on +44 (0)1428 707549 or through the website at [www.activeflightsystems.com], where you can also find a list of distributors.

FAI NEWS

CIMA Plenary Meeting

The FAI Microlight Commission (CIMA) held its Annual Plenary Meeting on 11 and 12 November 2005 in Lausanne (SUI), at the Olympic Museum.

Mr Tomas Backman (SWE) was re-elected as the CIMA President, Mr Richard Meredith-Hardy (GBR) as 1st Vice-President and

Mr Keith Negal (GBR) as Secretary, while Mr Antonio Marchesi (ESP) was newly elected as 2nd Vice-President.

CIMA has provisionally agreed to award the organisation of the 5th FAI World Microlight Paramotor Championship (paramotors and paratrikes) to China. Subject to successful conclusion of detailed discussions, the championship will be held at an air sports centre north of Beijing, near the Great Wall, which offers great opportunities for flying in mountains and over the plain. This will be the first-ever World Championship in this category to be held outside Europe, and confirms the rapidly increasing air sport activity in China, and Asia generally.

World Record Claims

FAI has received the following record claims:

Class R – Microlights

Sub-class: RAL2 (Microlights, Movable Aerodynamic Control/Landplane/Flown with two persons)

Claim number: 12117

Type of record: Speed over a straight 15/25km course

Course/location: Horovice (CZE)

Performance: 274.78km/h

Pilot: Jiri Unzeitig (CZE)

Crew: Vera Vavrinova (CZE)

Date: 19/10/05

Current record: 265km/h (23/08/99, Johannes Kessler, GER)

Class O – Hang Gliders

Sub-class: O-3 (Paragliders) – Feminine

Claim number: 12184

Type of record: Straight distance

Course/location: Quixada (Brazil)

Performance: 302km

Pilot: Petra Krausova (Czech Republic)

Paraglider: Paraglider type not indicated Date: 18/11/05

Current record: 285.0km (25/12/95, Kat Thurston, UK)

Claim number: 12185

Type of record: Straight distance to a declared goal

Course/location: Quixada (Brazil)

Performance: 247km

Pilot: Petra Krausova (Czech Republic)

Paraglider: Paraglider type not indicated Date: 18/11/05

Current record: 213.7km (28/11/01, Louise Crandal, Denmark)

Details above are provisional. When all evidence required has been checked, exact figures will be established and the record ratified (if appropriate).





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IVSM 2005 Aussie Team Tour

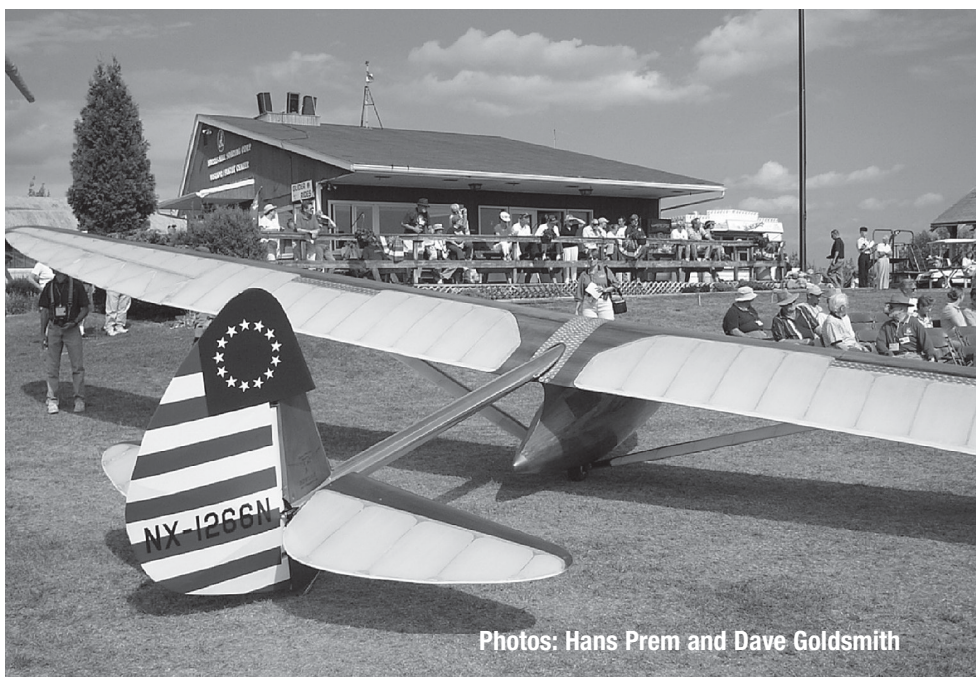
Dave Goldsmith

SIX REPRESENTATIVES OF VINTAGE GLIDERS AUSTRALIA MADE THE LONG JOURNEY TO IVSM 2005, HELD AT HARRIS HILL, ELMIRA, NEW YORK STATE, FROM 20TH TO 27TH AUGUST, 2005. THEY WERE ALAN AND LORNA PATCHING, JOHN ASHFORD, DAVE AND JENNE GOLDSMITH AND HANS PREM. APART FROM THE AMERICANS AND AUSSIES PRESENT, THERE WERE VISITORS FROM SWEDEN, NEW ZEALAND, UNITED KINGDOM, GERMANY (KLAUS FEY, MARTIN SIMONS' PUBLISHER, BROUGHT HIS SF-27A), CANADA, ITALY, THE NETHERLANDS AND JAPAN.

A wide variety of sailplanes were present, including Hutter 17, Bowlus BA-100 Baby Albatross, Slingsby Kirby Kite, Dart 17R, Capstan, Schweizer 1-26, 1-21, 1-23, 1-35, 2-22, Morelli M-200, Scheibe L-Spatz 3, SF-27A, Bergfäke 2-55, GB-2b, EoN Olympia 2b, Schleicher Ka-1, Ka-2b, Ka-6a, Ka-6b, Ka-6cr, Ka-6E, Ka-7, Ka-8b, Sisu 1a, Frankfort Glider B, Focke-Wulf Kranich III, Moswey III, and Franklin PS-2.

John Ashford had helped Jeff Byard tow his Baby Bowlus from California, a four day drive. After the rally John had to drive back alone as Jeff was called for flight duty with US Airways.

Launching on the short hill-top airstrip was done by Pawnees and Super Cubs. On most days, launching was into the north, which allowed immediate contact with the hill lift along the north-west face of the hill. Thermals to about 6,000ft agl were available on most days, and conditions were very pleasant throughout the meet, except for the strong wind on the last day. The Elmira Regional Airport is only a few miles north of Harris Hill strip, but despite commuter airline jets arriving regularly, designated areas



Photos: Hans Prem and Dave Goldsmith

near the airport allowed gliders almost unrestricted use of the airspace required.

Operations were very well managed with morning met briefings and good ground support provided mainly by the juniors, who

enjoyed flights in the two-seaters. Landing gliders were quickly moved and occasional "rush-hours" kept everyone on their toes! A golf buggy was put to good use, and everyone mucked in when needed. A check flight in a two-seater was required for all those who had not flown at Harris Hill in the last two years. A few pilots went cross-country, and staying up generally did not seem to be a problem much of the time. Prizes for appropriate daily achievements were given out at next morning's briefing.

Socials were organised on some nights. The culture night attracted local delights from each team's home state or country. The Aussie team presented fresh Vegemite sandwiches and Fosters beer, both of which were quite popular. Our T-shirts and stickers sold well, too. The Italian team presented a memorable Italian night, and Albert Uster's famous



Harris Hill, Elmira, New York, and the National Soaring Museum

steak dinner was wonderful, with huge steaks of the melt-in-the-mouth variety! The wind-up dinner and awards banquet provided a fitting end to a wonderful week, and Alan Patching collected a wonderful stained glass GFA logo, a present from the Vintage Sailplane Association to the GFA. On behalf of the Aussie team John Ashford presented signed cardboard primary glider models to the other international teams present.

The National Soaring Museum right beside the airstrip provided lecture rooms and office headquarters for running the event. As well as a wonderful collection of gliders, including a Bowlus Albatross, Minimoa, Hutter 17, some Wright replica gliders and a special Schweizer display area, the museum has a great gift-shop with many items and books on sale. To see the website visit [www.soaringmuseum.org]. Our group, some of whom are associated with the Australian Gliding Museum Inc, were delighted to spend time here, and I'm sure that the AGM will benefit from the ideas gathered. The National Soaring Museum is certainly inspirational.

During the week John Ashford, David and Jenne Goldsmith drove down to Washington, DC, to visit the Smithsonian's National Air and Space Museum and the Udvar-Hazy Center at Dulles Airport. Words just cannot describe these two museums, which are called "America's Hangar" and are the largest collection of air and space memorabilia in the world. In addition, the IMAX presentation on constructing the Space Station was worth the trip itself – perfect 3D a foot in front of your eyes! The Aussie visitors took particular note of the clever way that sailplane exhibits were featured throughout, in key positions and complementary to the other big-ticket displays. Our team also noted methods of supporting exhibits for maximum effect – and we even gave the building construction a once-over. Ah, if only WE had a US\$60 million dollar benefactor! Visit [www.nasm.si.edu] with links to the Air and Space Museum and the Udvar-Hazy Center at Dulles Airport, where you can even use the live cameras to see the



The prototype Ka1 – where it all started! – was designed and built by Rudolph Kaiser in his parent's house, and first flew in 1952. This beautiful example was built in 1958 and belongs to Dennis Barton of Gainesville, Georgia

exhibits! These websites are well worth having a browse around – they are amazing!

The Aussie team also visited the Glenn H Curtiss Museum at Hammondsport, not far from Elmira. This is a fascinating museum dedicated to a legendary aviator who was flying hot on the heels of the Wright brothers. Apart from being the "Fastest Man on Earth" by achieving 136mph with a V8 motorcycle in 1907, he built the world's fastest aeroplane, capable of 46.5mph, in 1909. He built many innovative land and sea planes, and the museum includes designs such as the JN4D "Jenny" and the Curtiss P-40 Kittyhawk. Curtiss-Wright built 28,000 aeroplanes between 1939 and 1946. The museum concentrates on the pre-WW2 era and allows visitors to spend time in their extensive workshop featuring wooden construction techniques.

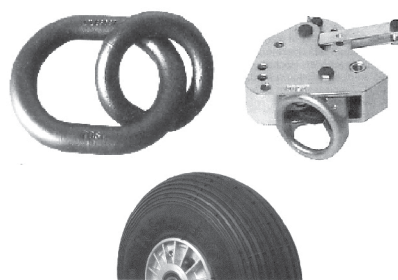
Hans Prem won a daily prize for a flight in a Schweizer SGS 1-26E from the Harris Hill Soaring Center (HHSC), a club glider, and the award was *"for the youngest Australian male at the meeting – it's not often I get that award these days. Just kidding, the award was for height, a sizzling 6,500ft QNH!"* He kindly donated his prize to the VINTAGE TIMES raffle.

Overall, the team regarded the experience as well worthwhile despite the long travel times from Australia, the jetlag, etc. Jenne went from *"never again!"* to *"maybe in another five years!"* after only the first few days at Elmira! Friendships and contacts

within vintage gliding worldwide were made and renewed. Fascinating sailplanes not normally seen in Australia were inspected and some were flown. Operations were experienced at the challenging hill-top site at Elmira, in close proximity to jet airline traffic and with aerotowing in high-tow exclusively. We also visited highly developed and user-friendly museums that provided a multitude of ideas to be considered for the future development of the Australian Scene. We would like to thank Vintage Gliders Australia and the Gliding Federation of Australia for their support for the Australian team to IVSM 2005.



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Gerry Wild's Hutter 17 is covered in natural wood and clear fabric. Designed in 1934, it was built in 1992 by John Lee in England

THE FUTURE INFORMED BY THE PAST

Emilis Prelgauskas

THE TRAIN OF THOUGHT FOR THIS NOTE WAS TRIGGERED BY A RECENT EVENT.

A number of well-meaning gliding people were activating a number of initiatives to engender positive outcomes in the sport.

When they came advocating those good things initially amongst other gliding people in my region, I noticed, and was surprised, to see that these sport's advocates came without the usually accepted minimum offering – that is, a written proposal, or a specific intent of cost versus benefit, or even the more usual business plan and its projections.

They came only with good broad intentions, and only as a result of the goodwill of their peers surrounding them did they receive a supportive hearing, during which the general warm feelings were by discussion evolved to specifics.

One of these included making an approach to potential general market sponsors. I was one amongst the number of people in the gliding folk who might open a door to that larger realm. The discussion amongst the gliding folk turned to getting together with the advocates before coming to that more demanding table, so that thoughts would be well formulated. I subsequently made some forward-going enquiries outside of my own.

The meeting date and venue set in concert with them turned out to be inconvenient

for our sport's marketers. They didn't turn up. My enquiries had to be set aside.

I'll accept the resultant 'egg-on-my-own-face' as the same to what occurs as for other initiatives in my working life that don't pan out.

Of greater concern is that as a result those doors can't be opened again – a time-expired offer, as they say, to now be to the perpetual dis-benefit for our sport.

All this led my mind some three decades back, to when I was amongst the naive youthful advocates in the sport.

While equally naive as today's sport marketers, we were possibly more technically oriented. We were prepared with prospectuses and had in mind benefit both to ourselves and our potential benefactors.

We also knew the true costs, and what seed inputs we could probably scrape together.

However, what distinguished that past group of advocates was the presence of an un-stated in public, but thoroughly thought through, long term global vision underpinning the enterprise.

Such a direction and hope was quite deliberately of a scope unlikely to be achievable within our own lifetime, possibly never. And where that would also require handing the baton from generation to following generation.

One of the failings of that approach has been that successors since have seen mainly the products already achieved, and accepted these as do every generation – that what already exists is the natural order of things. Rather than seeing process of continuous improvement that sits behind and underpins the visible results.

Enough glider pilot generations have now rolled on for that automatic acceptance to reflect now in what seems like a lack of skill amongst current sport marketers to think through how hard in reality developing gliding is. This includes not seeing the loss of opportunities as real measurable loss to themselves and the sport.

At that past time, as it is now, the challenge was – to punch way above our weight.

The visible results from those past initiatives were access to a number of new gliding sites with capital land values of up to \$400,000 each, available to the sport individually for a time for periods of as much as 28 years; most now once again gone.

Thus, the return on investment on the deal is measured in the time period during

which they did function, and the outflows from that left in the sport today in balance to the resources input from the existing sport and private sources.

Each of these represented thereby also massive external sponsorships by individual private and public landowners to the benefit of the sport. The stated benefits to those sponsors were the building of community and contributing to wider economic inputs to those communities.

The organisations within the sport, spawned at the same time as the operating sites, similarly generated benefit to the sport and society more broadly.

The underpinning background vision already noted above enabled specific sectoral interests within the sport to also get part of those resources garnered from outside sources for gliding more generally. These included home-builder, old glider class and vintage categories.

These blended with the initiatives by others to form organisations, racing formats and similar new things within the sport toward their own separate grander visions for the future.

Those diverse formats also gave cohesion to the bringing of enthusiasts together, ramping up that enthusiasm and, through this, garnering together once again greater funds amongst ourselves, used as seed funds to demonstrate good faith to outside supportive sources.

Thus, even though component parts of the bigger picture from that time don't exist today, their potential is still latent in the sport, and some of what is taken as given today as operating resource is the amortised surplus ad profit of those previous decades of initiative.

Today's sport's marketers might draw on those past experiences to get a better appreciation of what it takes to give gliding a boost by securing outcomes and, more importantly, avoiding the misfires that lead to offers to the sport being closed off.

I know that past efforts are today characterised as appropriate to then but not suiting today's society and circumstance. I suspect however, that the barriers previously encountered by an under-resourced sport trying to make it in a generally unsympathetic world out there are still applicable. And possibly today's marketers can do a better job by seeing where we did well or mucked up in the past.

HAPPENED RECENTLY ON AN AIRFIELD

Martin Feeg

I was called to an aircraft to inspect a canopy. The guy who did the DI couldn't get stains off using water and chamois. After a few checks I was able to give the news that something was clogged to the outside only. Locally I got some perspex cleaner and the six-month-old canopy looked like new.

Close shave? Where is it you might ask? Well, the canopy is probably the most delicate part of the glider and a hinging factor for good lookout. Got it?

Bottom line, using Aerogard (to repel flies) or sunscreen sprays is not a bad thing, but don't get it over the aircraft. Perspex is easily huffy and milky appearance or micro crackling might only occur some time later. Any reduction in visibility – what ever cause it is – is increasing the potential for incidents and accidents.

Safe soaring.



The Gliding Federation of Australia Inc.

MIGRATION COMPLETION

Maurice Little

Members may recall the change in legal status that the GFA undertook some two years ago moving from the corporations law and a public limited company, to an Incorporated Association under the Associations Act. As with all these matters what the company decides at AGM's does not necessarily automatically transpire into practice until the governing authority signs off on the process and rules.

The initial migration involved not only movement from ASIC to Associations law, but also necessitated a move from Canberra registration to Victorian registration. The initial migration process was completed by members in September 2003. The process and rules were largely accepted by the

department with a few minor amendments to be passed at the next opportunity.

At the time the migration process was being formalised, the GFA Council was trialling and gaining confidence to change the traditional management structure from management by Council to Management by Board, still retaining the two tiered review system of an Executive Board to implement policies set by the Board. Work on changing the articles further to include the required changes mandated by the department and incorporate the change of management were created and decided on at the 2005 AGM by the members. This action would realise greater Board involvement and consultation in all processes rather than merely one meeting a year.

It is with pleasure that the GFA can finally announce it has completed these

significant processes and has a letter of confirmation from the department endorsing the new articles for the operation and management of the GFA.

For those interested this process started over 12 years ago as it became obvious the legal structure of the GFA was not well suited to its volunteer nature, nor its activities in regard to "not for profit" ethos and required levels of public disclosure. It has been a long road with at one time over 12 drafts of proposed articles being evolved after the initial investigative work to find the most suitable legal vehicle.

My personal thanks go to the late Tony English for his patience and guiding council in the early phases of the project and to the many cool heads who contributed to the process.



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GLORY DAYS – Part 2

Simon Plint

MOST OF US THREW OUT A SWAG
FOR OUR FIRST NIGHT IN BURKETOWN.
WE WERE UP AT 4:30AM AND OUT ON
THE SALT FLATS, RUNNING OUT CAR
TOWING ROPES AND MARKING THEIR
POSITION WITH A GPS. THERE'S ABOUT
25KM OF SALT FLATS SPREAD OUT BETWEEN
BURKETOWN AND THE OCEAN. IT'S PERFECT
FOR CAR TOWING. THERE ARE SOME
SMALL SAND HILLS AND SOME MUDDY
PATCHES, BUT WHILE YOU'RE ON TOW
IT'S EASY TO SEE AND DIRECT YOUR DRIVER.
SO ALL WE NEEDED WAS A MORNING GLORY...

Splint, Donny and Grob flying the Morning Glory
Photo: Glen Selmes

Unfortunately none came through, so by mid-morning we were back in town. After seven days on the road it was a relief to set up camp knowing we wouldn't be breaking it down for seven days. By midday we were done and flat out in the shade sleeping. When we awoke at 2pm it was "Beer o'clock", due to Burketown's "Beer Light Saving". We moved from mattress to deck chair. Dinner was a mash up around the gas stove, a barra burger at the take-away van, or a meal in the pub. Then it was off to bed, for the gruelling Burketown routine to begin again.

On the third morning I woke an hour before the alarm and put my hand outside the tent, running my fingers through the grass. They came back wet with dew. I hopped out of the tent and Donny called me over to check out the wet footpath near the toilet block. Dew was dripping off the hang gliders on the cars and everyone was a little more excited today. Dew is the telltale sign that there is enough moisture around for a Morning Glory to form.

Out on the salt flats there was no sunrise – it was blocked by a Morning Glory. The aero tow crew was ready and waiting for the trikes to arrive. When they did, Jason was first away behind Billo, but JOD had to wait

while Al tried frantically to connect the cable through the crankshaft to the makeshift multi-grip release mechanism on the Buzzard. Billo returned after Jason broke a weaklink without enough height to reach the wave. JOD jumped on the dolly and Billo yanked him into the air while Donny undipped and went over to help Al. I endured two frustrating release malfunctions behind the Buzzard before Billo returned and announced that the wave had stalled off the coast and would probably soon dissipate. To make matters worse, Al discovered that the Buzzard's lack of wheel spats had allowed salt and mud to flick up into the props and they were starting to disintegrate.

The wave was still a long way off and JOD had also fallen short of it, landing in a boggy area some distance from the car tow team. Billo suggested I get in the back of the trike to fly out to the wave and at least get some video of it. I grabbed Billo's camera and headed for the trike, surprised at the look of disbelief on Donny's face as I jumped in the back seat.

It was a long flight out to the wave, but with every minute it became more and more awesome. No picture or video can do it justice. You have to be there to fully comprehend the size and majesty of "The Wave". It was hard

to believe what I was seeing as I slowly panned from one horizon to the other along this magnificent mountain range of cotton wool.

When we arrived on the wave Billo throttled back the engine and pointed to the climb rate. Finally I was able to put the camera in my lap and sit back in the seat to try and take it all in. I almost couldn't.

One soon runs out of superlatives when it comes to the Morning Glory. It's just as well I have a thesaurus:

surreal [adjective] – having the qualities of surrealism; bizarre, unusual, weird, strange, freakish, unearthly, uncanny, dreamlike, phantasmagorical: a surreal mix of fact and fantasy, a backdrop of surreal images.

phantasmagoria [noun] – a sequence of real or imaginary images like that seen in a dream: what happened next was a phantasmagoria of horror and mystery. Derivatives: phantasmagoric [adjective], phantasmagorical [adjective]

majestic [adjective] – having or showing impressive beauty or dignity: watching majestic eagles soar along the Mississippi.

unreal [adjective] – so strange as to appear imaginary; not seeming real: in the half-light the tiny cottages seemed unreal.

Take your pick, they all apply. But they still don't convey what it was really like.

January 2006

As Billo and I floated around on the wave I tried to think of how I would describe this experience. The only thing I could relate it to was paddling out in the biggest surf I'd ever ridden (though not scary surf because the wave never breaks and you don't have to fall down its face). However, the wave is many, many times bigger than the biggest surf anyone has ever ridden. This is where, for me anyway, the gravity of what we were doing sunk in. Flying the Morning Glory in a hang glider is where tow surfing was not that many years ago and now it's considered an extreme sport and sponsors are investing a lot of money. The more pilots that go to Burketown and fly the Morning Glory, the more the knowledge base is expanded and the greater the success rate.

In terms of hang gliding I guess it's like having climbed out in a thermal till you're on top of a huge cloud street, not under it. The cloud does actually run for as far as you can see east to west, and there are secondary waves of similar size. It's all backlit from the rising sun. The sun reflects off the Albert River, and the dark brown sandy colour of the salt flats provides a good contrast to the pure white of the cloud. The cloud bubbles and churns as it rolls backward under the invisible layer of surface air. This is what generates the lift in front of the wave.

Looking down on this amazing phenomenon from the back seat of the trike I could think of only one thing better, and that was to be in my hang gliding harness. But even if another wave did not come through, I figured I could live with this.

I tapped Billo on the shoulder and yelled into the opening in his helmet, "Thanks, this alone is worth the price of admission!"

Billo nodded, but he was concentrating on something else, and as I looked down through the skirt of cloud that precedes the leading edge I knew what it was. The cloud was on the move. It was devouring the Albert River and the salt flats on either side. Billo stepped on the throttle and pointed the Cruze wing back to where Donny was waiting in the dolly. Donny knew all along that the wave was gonna' come in.

We flew over the car tow crew where Jason had landed. JOD was further out and walking his glider. We landed and I jumped out of the trike and hooked on the rope. Donny had already clipped on to his end of the rope and as I turned to see if he needed a hand he dropped into prone and waved to Billo and he was gone. Things got a little crazy after that. I didn't know whether to keep filming or get in my harness. I ran for my harness, then turned back for the camera, then the harness, no the camera, and then I saw Billo and Donny coming back under January 2006

the wave. It wasn't nice and fluffy anymore. It was dark and there was a strong wind now. Billo had circled around just ahead of the cloud and as they passed overhead the cloud caught up with them and they disappeared. I heard Donny hooting over the radio, "This is awesome, it really does roll backwards! Thanks for the tow, Billo."

Billo turned his engine off and was flying the wave with Donny. Then to my surprise I heard Al. With the damage to the prop on the Buzzard, Billo had sent Al back to the airstrip, but being a veteran wave rider Al took off again when he saw the wave coming in. Billo warned Al not to turn the engine off as he would not get it started again. I had to laugh as Al got back on the radio and announced that he had switched his engine off and was soaring the wave. The Buzzard was the first trike to ever soar a Morning Glory back in 1997, and Al was the pilot.

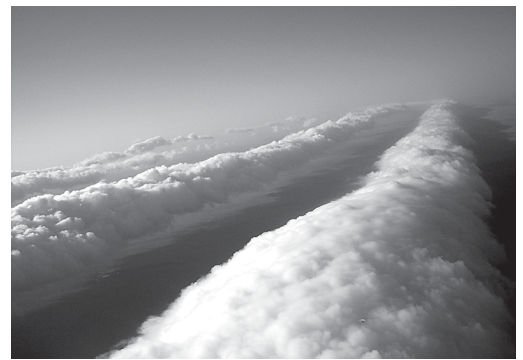
The three of them flew about 60km down the road towards Gregory Downs. Billo re-lit his Rotax and climbed high to fly back over the secondary waves while Jason and I went to pick up Donny and Al.

By mid-week the mornings were getting dryer, and although a few more waves had come through we were unable to catch them. One came through as clear cloudless air, and another came through in the dark while we were still setting up. Apart from Donny, the rest of us were starting to worry that we might not get a wave. The reality of investing so much time and money and not getting to fly the wave was causing the mood around camp to change. This was compounded by the fact that the Buzzard's prop was still being repaired and Billo did not want to tow off the salt flats so the aerotow team had to find another tow strip.

With fewer aerotow options, Jason felt that some of the aerotow pilots should go on the car tow team. No one offered, including myself, so Jason re-rigged his tow bridal for car towing and Selmsey and I set up Christine (the car) for towing.

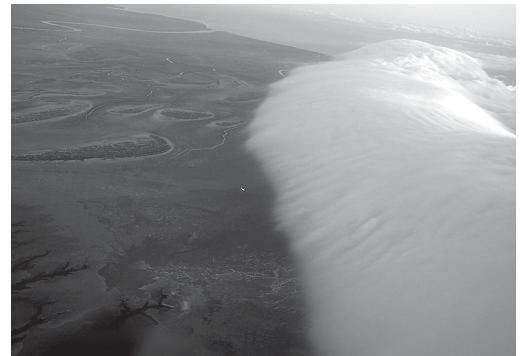
That night around the BBQ the talk from powered glider pilots was that it was very unlikely there'd be a wave tomorrow. JOD had aggravated an old shoulder injury on the long tow earlier in the week and, as fate would have it, asked that he not be woken in the morning. Al made the same request unless there was a sufficient amount of dew. As it was, JOD's itinerary had set aside Wednesday for a day trip to Lawn Hill Gorge, so we went to sleep pretty much resigned to spending the next day sightseeing.

We got up at 4:30am and there was not much dew, but enough that we thought it was worth waking Al. The response that came



Line 'em up Huey

Photo: Don Gardner



The Glory chasing a glider

Photo: Don Gardner



Wingman

Photo: Don Gardner



Shane

Photo: Don Gardner



Donny on the Morning Glory

Photo: Glen Selmey

back from behind his cabin door was, “*NOT TOWING TODAY!*” This was a problem for me as my radio and camera were being charged inside. It was even more of a problem for Jason, as Al had volunteered to be his driver. But before long Al was more awake and had joined us.

On the salt flats, to our relief, the dawn revealed another Morning Glory. Donny and I set up and I jumped in the dolly as Billo arrived in the trike. We were much more hurried this time, as we knew now how fast the wave could travel once it hit the land.

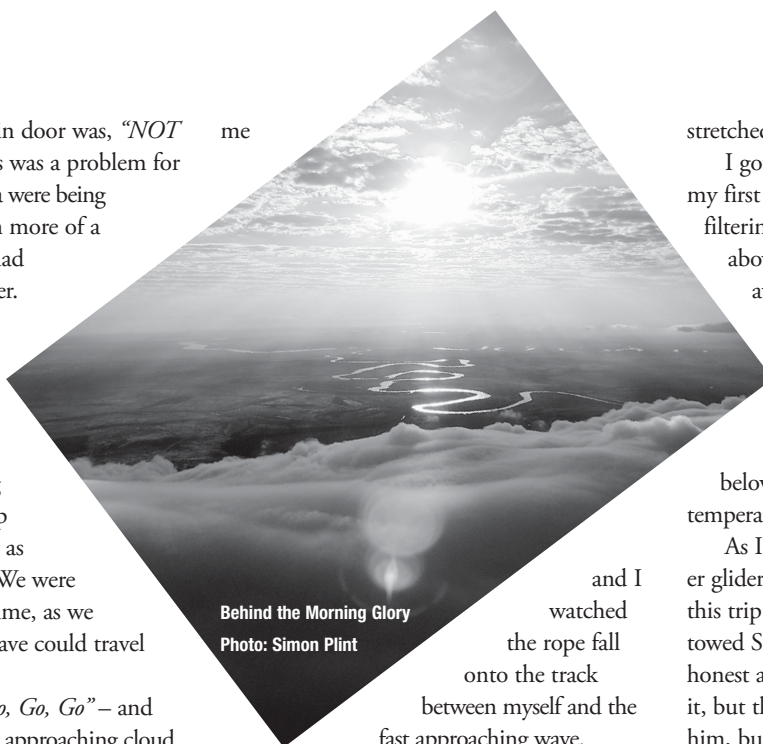
I gave the signal – “*Go, Go, Go*” – and started hurtling toward the approaching cloud. Just as I considered the fact that I might actually be going to ride the wave, the release on the trike malfunctioned and I watched the rope fall below me.

That left me on the ground and Donny in the dolly hooked onto the spare rope. As he flew over me on tow behind Billo I had to laugh at the irony. It could have been Jason.

I had to carry my glider, still in my harness, a kilometre. The morning was starting to heat up and it was very humid with the wave approaching and I was out of condition. I would not have made it all the way, but Greg was nearby checking the end of the car tow rope and ran the dolly the rest of the way down to me. It took all my energy to get in the dolly and turn it around. I drank nearly all my water. I didn’t think I was going to recover. At one point I actually considered getting out of the dolly and giving it a miss.

Billo’s voice on the radio stopped me as he said, “*Splint, you’re only going to get one go at this!*” The trike came in over the top of

me



Behind the Morning Glory
Photo: Simon Plint

and I watched the rope fall onto the track between myself and the fast approaching wave.

I prayed the releases would hold this time as I hooked on and yelled, “*Go! Go! Go!*”

It seemed to take forever to get to the cloud, and when we were nearly there Billo started circling. I never asked him why, but I believe it was that he did not want to take me over the river. If the release malfunctioned again I would be stranded. He was waiting for the wave to catch us.

He came out of the last turn and we were at half the height of the cloud. Up to this point the tow had been perfect. In fact, it was my best tow ever. I stayed level with the trike and there were no PIOs. Then, suddenly, I was all over the shop. I nearly locked out in each direction. I felt the weak-link would break for sure. It was the turbulence before the wave which I had been warned of.

Billo’s voice came calmly over the radio, “*Good flying Splint... stay on tow.*”

I returned to level flight as we left the turbulence. Then the vario started going off and I pulled the bar in thinking I was getting out of shape again,

but when I sighted up the rope to the trike it was going up too. We were in lift and I thanked Billo for the tow and pulled the release – I WAS FLYING THE CLOUD!

My dreams had come true. Here I was on the cloud and I could not believe it. Billo’s voice came over the radio and said, “*Way to go Splint!*” as he flew in front of me with the tow rope

stretched out behind.

I got out in front of the cloud and did my first cautious 360. The beauty of the sun filtering through the secondary waves above the Albert River took my breath away. In some places the cloud was smooth and looked like a mountain of snow, while in others it looked like steam rising up and riding over a long mountain range on the ground below. It’s quiet too, and a comfortable temperature.

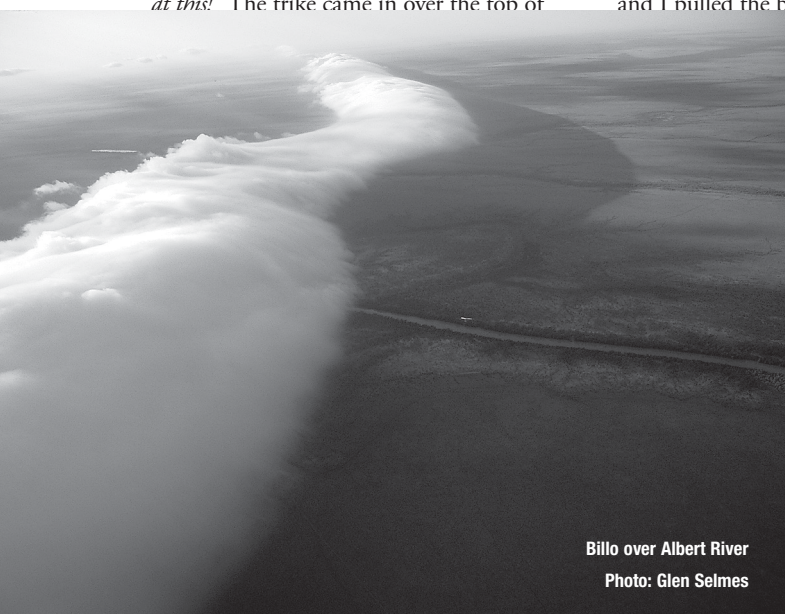
As I completed my turn I noticed another glider. It was Selmsey. Greg, who before this trip had never been a car tow driver, had towed Selmsey onto the wave. I have to be honest and say I didn’t think they could do it, but there he was. I wanted to congratulate him, but the car towers were on a different radio channel so I just did a “*Yeeee Harrr!*” in his direction.

The first thing you notice about flying on the wave is how smooth it is; a lack of thermal activity and no wind, just lifting air. It is truly serene. The movement of the cloud is hard to detect unless you look down on the leading edge and watch it relative to the ground. Relative to the cloud it’s just like soaring a massive ridge of snow, its leading edge like the steam clouds that rise from trees or the ground early on a summer morning.

In fact, it’s misleading to say that the cloud moves. Yes it rolls, but it’s not actually moving forward. Consider leaves on the surface of a pond after you’ve thrown a stone in the middle. The stone creates ripples that pass under the surface as indicated by the fact that the leaves move vertically and not horizontally. The same is true of the moisture laden air lying on the surface of the land as the solitary wave pushes under it. Like the leaves it rises up and the moisture it contains turns into cloud, and as it falls the cloud disperses. So it’s not the cloud that moves at 60km/h, it’s the solitary wave beneath, creating cloud as it goes.

When I say solitary wave I don’t mean there is only one (there were three more clouds behind the one that I was on). The term solitary stems from the physicists’ description of the wave cloud as a soliton, a quantum or quasiparticle propagated as a travelling non-dissipative wave that is neither preceded nor followed by another such disturbance.

There are a number of theories put forth as to what causes this soliton to form. One is that massive amounts of air stack up near Cape York and then fall, but this does not account for the Morning Glories that have come from the south. Another is that opposing seabreeze currents collide. Personally, I think Huey (Aussie weather god) gets



Billo over Albert River
Photo: Glen Selmes

bored in the early hours and throws the equivalent of a huge stone into the Gulf of Carpentaria, the resulting ripples generating the Morning Glory.

Flying the Morning Glory was amazing. In the Sting I had to keep the bar well in to keep up with the cloud, which, according to my GPS, was moving at 60km/h. But since it was so smooth I was still able to relax and take it in. The cloud was ever-changing. Sometimes the surface was smooth and curved concentrically from front to back. Sometimes the surface developed mounds and peaks like meringue, while in other sections it was more like cauliflower. But everywhere it was white.

The next thing you notice about the Morning Glory is the awesome landscape over which it passes. Thousands of kilometres of brown and scared land. A beautiful majestic river with man-eating crocodiles and a single road to follow. At times fingers of cloud stretched out from the Morning Glory along its length and curved thousands of feet down to ground, and you could visualise the enormous sheet of surface air that was being lifted by the wave.

We played on the wave for about 45 minutes. Selmsey dropped into hang to get what I call his "Jesus shots", pictures of his sandal-clad feet against the heavenly backdrop of the cloud. The three of us went crazy with our cameras in still and movie mode, taking shots of each other and the cloud. By now there was a bit of traffic. Billo kept passing by, engine off, and the powered gliders were doing laps up and down the cloud.

Once the wave had gobbled up Burke-town and the airstrip I kept close to the road. The wave started to break up to the east. I looked behind me and Selmsey was heading back towards the secondary wave to land into the wind in front of it. I flew on to the Doomagee intersection where I descended through the wispy remnants of the cloud. Donny matched his speed with the cloud and held it as the cloud dissipated. The clear air wave kept going and carried him another 30km down the road.

I was picked up by the convoy of cars travelling to Lawn Hill Gorge. It was only 10:30am. Selmsey, Donny and I were ecstatic. Jason was driving, and although he was happy for us, he had had another weak link break and his frustration was beginning to show. To make matters worse he was now stuck in a car for hours with three pilots who did get the wave and they were going on and on about it. The last straw for Jase was when Selmsey swept his arm across the scenery and pronounced, "This is beautiful! See that tree? That tree is beautiful."

"Oh, come on Selmsey!" Jason said. "That wasn't a tree. It was a crappy little cactus thing." January 2006



Selmsey's "Jesus Shot"
Photo: Glen Selmes

And that's the same dry bloody scenery you've been looking at for weeks. And now it's beautiful! Give me a break." We all cracked up and agreed to stop rubbing it in.

Not long later we were canoeing up Lawn Hill Gorge between majestic towering red cliffs. I thought to myself, "Does it get any better?"

Though the next day was another missed chance for Jason (the wave came through before Billo had even left the strip), Friday was a different story. The moon shone down on us in the pre-morning darkness as a pre-Morning Glory fog rolled in only six feet off the ground. As the first indigo coloured light of sunrise appeared, we could see the shape of the Morning Glory approaching. Much action ensued (a good deal of which I was able to capture on video) resulting in Jason, Al and Donny getting onto the wave via Billo's trike, and Shane getting on via car tow from Selmsey. When the four hang gliders finally landed in a paddock by the side of the dirt road, a road train rattling through the dust under the secondary and tertiary wave clouds overhead, we congratulated each other with hand shakes and hugs. The reality of what we had achieved started to dawn on us. Shane was the last of us to get a fly on the wave, yet he was only the tenth non-powered hang glider pilot in history to soar the Morning Glory.

On behalf of the Glory Boys of 2005, I would like to thank a few people. First, Russ White and Rob Thomson who were the first pilots to fly the Morning Glory. To Cmac, whose memory inspired this trip. To Al, for towing and driving and going to the back of the queue in order that us newcomers got first crack at the wave, and also for being the first pilot to fly the Morning Glory in a hang



The Morning Glory over Albert River
Photo: [www.dropbears.com]



Towing towards the Morning Glory
Photo: Glen Selmes

glider. Finally to Billo, for his never-ending endeavours to see the reputation of hang gliding lifted as high as possible.

On a personal level I would like to thank my wife and children for supporting my dream of flying the Morning Glory. Now I'll keep my end of the bargain and start painting the house.



Author's note: I am working on a DVD that will be available in mid 2006 for \$25 plus postage. I will keep the following URL updated with information about the DVD and trailers: [http://thanks.com.au/hanggliding/morningglory/].



Glider pilots involved in any form of performance orientated flying know only too well that thermalling time needs to be kept to a minimum if maximising speed is the goal. Thermalling is just like stopping for petrol – it only adds to the trip time and reduces the average speed. Finding the strongest thermals and extracting the energy in the most efficient manner is what matters most.

How can we maximise the rate of climb? In the first two articles of this series we already touched on maintaining a steep angle of bank but the question is: “How steep is steep enough?” To answer this question we need to look at the thermal we are working and the glider we are flying.

The one thing all thermals have in common is that they are strongest in the centre. Some are wide and weak, others are narrow and strong and the rest of them are anything in between. It follows that we need to adjust

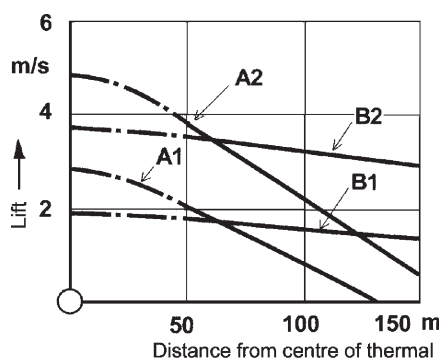


TEACHING ADVANCED SOARING – Part 3

Bernard Eckey

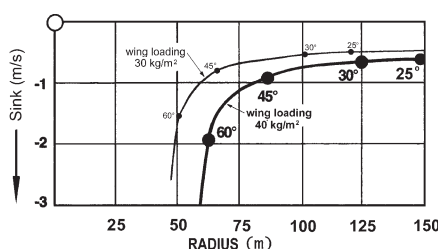
ALTHOUGH THE TEACHING OF ADVANCED SOARING IS USUALLY THE FORTE OF COACHES THE FOLLOWING ARTICLE MIGHT BE OF INTEREST TO INSTRUCTORS AND BUDDING CROSS-COUNTRY PILOTS ALIKE.

the angle of bank to the type of thermal. However, the circling characteristic of the glider and the rate of sink in circling flight play an important role as well. Fortunately we can combine the rate of lift in the thermal with the glider's sink rate in a single diagram and by doing so we obtain the optimum bank angle. However, first we need to consider the different types of thermals as shown in the “Horstman Thermal Model” below. Please note the strength of the lift in relation to the distance from the center of the thermal.



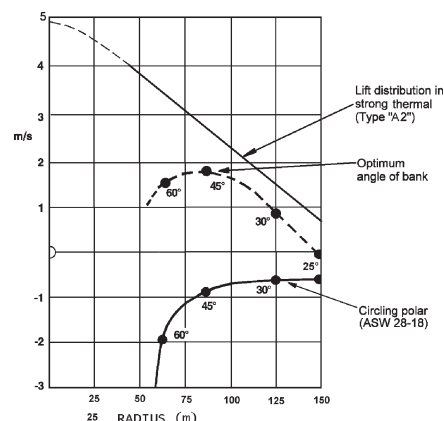
A1 = Weak thermal
A2 = Strong thermal
B1 = Wide and weak thermal
B2 = Strong and wide thermal

Now let's move on to the glider's rate of sink at various angles of bank. Fortunately it can be expressed in a similar diagram, called the circling polar. The one below is valid for the ASW 28-18 and shows sink rates for wing loadings of 30kg/m² (thin line) and 40kg/m² (thick line).



Combining these two diagrams allows pilots to judge the optimum bank angle for different types of thermals and different wing

loadings. By subtracting the glider's sink rate from the thermal strength a true picture of the possible rate of climb is obtained. The results are shown in the diagram below and are valid for an ASW 28-18 with a wing loading of 40kg/m².



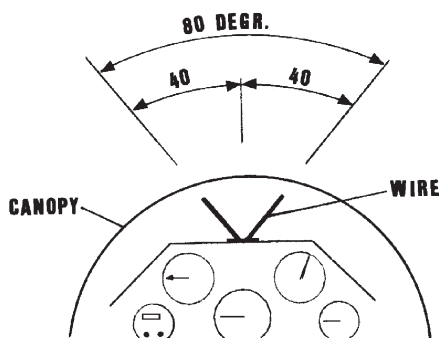
For thermal type A2 (strong thermal), a bank angle of 45° is clearly best – a result no doubt anticipated by many pilots based on simple in-flight observations. Flying at higher or lower angles of bank has a detrimental effect on the achieved rate of climb. The diagram shows that circling at 45° achieves a climb rate of just under 2m/s (or four knots). Banking the glider 30° makes for a climb rate of 1m/s (or two knots) and a mere bank angle of 25° will at best result in zero sink. Excessive banking of 60° is also far from ideal. It can only be justified when extremely narrow lift is encountered (eg: at low altitudes) and a circling diameter of less than 70m is necessary to climb at all.

It doesn't take long to put together a new graph for a different type of thermal and a different wing loading. However, three important conclusions can be drawn even before completing this exercise.

- 1) Unless we bank the glider about 45° we will not extract the maximum possible rate of climb,
- 2) Banking the glider 25° or less results in zero sink at best and

3) *Lower wing loadings might be necessary for climbing in weaker thermals.*

The first observation underlines the importance of teaching students to maintain steep angles of bank while circling. A real predicament is that many pilots thermal at 30° or less while believing that they are banking the glider 40° or even more. Therefore, even repeated appeals to increase the angle of bank fall on deaf ears. A method of judging the angle of bank accurately is needed and a real practical solution is illustrated and described below.



Angle of bank indicator

Nothing more than a piece of wire, a bit of plywood and some masking tape is required. The wire is bent in accordance with the above sketch and is then permanently glued onto a piece of plywood of approximately 50 by 50mm. This cheap gadget can easily be affixed to the top of the instrument panel with some masking tape. While circling at 40° angle of bank one of the two ends of wire will stand perpendicular to the horizon. While checking the “nose/horizon attitude” it is easy to check whether we are still thermalling anywhere near our chosen 40° angle of bank. Feel free to bend the wire 90° but only after becoming very comfortable thermalling at 40° angle of bank. (If you don't like wires you can stick narrow strips of coloured self adhesive tape on the canopy.)

Other methods include using a stopwatch and ensuring that the time for a complete turn doesn't exceed 20-seconds. Dataloggers can also be used as long as the recording interval is set at five seconds. The resulting trace will show a perfect square for a 20-second turn. However, both of these methods do not provide instant feedback and are therefore hardly suitable for making in-flight angle of bank corrections.

We all know that steep thermalling is easier said than done but unless instructors demonstrate it repeatedly and pilots practise it regularly during post solo flying our students stand little chance of developing this vital skill. Maintaining angles of bank in excess of 40° is certainly difficult but this should not stop aspiring pilots from trying just that little bit harder.

January 2006

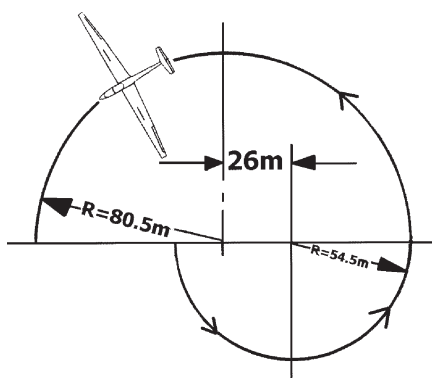
Okay, with these words of wisdom let's move on to accurate flying. All too often pilots work very hard to find these elusive thermals only to drop out of them soon afterwards. Obviously, getting into the core is one thing; staying there is quite another. If this story sounds familiar, the most likely question is: “How can I stay in the core of a thermal?”

The answer is surprisingly simple. Fly accurately – very accurately – or better still, very very accurately indeed.

Flying accurately simply means maintaining airspeed and angle of bank appropriate for the current thermal. Not even minor inaccuracies can be tolerated. As soon as fluctuations of only five knots in airspeed and five-degree in the angle of bank occur, we run a risk of losing the core.

For example, for half a turn a pilot is circling at 45° angle of bank while flying at 45kt. For the other half of the turn our pilot allows the airspeed to increase to 50kt while simultaneously reducing the angle of bank to only 40°.

Well, a circle flown at four-and-a-half knots and 45° results in a circle diameter of 109m whereby a circle flown at 50kt at a bank angle of 40° would increase the circle diameter to 161m. Not only has the pilot increased the circle diameter by 52m (or close to 50%) but he has also moved away from the centre of his original circle by as much as 26m. No wonder our pilot is instantly struggling with the outer fringes of the thermal again.



Re-positioning of glider as a result of inaccurate flying

Thermalling and thermal behaviour is by no means an exact science and a main ingredient for success remains an ability to adapt to the conditions of the day. Exactly this is what makes our sport so interesting and challenging. A generous dose of theoretical knowledge, good basic soaring training, efficient post solo training and a methodical practising of skills is bound to lead to success – in most cases sooner rather than later.

Please do me a favour, go out there and prove me right!

OzFLARM

Nigel Andrews, RF Developments Pty Ltd

RF Developments Pty Ltd is an Australian-owned company developing and selling aircraft electronics for sports aircraft. Recently we entered an agreement and licensing with FLARM Technologies in Switzerland to use their core FLARM technology with our own integrated electronics to produce a version of FLARM for use in Australia and New Zealand. This allows us to be fully compatible with Swiss FLARM, and in the future will receive all software upgrades to continue this.

The OzFLARM display is a compass rose with 45-degree increments. These are shown as red or green LEDs (Light Emitting Diodes). Above and below LEDs indicate approximate height. Anything green on the compass indicates targets outside one kilometre radius. Anything inside one kilometre lights a red indicator. Potential threats indicate red flashing.

As well as the display, the current FLARM alerting (via speaker) is still implemented which when alerting usually indicates a potential collision. FLARM have researched this feature carefully, and with some fairly complex algorithms they seem to have a system that alerts with minimal false alarms. This is continually improving, all OzFLARM devices are fully upgradeable by receiving the latest upgrade via email, website or snail mail and uploading the software via your PC – extremely easy menu driven system.

Other features of OzFLARM are optional remote displays (for two-seaters, etc), internal battery pack that can be charged by aircraft power or external AC charger, voice alert system (reports targets by voice) and moving map PDA software.

Another option in the future will be the ADS-B receive only alert. We have provided an additional port dedicated to ADS-B reception, when coupled to an optional ADS-B receiver/decoder, GA type aircraft will be displayed as well as FLARM. This allows a basic ADS-B system to be implemented. The receiver is also an Australian development, aimed at the gliding and sports aircraft market (see [www.avionicsaustralasia.com]).

So far the response to FLARM has been overwhelming, over 100 enquire for purchase. By the time this article goes to print we should have units available for sale (see [www.rf-developments.com]). We are committed to supply units for trial at various competitions this season so we look forward to hearing the reports. At the end of the day, there is NO replacement for GOOD SCANNING AND LOOKOUT!



NARROMINE CUP WEEK 2005



Nikki Jansz in action

Anne Elliott

Narromine aerodrome was a hive of activity during the last week of November as just over 60 glider pilots from as far afield as Spain, Belgium, Germany and most states of Australia gathered to take part in Narromine Cup Week.

Hosted by the Narromine Gliding Club, Narromine Cup Week has been held annually since 1997. What started as a get-together for nine pilots has grown to what it is today – one of the most popular events on the Australian gliding calendar.

Speaking after the presentation dinner on the Friday evening, Narromine Gliding Club president, Keith Dixon, said that the event is not a competition, but a gathering of pilots with the sole purpose of having a

week of fun, both in the sky and on the ground, but with an emphasis on safety.

"Participants are able to set their own tasks and goals, try for their own personal best flights or just fly around the countryside with a group of friends," Mr Dixon said.

"The club is extremely grateful to all the volunteers who gave their time so willingly to ensure that this year's cup week was a safe and happy occasion. Some of the volunteers travelled

from as far away as Melbourne, Toowoomba, Richmond and Sydney just to help out."

Whilst cup week gives pilots the chance to renew friendships made during previous years it also provides an opportunity to catch up on the latest technology in the world of gliding. This year's daily seminars included talks on flight planning and weather, given by David Wilson from Victoria; the sporting code, by Mrs Pam Kurstjens of Queensland – one of the top female pilots in Australia and the holder of several national gliding records; the Aerokurier on-line gliding competition, by Chris Stephens, Canberra, one of the coordinators of cup week; and the dynamics of glider and tug combination, by tug pilot Nick Hunt of Sydney.

Narromine Cup Week winners:

*Narromine Festival of Flight cup – Paul Mander
Narromine Aerodrome Caravan Park trophy for the best consistent performance – Graham Rock
Peppercorn Motor Inn trophy for the best performance by a novice – Morgan Sandercock*

Awards were also given to volunteers for their assistance during the week and to Ewen Jones of Narromine Shire Council who worked so hard to make sure that the aerodrome looked its best, a fact that was commented on by most of the visiting pilots.



Narromine Aerodrome Caravan Park owner, Jo Broughton, ready to present the park's trophy to Graham Rock for the best overall performance at cup week



Cup week coordinator Chris Stephens with Nikki Jansz from Queensland who was given a special award for exceptional flight line service



Cup week participants Graham Rock, Glenn McLean, Phil Eldridge and Morgan Sandercock. Morgan won the Peppercorn Motor Inn trophy for the best overall performance by a novice



Reiner John from Taiwan



Narromine Gliding Club president Keith Dixon, with German national Hans-Georg Raschke



The laptop brigade




Matthew Thompson



Dr Ed Marel



The two Aries Van Spronsen

Whilst Narromine Cup Week is over for another year some pilots stayed on to join several Bathurst Soaring Club and Hunter Valley Gliding Club members to spend a week of soaring here at Narromine - one of the top soaring sites in Australia. 

Photos Anne Elliott


Harry Medlicott Honoured

A Life Membership award from the Lake Keepit Soaring Club was presented to Harry Medlicott at the final presentation dinner of the Hungry Jacks NSW State competition in November last year.

Harry has been a tireless worker for the club and the gliding movement as a whole. His boundless energy and enthusiasm has done much to put Lake Keepit Soaring Club on the map and make it one of the most vital and successful Clubs in Australia.

Among many other things, Harry has been a prime mover and shaker behind several of the safety initiatives adopted in gliding in recent years. His survival of a mid-air collision some years ago bears testimony to his resilience and has left him with a mesianic determination to make gliding safer for all of us.

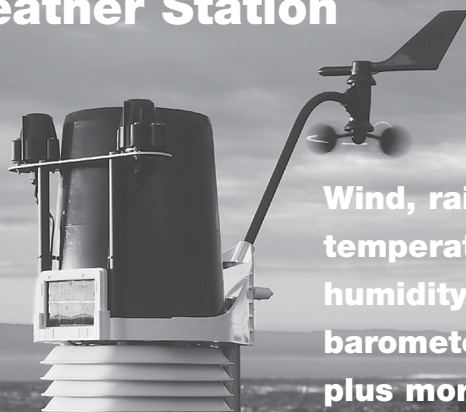
In addition, his involvement in a safety committee of experienced pilots to analyse safety and preparation of briefing notes for competition pilots, and his active promotion of the Flarm trials is evidence of his concern.

Harry's Award was made by Club President Ron Cameron in front of 100 of his friends and gliding acquaintances at the final dinner – with the words “This is Your Life” – and received a standing ovation in appreciation of a well earned recognition of his efforts for gliding. 



Harry and Wendy Medlicott receiving Harry's Life Membership award

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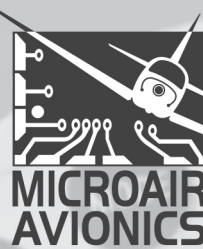
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My Journey West

Boris Marold

WELL, IT STARTED LIKE THIS. I HAD MOVED WITH MY WIFE TO NEW ZEALAND TO START A NEW LIFE TOGETHER AS WELL AS EXPERIENCE WHAT IT'S LIKE TO GO OUT OF YOUR COMFORT ZONE. SADLY, THINGS DIDN'T WORK OUT FOR US, BUT WHILE I WAS THERE I STARTED MY GA LICENCE IN A BABY CESSNA 152.

Enjoying vertical lift

Training was all going fine, and working in an aircraft manufacturing company on one side of the airport made the five minute trip to the aero club on the other side an ideal situation. I was just about to go solo, when, ooops, marriage woes intervened, and things went pear-shaped for some months. After selling up and moving back to Tassie with my tail between my legs, the ex deciding the "land of the long white cloud" was her home, I had some thinking to do. It was time to take time out.

So in October '04 I bought my new home – a Nissan E20 diesel campervan. With my trusty terrier Benj as companion, we set off to take care of some unfinished business – flying! But this time the real thing. Not cooped up in a tin can that coughs and splutters and flies like a grandma. No. I

wanted to be like the birds in the sky. This had been my dream from childhood.

Fortunately (or providentially) Dynamic Flight in Victoria were starting a hang gliding course as I left Tassie on my "Great Adventure". I arrived in Trawalla with excitement coursing through my veins. For all of us who have taken our first steps to freedom, there's no turning back. With good weather, great training and a bit of eagerness, I got to be called the "sky pig", as by the end of the course I had nearly 10 hours up.

Now here is where the real flying began, which I want to share with you.

With secondhand Fun 190, harness, and all the gear, I strapped my new bird onto the camper and off we headed to WA. My uncle has a farm near Esperance on the southern coast and I heard that there was some flying to be had there.

Twilight Beach, just a 15 minute drive out of Esperance, is aptly named, as it has a certain magic about it. After checking with the locals (which was one guy driving past on the Ocean Road whilst I was setting up, who happened to be an ex-hangie) I was armed to take on this beautiful coastline.

Having scoured the section of coastline for possible pitfalls and unwelcome landing sites, I found a perfect spot half way along

Twilight Beach. Wind in the summer months is pretty predictable, but be sure to get there before 11am for set up, as many days the white caps were more popular than the blue water, so take off became a forceful affair after that. Once up, lift could often be attained to 1,100ft asl. I usually left my flying till later in the day when the seabreeze died down. It was then that I could fly till sunset in a relaxed manner, whilst watching the beauty of the sea calm down and the shadows lengthen. Also there was often a sea eagle cruising along with me, which can only be described



How it all started



Get the landing right

Photos: Courtesy Boris Marold

as magic. Two birds sharing the same air, riding the wind.

Top landings are to be had, on or behind Ocean Road which runs along the top of the ridge. This is not a very busy stretch of road, but safety first is an obvious consideration. You can land on the beach, but be sure the tide's not up too much and that you land close to the eastern end where there is a car-park. I found the locals and tourists most welcoming, and many rubber-neckers enjoyed getting out their lenses for a bit of practice as I zoomed back and forth in front of them, hovering near them and goading their mortal existence. After spending three months there I became known in Esperance as, *"Are you the guy who flies at Twilight?"*

One amusing occasion I had whilst setting up one day came from two Pommy tourists on their bicycles. *"How hard are these to fly?"* one asked. *"Oh,"* I said, *"statistically it's safer than driving a car."* To which in all seriousness he replied, *"Could I have a go after you?"* I thought he was joking, but by the eagerness on his face and the blank look of naivety I realised he wasn't. *"Yeah, sure you can fly my glider. Have you made your will out yet?"* A blank look. *"It can't be that hard, can it?"* he said (with a 15 to 20kt wind building up).

Harvest on my uncle's farm came to a stop, and I was itching to get to Albany, 400km down the road as the locals would say. Some people in Tassie have never been anywhere outside a 50km radius. Luckily, as an original Sandgroper, I could escape some of the "dirt" heaped on me from time to time.

Anyone who visits WA in the summer months must bring their glider to the south-west and experience its beauty. Albany has a number of sites to fly, but the most spectacular are Sandpatch (15 to 20 minutes from Albany) and Shellys Beach (30 to 40 minutes drive).

Sandpatch is a top landing only site (intermediate). This is 100m in front of huge wind turbines. So for the first few landing attempts on the cleared landing site one feels the rotating blades a bit close for comfort. Good for helping your judgement and ability to steer your glider exactly where you need to. But 23km of fantastic coastline with cliffs rising well over 700ft or so at some points really gets your airtime up. One particular magic afternoon I took off at 4pm and flew the entire length back and forth, getting great lift up to 2,200ft asl and landing at 7:30pm. The photos say it all.

I sadly left this haven of summer flying and headed back east. I was rewarded with perfect conditions at Eucla on the Nullarbor and enjoyed a very spiritual experience flying the Great Australian Bight, seeing endless

December 2005



At 2,300ft over Sandpatch, Albany



Smooth lift at 6pm



Lazing around at Twilight Beach



Toplanding at Twilight Beach

blue on one side, endless flatness on the other, and not a soul in sight. Australia is an awesome place.

If any of us Easterners are fortunate enough to strike it lucky weatherwise whilst crossing the Nullarbor with glider in tow, be sure to inform as many people as possible of where you intend to fly, how far up and down the coast you intend to fly, and when you expect to be back. Make sure you tell them to come looking for you if you're not back by your indicated time. The sharks might get to you first.

And so it was back to Tassie to settle into routine after being away for eight months. I encourage anyone to follow your dreams, and if you like solitude, awesome colours of the ocean, and flying into the sunset, then get that kite on your roof and head west.



Mandatory Maintenance Bulletins

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We advise all Airborne customers who fly our aircraft to regularly check the Airborne Website for Mandatory Maintenance Bulletins.

This is a simple and quick way to check if your aircraft has any safety or service bulletins listed.

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Canungra Paragliding Cup 2005

– OFFICIAL REPORT

Brandon O'Donnell (Organiser)

A note from Brandon: Due to a slight miscommunication, a competition report for the Canungra Paragliding Cup 2005 submitted for the 12/05 issue of Soaring Australia was not sited or approved by the organisers of the competition. The full Official Report follows. Results, photos and track logs from the Canungra PG Cup 2005 can be viewed at the Canungra Cup website [www.canungracup.org].

The growth and popularity of the Canungra Paragliding Cup since its inception has astounded the members of the local Canungra Club. From a mere 25 entrants five years ago to over 100 pilots registering this year, all that was needed was the great weather conditions of years gone by. As in previous years, drought conditions saw dams at record lows and farmers praying for the proverbial!

DAY 1

The strong NNW winds gave many pilots a chance to recover from late flights and long distances travelled the previous day. The competition was officially opened by the Mayor, whose entertaining welcome clearly relaxed the nerves of many newcomers to the event. Formalities and informalities were conveyed by the organisers, and with the flying day cancelled, pilots loaded up the buses and set off to Gold Coast beaches, theme parks and rainforests for some sightseeing.

DAY 2

Pilots awoke to yet another day of strong winds. The weather systems had not moved as quickly as forecast, hence another day of rest and recreation was called for. Australian competition pilots took the opportunity to

discuss current issues facing the Australian scene, with a marked interest in scoring systems used by the hang gliding fraternity. Overwhelming support was also given to the new Australian Team selection process the HGFA Competitions Committee has implemented. The popular Skills Clinics again drew much attention, with Heike Hamann presenting a rivetting insight into the concept of "fear" and how to deal with it. Tim Cummings (scoring systems developer) was also called upon to explain the scoring system used by the hang gliders and what it sets out to achieve.

DAY 3

Extremes often align themselves with paragliding, and today was no different. From strong north-westerlies the previous day, we were greeted with light conditions today. So light, in fact, that any one of four launches could have been used! Beechmont was chosen, and a 64.3km task was set pushing pilots out to Lake Moogerah. Most pilots found strong thermals out of launch and soon found their way on course. Strategy was the name of the game, with many pilots topping out in thermals only to find a strong westerly headwind... sending some of them backwards at 8500ft! Other pilots picked their moments to leave thermals. Only five pilots made goal, with the 1,000 points awarded to day winner James Lawson (UP Targa). Best female was Vivian Williams in 7th (Gradient Aspen). The fun continued into the evening with an amateur video night. "Para-bike Man" produced by local instructor Phil Hystek, was quite entertaining.

DAY 4

A more definitive westerly wind direction had pilots bussed up to Mt Tamborine. With conditions looking quite pleasant, a 58km task crosswind was called. Conditions around launch became quite scratchy with light climbs testing pilot ability. With about a quarter of the field off and wind strength slowly increasing, many pilots were drifting a long way behind launch and battling to penetrate forward. Unsafe conditions on and around launch resulted in the task being cancelled.

Those remaining on launch were whisked back down the hill for some cool beverages, except for one bus whose trailer became wedged through a slight miscalculation of geography and geometry, resulting in an almost entire blockage of the main highway across the mountain! Fast thinking pilots sprang into action discussing several theories of how to unwedge the bus, whilst Sascha Moroney did what she does best, and stopped traffic! Dave Russell became the hero saving the bus from a certain death. The traditional "Roast and Boast" dinner later that evening witnessed some compelling stories of adventure... some could have written a book!

DAY 5

Another tricky day to call, with a southerly change forecast to come through in the afternoon and some isolated thunderstorms forecast to the north and west. Mt Tamborine was chosen and a 45km task was set directly west to Coulson. Pilots chose to take advantage of the early open window, and launched hoping to get on course early. Most misjudged their timing and got flushed to the bomb-out before returning for a re-fly with the tail end of the field. Tight thermals made life hard for those not able to find the cores. Two unexpected cells developing to the south of the course line were closely monitored as they moved towards the south-east. With the moist southerly change now feeding them, they developed rapidly and most pilots decided to land safely to avoid any potential problems. Given the circumstances, the Competition Director decided to stop the task at 1:28pm due to safety concerns and score it up to that point. The subsequent winner of the task was Shane Hill (Gin Boomerang 4). An apt skills clinic was presented by Ian Ladyman on 'Speed to Fly' theory with very practical knowledge being passed onto those who attended. The pool competition later that evening revealed some skillful strategy and raw talent (skillful and talent used very loosely) with some close battles. Ben Darke and Andrew Horchner emerged victors... in controversial circumstances!

DAY 6

Another well set task by the committee sent pilots on a 64.3km journey from Beechmont to Lake Moogerah. An 8km start gate cylinder gave pilots the ability to spread, but inadvertently resulted in a huge gaggle waiting together under a nice cloud at the edge of the cylinder. The start saw pilots fly straight into an area of overshadowing which claimed a few of the field, others managing to scratch

Background: Pilots climb in a tight core



Competitors focussed on task at hand



Competition winners. Left to right: back – Phil Hystek, Patrick Roser, Jason Turner, Alex Zangerl, Antje Dahler, Rod Merigan, Vivian Williams, Alison Cawte, Sheralee McDonald. Front – Brian Webb, Shane Hill, Enda Murphy, Ross Johnstone



Best Team, Bright Coprolites. Left to right: Brian Webb, Brett Robinson, Craig Collings, Ross Johnstone, Fred Gungl



The task committee



Gliders search for lift

up and stay airborne. Conditions on launch became difficult as well, with climbs to base weakening as the day progressed. The huge lead gaggle continued on slowly, dropping off pilots throughout the course. Eight pilots reached goal, the top five within a minute of each other. Rhett Rockman (MacPara Magus 4) took line honours and the 1,000 points. Top placed female was Alison Cawte who finished 18th. A couple of pilots landed in inaccessible areas and enjoyed a three hour walk out. Ian McFarlane and Alison Cawte are no doubt much closer friends now! A Middle Eastern feast ensured pilots were able to replenish energy stores after a long day for some!

DAY 7

Awakening to overcast skies was not an ideal sight for pilots. The farmers had been busy with their rain dances and it appeared their prayers would be answered. Light rain began

to fall as the briefing took place, but the rain radar and weather forecast indicated it would be isolated and improving. We sent the pilots up Mt Tamborine, and whilst the conditions were free-flyable, taskable it was not. Organisers cancelled the day. The festivities began early as pilots enjoyed eating and drinking at the local establishments... especially the new venue, 'Motel Grande'. Drunken debauchery followed, with the organiser being asked on many occasions if tomorrow was going to be flyable. With that the organiser suggested we go to the hotel and join some of the friendly locals in pool and more drinks until the wee hours!

DAY 8

Many bleary-eyed and throbbing heads greeted a clear blue sky on the last day of the competition. Most managed to not even make the briefing, and were shocked to learn that the weather was looking okay and we were rallying the buses to take pilots up to Hinchcliffes launch. The forecast was for the south-easterly to ease as the day went on. A few wind techs indicated that thermal drift was quite pronounced and high cloud was hindering the generation of strong thermals. A waiting game followed to see if conditions would ease, but alas it was not to be. The organisers thought it untaskable conditions, and subsequently cancelled the day. Most of the field chose to free-fly and landed in the bomb-out.

Although unseasonal weather conditions hampered the number of tasks flown in this year's event, almost all pilots thoroughly enjoyed those days that were successful as well as the atmosphere generated in after hours events. The Presentation Night was a wash of colour, with festivities taking place at the 'Bearded Dragon' function centre. Approximately \$8,000 in trophies and prizes were distributed to the fortunate pilots. The coveted 'Canungra Cup' was awarded to Enda Murphy (Advance Omega-Proto).



Top three female pilots. Left to right: Antje Dahler (2nd), Viv Williams (1st), Alison Cawte (3rd)

Second was Shane Hill (Gin Boomerang 4), and third Brian Webb (Gradient Avax). Top female was Vivian Williams, 13th overall! Best Team was awarded to the Bright Coprolites (Brian Webb, Ross Johnstone, Craig Collings, Fred Gungl, Brett Robinson), picking up a variety of prizes from Cross Country Magazine. A full breakdown of the scores can be viewed on the comp website [www.canungracup.org].

A big thank you to the fantastic job done by the six retrieve bus drivers, who very promptly had pilots picked up once landed on course. Also many thanks to the numerous sponsors of this year's event, including The Paragliding Centre, Beaudesert Shire Council, Garmin/GME, Mac Para, Gin, Sup' Air, XC Magazine, Windworks and all the local businesses.

The Canungra Paragliding Cup team looks forward to hosting next year's event.



Cross-country Coaching Week in WA



Ashley Boyle (Beverley) at only 16 years of age about to launch on his first 300km flight



Roy McInnes (Beverley) ready to launch with WA RTO Sports James Cooper smiling in the rear seat



Harry Oxer (Beverley) about to launch with Bernard Eckey (SA Coach) crammed into the rear seat



The only outlanding for the Course, note the threatening sky that caused Bernard Eckey (SA Coach) and Alan Arthur (Narrogin) to come to grief

The RTO Sports in Western Australia, James Cooper, set a blistering pace in activity to start the cross-country season in WA. First a series of evening lectures in Perth, directed at the new sports coaches was followed by an evening lecture on the trials and tribulations of Official Observers. This was very well attended, not only by potential official observers but also by some having completed their official observers' examination back in the days of cameras and film and declarations chalked on to tired pieces of blackboard but who were uncomfortable with the introduction of electronic declarations and loggers. It was apparent that one of the main objectives of the course was to ensure that the official observers spelt the name of the FAI Certificates Officer, Beryl Hartley, correctly.

So much for the theory and into the practical week of cross-country flying. Tradi-

Owen Jones – Beverley Soaring Society, Photos: Owen Jones

tionally this is held on the week before the start of the soaring season! This is very convenient because in WA we know exactly when the good soaring weather is going to start for the summer season, the day after the cross-country week ends.

The week started with two days, the weekend of 22 and 23 October, at the Beverley Soaring Society which was mainly for the trainee sports coaches and then down to Narrogin Gliding Club for the cross-country week proper. The first two days were rained out completely, so we were able to give the lecturers our undivided attention. The lectures were presented by the RTO Sports for WA, James Cooper and the Head Coach for SA, Bernard Eckey, who had kindly flown over to assist with the coaching week. Bernard has an excellent set of Power Point presentations mainly based on the comprehensive series of 12 articles on lift that were published in *Soaring Australia* in 2003 and 2004 and the further four articles on ridge lift and slope soaring that were published in 2004. Bernard has also had the opportunity to practise on the cross-country pilots in SA so the lectures are now very well rehearsed and presented.

Interestingly, Bernard had not heard of the thermalling technique of taking a thermal to the next round number of thousand feet, even though the rate of climb might have dropped off a bit. The benefits include bragging rights at the bar, making one's log book look better and giving the pilot a psychological boost which lasts for the rest of the flight!

On Wednesday after the morning lectures we managed to get the gliders launched into a very grey sky. But with reasonable lift under the darker sections we were able to get some extended training flights in two of the Narrogin twins with James Cooper in the back of the Puchacz and Bernard Eckey drawing the short straw and confined to the rear seat of the Twin Astir.

Thursday was a very trying day, in fact by far the most trying of the flying days. The weather forecast was foreboding with thunderstorms and squalls predicted and the radar update on the Internet showed them less than 50km away so at 10:00 o'clock we frantically de-rigged all the visiting gliders in the expectation that there would be no flying for the next two days! But how wrong could the forecast have been as by noon the days was definitely soarable and we re-rigged most of the gliders that had been in their trailers

for barely two hours!

It was at this stage that the SA Head Coach decided to show Alan Arthur NGC the finer points of Seeking Thermals at Low Level Part III combined with Advanced Paddock Selection Part II. This, in fact, was to be the only outlanding for the entire week. The news received back at the pie cart was "The good news is that the Twin Astir is safely on the ground, the bad news is that the paddock is not suitable for a paddock retrieve". So off went the advance party at high speed whilst the Twin Astir trailer, which has not been used for years, was found under a pile of birds' nests and other debris and headed slowly off in the general direction of the downed Twin. As is often the case the high speed advance party travelled at high speed past the correct turn off and the slow moving trailer reached the bored pilots first.

Friday, which was to be the last day for all the visitors who had to relocate their gliders on the Saturday, naturally proved to be the best soaring day of the course. Twins and singles at last blasted off in all directions. The youngest pilot of the course, 16-year-old Ashley Boyle (Beverley), completed his first 300km whilst John Welsh racked up over 470km including a Lead and Follow up to to Beverley with Owen Jones (Beverley) who dropped off his Astir and returned to Narrogin in an ultralight to collect his caravan and 4WD, a logistical nightmare.

In the meantime John had flown back to Narrogin then back to Beverley to make sure it was still there. Whilst all this was going on James Cooper completed a couple of 100km flights in the Narrogin Puchacz, forcing his students to fly with ALL the instruments covered to enable them to better "feel" the glider. James then leapt into his SZD 55 and flew up to Cunderdin to meet Ashley who was then returning on the final leg of his first 300km flight. A great day at last, what a pity it was the final day of the course.

Despite the poor weather, which deterred a few pilots from coming down to the course, it was nevertheless enjoyed and appreciated by the dozen pilots who did have the courage to turn up. All benefited from the experience and appreciated the effort put in by James and Bernard to put the course on in the first place and to inject so much enthusiasm and humour.

If only all the flying days had been as good as the last day!



LAUNCHING BY WIRE

Part 3 – Car Towing

Allan Ash

Launching sailplanes by car towing has some advantages and some disadvantages when compared with winch launching. For a club, the disadvantages usually outweigh the advantages, but for a small group or an individual sailplane owner who wants to operate independently and make relatively few launches, there is a lot to be said for car towing.

One big advantage of car towing is that the turn around time per launch is considerably reduced so it provides more launches each hour, which may well suit a club involved in short training flights or needing to launch a lot of aircraft in a short time, such as at a competition.

Another advantage is the versatility of the towing vehicle which can also serve to pull gliders and trailers around the airfield or retrieve aircraft that have outlanded. The one vehicle does it all.

On the other hand, a tow car requires a smooth runway, or at least a reasonably smooth stretch of airfield, otherwise the car will be shaken to pieces in a short space of time.

Fuel consumption of a tow car is understandably much higher than that of a winch, or even the combined consumption of a winch and cable retrieving vehicle. The wear on tyres, brakes, gearbox and other parts is also higher.

In addition, if the car is to be fully utilised, it will need to be roadworthy, registered and insured. All these costs must be borne in mind, though it is still possible for the tow car to be an economical investment.

It will be obvious that a tow car will need a shorter length of wire than a winch as well as a quick-release mechanism at the car end.

Ideally, a tow car needs a crew of two, one to drive and one to watch the sailplane during the launch, inform the driver of any need to alter the towing speed and, if necessary, to operate the tow release.

If at all possible, the entire launch, from start to finish, should be done without changing gear, or with only one, very fast, change. A relatively light sailplane, combined with any wind strength, should allow the whole launch to be carried out in second gear.

Changing gear during the launch could result in a brief slackening of the wire which, at least, will alarm the pilot and at worst will force the pilot to release the wire because of the loss of airspeed. A heavier aircraft might require a start in first gear, especially in a January 2006

light wind, but the change to second should not be made until the sailplane has reached a safe height, say 200ft or more.

Any change in gear must be made as rapidly as possible to maintain the launching speed. It must be remembered that the sailplane is creating a strong backward pull on the tow car and as soon as the clutch is depressed to change gear the sailplane will cause the car to reduce speed.

Ideally, the tow car should have a manual gear change. If an automatic change is used, the control lever should be placed in the required gear, not in 'drive', to prevent the gear being changed automatically at an inappropriate moment. The car driver must always be in control of the gear changing function.

For the glider pilot, the launch will be almost the same as a winch launch, except perhaps for a slightly longer ground run resulting from a slower initial acceleration. The wingtip runner should realise he will have to run a little further before releasing the wing, and the pilot should be prepared for the possibility of a wing-drop, especially if the wind strength is low.

As for the winch launch, the initial part of the car tow should be made at full throttle until the sailplane is safely airborne, and then smoothly adjusted to suit the sailplane's required climbing speed. The car driver should be aware that the car with the sailplane on tow will not initially accelerate at anything like its pace without the aircraft. If the wire breaks, or the sailplane is released in an emergency, from either end of the wire, at an altitude so low that the pilot must land straight ahead, the car driver must either accelerate to keep ahead of the sailplane or else turn well off the runway to leave it clear for the landing.

In such a circumstance, the pilot must be careful not to land on the wire, which might tangle with the aircraft or damage it in some way. Of course, as in any emergency, the pilot must immediately release the launching wire and ensure a safe airspeed is maintained for the landing.

As mentioned earlier, a sailplane being launched exerts a strong pull against the tow car. In the early stage of the launch the pull is horizontally backwards but as the launch proceeds the pull becomes more vertical.

If the launching wire is attached to the rear of the car, this upward force tends to lift the rear end of the vehicle. This has been known to reduce the weight of the car on its rear wheels, causing them to slip, thus reducing its speed and the airspeed of the sailplane.

To overcome this wheel-slip, tow cars are sometimes weighted at the rear with ballast. I have known such ballast to comprise drums of water, boxes of stones, bags of sand or earth, or, one occasion, a large log of wood.

The tow hook at the car end needs to be bolted securely to a strong part of the car. If it is attached to the light bodywork, the pull of the sailplane will soon distort and damage the car panels. For this reason the best vehicle for towing is a commercial utility truck with a strong chassis. The tow hook can be bolted to the rear end of the chassis, perhaps to the central tow bar.

Ideally, the pull of the cable should not be on the rear end of the vehicle, but in the centre, between the front and rear axles. One tow car I saw was a Ford 100 utility truck with a special frame bolted to the chassis mid-way between the two axles. The frame formed an inverted U, located just behind the cabin and had the tow hook bolted centrally. A commercially available roll-bar would be ideal.

In most conditions, a car launch will provide about the same height as a winch launch. For the pilot there is very little difference between the results. It probably boils down to a choice between the economy of the winch and the convenience of the tow car. For a club, the winch has perhaps the advantage but for the independent private owner, the car tow could be the better choice.

Next issue – launching into thermals.

GFA Badges & Certificates

Claims to 30 November 2005

A BADGE			
Nitzsche, Alexander P	11148	Gympie GC	
Schmidt, Will Eduard	11152	Southern Cross	
Knight, Lachlan T	11156	NSW Air TC	
B BADGE			
Stevenson, David P	11121	Byron Gliding	
Zoller, Martin	10026	Southern Cross	
A & B BADGE			
Doherty, Terence Niall	11145	Bathurst SC	
Morris, Glynn William	11146	Southern Cross	
Harper, Bruce Graham	11149	Wagga Wagga	
C BADGE			
Robertson, Joel Peter	11092	Bathurst SC	
Richardson, Ross J	11096	Beverley SC	
Stanwix, Shirley Clare	9876	Beverley SC	
Loxton, Benjamin J	11065	VMFG	
A, B & C BADGE			
Thompson, Matthew M	11143	Narromine GC	
Dillenbeck, Christopher F	11144	Bathurst SC	
Percival, Graeme	11147	Beverley SC	
Ayres Stephen Michael	11150	Sportavia SC	
SILVER C BADGE			
Matthew-Frederick, A D	4600	Kingaroy GC	
Thompson, Matthew M	4601	Narromine GC	
Maddocks, Nicholas W	4602	Boonah GC	
Phelps, Allan Nevel	4603	Beverley SC	
Zimmermann, Nigel P	4604	Barossa Valley GC	
GOLD C BADGE			
Villiers, David Alan	1608	Canberra GC	
Maddocks, Nicholas W	1609	Boonah GC	
DIAMOND GOAL			
Phelps, Allan Nevel		Beverley SC	

GFA Executive Officer's Report



Instead of the usual "Mike Yankee" photo, I have included a shot of who you are talking to when you email or phone me. This is the XO office in my home in the leafy suburb of Roleystone, Western Australia.

I tend to get a lot of phone calls, hence the headset, and I am on ADSL, so I can access the internet to refer to such areas as the information on the GFA website, whilst on the phone to GFA members or officers. My webcam is above my laptop, which I use for video-conferencing with interstate officers who have the same facilities.

Board Matters

To write this, I've broken off wading through editing the November GFA Executive and Board Minutes (oh, joy!) that were held on 12-13 November in Melbourne. The minutes will now be available on the GFA website [www.gfa.org.au] for those who are interested. Some key points:

- Len Diekman did not stand for re-election as Chairman of Technical Committee. He received a vote of thanks from the Board for his years of service

The GFA Board appointed the Technical Committee nominee, Andy Wall, as Chairman

Andy is an engineer with Boeing at Williamstown on aircraft like the FA-18 Hornet, so can contribute considerable skills to the position.

- Peter Robinson from South Australia stood down as Awards Committee Convener at the AGM

The Board appointed the Sports Committee nominee, Jade Palmer, to the position, which co-ordinates GFA awards nominations prior to each GFA AGM.

Rob Moore tells me Jade is a young lady from South Australia, has just completed her Silver "C", is a member the Adelaide Soaring Club, Waikerie Gliding Club and of the Cadet Gliding Club and holds a responsible rank in the A AFC as a Cadet Sergeant. Welcome, Jade, to the wonderful world of GFA admin, it's great to see our up-and-coming generation starting to get into it.

- Our new Board will be conducting a review of our financial strategies this financial year.

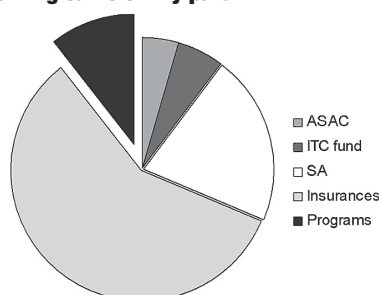
Beryl Hartley, our respected Treasurer, is heading up an advisory group to the Board to identify options for decision.

It is planned that opportunities be provided for member input into the process.

A pie chart presented by Beryl at the meeting is included to show the break-up of your membership fee into segments of expenditure.

You will notice that a majority of your membership fee goes on our extensive insurance policies.

I hope to write an article for Soaring Australia early this year on our insurance policies, as the duties of GFA Insurance Officer have recently been included into the XO portfolio, which requires another steep learning curve on my part.



- Communications were the subject of much debate.

As many Board members as technically possible are to connect to ADSL to facilitate file transfer, VOIP (Voice Over Internet Protocol), and future web conferencing options.

Feedback to the Board indicated member satisfaction with increased usage of the internet such as the GFA website for publishing up to date news items and issues.

- The Board requested the Operational Panel to investigate and implement enhanced methods of communication to members on matters of safety, accidents and incidents.
- The Executive Vice-president, David Conway is to head up a project to investigate, coordinate and update the GFA Business Plan.
- The next GFA AGM, ABM and Seminar will be hosted by Queensland in September 2006.

RAAF Pearce Airshow

Gliding was well represented in the civil section of the Pearce Airshow in mid-November, with the Beverley Puchacz giving a polished aerobatic display. The airshow was held over two days with over 45,000 visitors over the weekend, in great flying weather.

Richard McLean, the WA Regional Development Officer, and an enthusiastic band of Beverley pilots manned a very

professionally-presented booth in the exhibition area in one of the hangars. They talked to a lot of people and gave out a lot of gliding promotional material. It is hoped that their sterling work translates into prospective members. I'll let you know results in a future issue.

The total display was awesome, with the PC-9s, Hawks, FA-18 and F-111 really tearing the sky apart (and they get paid to do it as well.) A B-1b Lancer visiting from Guam was the star exhibit in the static display on the apron.

OZFLARM Update

The first large scale use in Australia occurred at the NSW State Comps at Lake Keepit in November with over 60 gliders. Preliminary reports indicated strong support for the devices. Dave Shorter, the Competition Director, advised me that there were some teething problems, which the manufacturer is now working on. But having a concentrated trial such as this was very worthwhile for him in identifying and debugging the interface and display.

GFA has a formal trial planned for Gawler at the Multi-class Nationals in January. Following that the Ops Panel and National Competition Committee will consider the outcome of the trial and next steps.

The GFA President, Daryl Connell has pointed out that experience suggests that mandating anything needs careful consideration and planning. To GFA's knowledge, FLARM in Europe has proceeded without any regulatory mandatory requirement.

Lookout, see and avoid are still our primary defences against collision.

Club Class Nationals at Benalla

My expedition planning to take my Hornet to Benalla in January is well advanced, so I hope I can catch up with some of you at the debriefing sessions in the State Centre after flying there. I have just received an email from the organisers that the entry list is approaching 50 in number and they may have to close off the list.

Fifty at McCaffrey, 60 at Lake Keepit, 50 at Narromine, 50 at Gawler, 50 at Benalla.

What a cracker of a competition season it is! Keep looking out and "Under 700ft, Land Safely!"



GFA EXECUTIVE OFFICER

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Blog: [www.arach.net.au/~jwelsh/Blog.htm]

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AUSTRALIAN WOMEN IN GLIDING WEEK

Kingaroy Soaring Club, 11 to 18 March 2006

Lisa Turner

What is it?

A fun week of women only, involving every aspect of gliding (flying, organising events, running clubs, crewing and so on...)

When is it?

Saturday 11 March (arrival and rigging day) to Saturday 18 March 2006 (last flying day and final night party)

Where is it?

Kingaroy Soaring Club, Kingaroy, Queensland

Who is it for?

Any woman who is involved in gliding and wants to participate in a week of activity focused and tailored especially for women. You do not have to be a pilot to participate in the week, everyone (so long as they are female) is invited to join in.

Why is it happening?

Women make up a small percentage of the membership of GFA. There are many reasons for this but in order to attempt to change this and encourage more women to participate in gliding it is important to create an environment where women feel comfortable, make new friends, have lots of fun and can learn new skills in a supportive and encouraging atmosphere designed especially for women.

What is the purpose?

The purpose of the week is to encourage and to upskill the current female membership of the sport, provide female role models for the membership and help to encourage more women to participate in every aspect of gliding.

How is this to be achieved?

We want to design the week to be as flexible as possible and to upskill as many women as possible across a range of areas within gliding. It is not a competition. It is not even a dedicated cross-country coaching week. It is a week of women in gliding, whatever form that participation may take. The idea is for each participant to learn something new from the week. Therefore we will tailor the week to suit each participant's needs and goals for the week. Depending on your experience and current skills these may include:

General gliding:

- Train women to obtain passenger carrying rating for two-seat gliders

- Train women to obtain their DI rating
- Train women to undertake general glider maintenance which they may not yet have the knowledge or skills to undertake, eg: change a flat tyre, inflate a flat tyre, polish a glider
- Train women who also have a powered aircraft license to fly the tug
- Train women to understand how to use a variety of glider instruments, in particular GPS and moving map navigational equipment

Cross-country gliding:

- Outlanding flight training
- Early to advanced level cross-country training (tailored to individual needs)

Train women in how to:

- De-rig a glider into its trailer
- Tow a glider trailer behind a car
- Put water ballast into a glider
- Tie a glider down in a paddock
- Handle outlanding situations once landed (how to talk to the farmer, etc)

Gliding Coaching:

- Train suitably experienced women pilots to become gliding coaches
- Teach women how to be mentors to other members of the sport, in particular women and young women

Officiating for gliding:

Club events/activities

- Train women with the skills required to undertake club committee positions such as president, secretary, treasurer, committee member, records officer etc
- Train women with the skills required to undertake state or national level committee positions such as president, treasurer, secretary, committee member
- Train women to become official observers for badge and record claims

Competition or other activities

- Train women how to undertake positions required to run a gliding competition such as competition director, scorer, logger verification, weather forecasts for the day's flying, tasksetting for the day's flying, budgeting and accounting for a competition, tug master
- Train women with the skills to manage a competition team at a world championships

The fun stuff

Gliding is not all about flying, there are other aspects to the sport and reasons why we participate, one of which is the friends we make. We intend to hold a variety of social and fun activities throughout the week which may include:

- Wine and cheese tasting night
- Witches ceremony
- Dinner out at local vineyard restaurant
- Glider trailer parking competition
- Daily fine system for rule breaches with fundraising towards national women's team
- Cocktail party for last night? Or, fancy dress theme night?

Interested?

If you would like to know more about the Australian women in gliding week please contact Lisa Turner on 0419 776175 or email <LisaHDK@hotmail.com>.



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

A) DOCUMENTATION REQUEST

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

Aircraft Type

Registration marks VH –

Address to which documents are to be sent is:

Name

Address

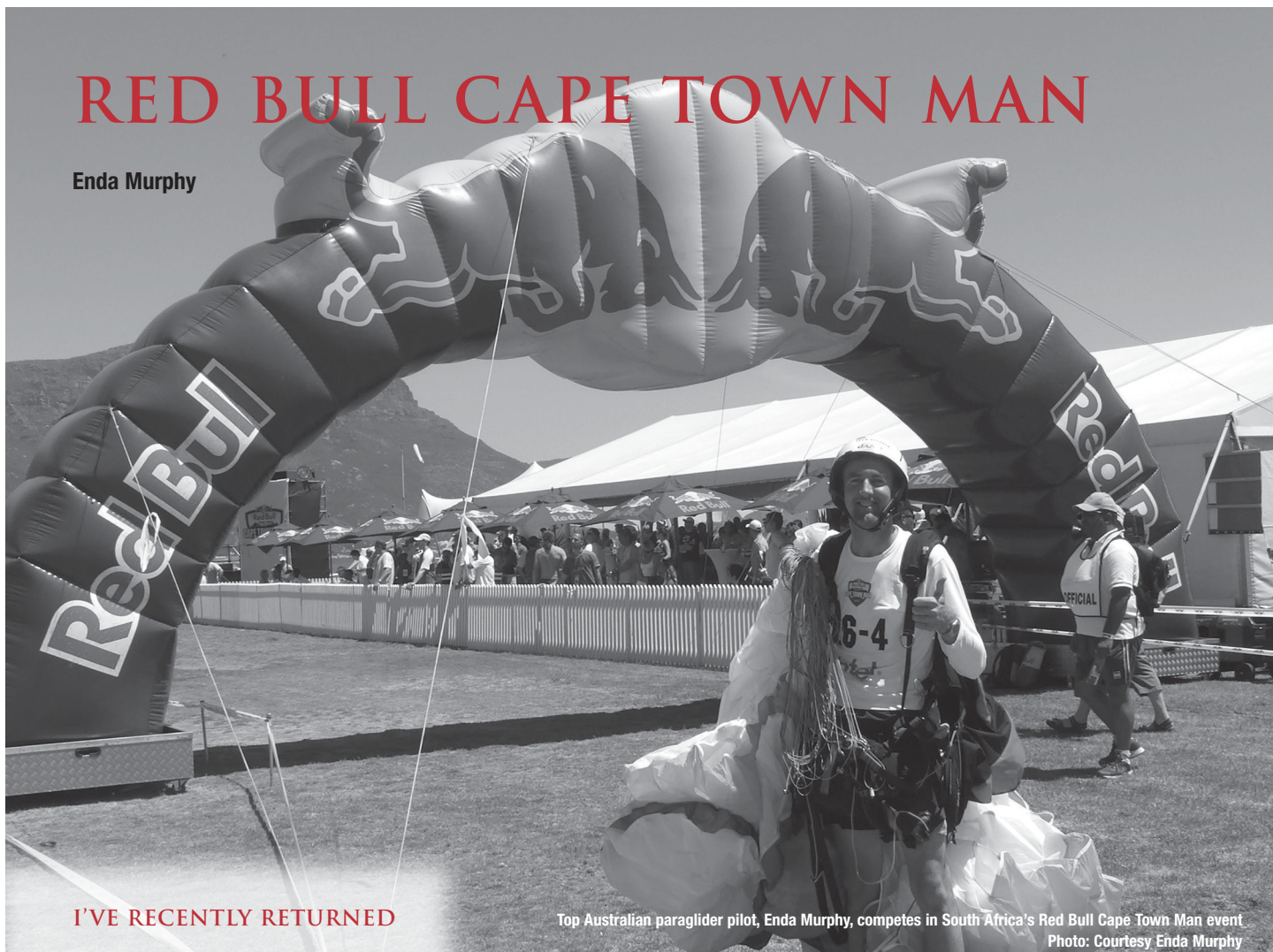
.....

State. Postcode

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

RED BULL CAPE TOWN MAN

Enda Murphy



I'VE RECENTLY RETURNED

FROM SOUTH AFRICA WHERE
I WAS COMPETING AS PART OF
THE AUSTRALIAN TEAM FOR
THE RED BULL CAPE TOWN
MAN EVENT LAST NOVEMBER.

Top Australian paraglider pilot, Enda Murphy, competes in South Africa's Red Bull Cape Town Man event
Photo: Courtesy Enda Murphy

The comp consisted of a relay race with kite surfing first, then mountain biking, mountain running and finally paragliding. The race stretched around the city of Cape Town and up onto Table Mountain and back onto the beach. Quite a lot of guys who race in the

Dolomiten Man event were there, as were some of the X-Alps guys.

Unfortunately the kite surfing leg had to be cancelled due to a lack of wind, much to our team kite surfer, Julian Kidd's, disappointment. The Aussies won the first leg with our mountain biker, Sid Taberlay, first to the changeover. The run up Table Mountain was a killer with lots of athletes suffering under the steepness and heat, including our runner, Ben du Bois. Our team dropped back to 12th place. The paragliding leg had to be shortened as we could not fly from the top of Table Mountain, so the leg was changed to a three kilometre run with a stiff climb at the end and then a short flight down with full speed and big ears onto the finish line at the beach. I wasn't looking forward to the run, but managed to hold my place so was happy enough with that.

The winning team was a group of Austrians and a Kiwi called Team Leinguber, while Team Austria/Italia came second, followed by the Swiss in third place. Team Red Bull Australia finished in 12th place, out of a field of just over 50 teams.

Red Bull really put on a great event with huge organisation and logistics all coming together in a successful show.



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HOOK

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... towards automatic piloting*

HOOK, a paraglider born from experience ...

You have been dreaming about a playful, simple wing, which brings you where you want, which gives you the necessary information that you need for easy piloting that is a source of pleasure ?
...The HOOK is made for you !

Last news ...

Winner of the class DHVI/2 at the Canungra Cup 2005

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Tel. +61 (0) 2 9999 1270 - info@windworks.com.au
www.windworks.com.au

NIVIUK
www.niviuk.com

Soaring Calendar

AUSTRALIA

Mystic Cup

Bright, VIC. B sanctioned comp, held on weekends of 7-8/1/2006, 21-22/1/2006, 25-26/2/2006, 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>.

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.

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 \$205. 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], <info@xcflight.com>. Ph: 0429 403606.

VGA 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 XC 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. Int rating and inland experience required. GAP parameters: 4km, 40km, 90min, 15%. Contact: Cameron 0407 418295.

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, includes all tows and all clinic sessions. Contact Tove Heaney <info@sportavia.com.au>.

Club Class Nationals 2006

16-27 January 2006

Benalla, VIC. Held during the prime soaring season to hopefully guarantee some excellent weather for tasks. Benalla has flatland to the north and foothills and alpine mountains to the south, the airfield has a long and wide grass E/W (08-26) strip, as well as a sealed parallel power strip and two grass parallel runways for N/S (17-35), two tie-down areas for approximately 20 aircraft. Further space available in front of club hangars. Briefings and meals at the airconditioned clubhouse (licensed bar and meals for around \$10). PC network, broadband connection, and wi-fi capability in and around the clubhouse. Limited camping at airfield, additional camping at the town's caravan park. Motel/hotel accommodation available around town. Benalla region has many activities for non-flyable days. Contact: GCV.

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

Eucla Fly-in

23 January – 1 February 2006

Border Village, Eucla, WA/SA. The Goldfields Dust Devils are hosting a fly-in at Eucla. Static and winch towing available. Fun, flying and wild partying is what we're renowned for. An interstate friendly comp is possible if enough Mexicans cross the border. Come and join us at the world's best ridge soaring site. Contact Muz 08 90215771, 0427 328638, <muzel@optusnet.com.au>.

Killarney Classic

28 January – 4 February 2006

Killarney, QLD. AAA, FAI Cat 2 PG comp. Killarney is owned by pilot and comp host Andrew Horchner. Numerous launch sites offer some of the best XC flying in Australia. There has been an extraordinary response to the first AAA rated Cat 2 competition in Killarney this year, as we have been booked out with over 85 registrations. Accommodation limited so book as soon as you can. Information can be found at [www.fly-killarney.com.au]. Payment details are on the website as well. See you all at Killarney! Email enquiries to <afact@gil.com.au> and CC <wendymugridge@gil.com.au> or contact the organisers on 0427 807 516 (Andrew Horchner) or 0418 807 516 (Wendy Mugridge) for further info.

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 Billo 0412 423133, <fly@nswhgstatetitles.com>, [www.nswhgstatetitles.com].

GFA National Coaching Program 2005/06

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 co-ordinating this GFA national program. You can contact him to discuss what coaching might suit you <gliderpilots@bigpond.com> or 0417 888040.

4-11 February 2006

Horsham Week, Horsham. Ph: Peter Buskens 03

53671050, <pbuskens@melbpc.org.au> or Dave Wilson 03 98360683, <dwjcra@ozemail.com.au>.

Bright 321 – Australian PG 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). GAP parameters: 5km, 30km, 90min, 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>.

WA Soaring Championships

25 February – 6 March 2006

Wyalkatchem, WA. The Western Soarers invite all HG and PG pilots to compete in this event. The WA championships are always a lot of fun and are an ideal opportunity for Restricted pilots to gain experience in a supportive environment. Although there will be fierce competition amongst the champions, we also encourage those who just want to fly for the fun of soaring across WA's vast and beautiful wheatbelt. In several recent competitions new Restricted pilots have beaten the pants off some of the more seasoned (and relaxed) contenders. Scoring will use GPS and GAP 2000. Entry fee before 1 Feb: \$110 for WS members and \$120 for non-members. A late fee of +\$10 applies after 1 Feb. Entry fee includes presentation dinner. HGFA membership, parachute, helmet and appropriate tow endorsements are mandatory. For more info visit [www.westernsoarers.com] or contact Rolf <rolf@mactherapy.com>.

Women in Gliding Week

4-11 March 2006

A fun week for women only, involving every aspect of gliding, is to be held at Kingaroy Soaring Club. Flying at every level from pre-solo to becoming a coach will be catered for. However, you do not have to be a pilot to participate, participation is open to any women who are or want to be involved in gliding. Contact Lisa Turner on 0419 776175 or <LisaHDK@hotmail.com>.

Manilla Pre-worlds '06 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, 1 x dinner, \$2,000 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: 02 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, two dinners, over \$5,000 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: 02 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.)

Soaring Calendar

Flatter Than The Flatlands

14-17 April 2006 (Easter)

14-17 April 2006 (Easter)

Birchip, VIC. HG pilots are invited to the 13th annual Flatter Than The Flatlands XC towing competition. The event will be conducted over the four-day Easter long weekend. Entry fee is \$75 and includes maps, daily prizes, presentation dinner, scoring, goal beers and lots of fun. After the flying each day, social events including a

Red Faces competition, movie night and much more will be held with prizes awarded. Cameras not required, GPS recommended, parachute compulsory, lots of fun guaranteed. Entries only accepted from teams of five pilots. Entries open 8 February at 8pm. Entries accepted on first come basis. Places confirmed on comp website after full team payment received. Following success of previous events, get organised early. Twelve tow strips, two held in reserve for South Australian teams until 16

February. To enter, ph: Ian Rees 03 97621364.

[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).]

Letters to the Editors



Why do people fly?

In reply to the article from Allan Ash about 'why do people fly', originally by Mervyn Waghorn in 1992, I had my first flight in a glider when I was 18, back in 1962, in a long wing Kookaburra at Camden. I have loved it ever since.

However, through financial restraints, I did not get to join a gliding club until 1978 and have since logged 600 hours on and off, flying most types from the lower end performing machines to the higher end types – and I love all of them.

In 1983 I began to think about 'serious' cross-country tasks, as most pilots eventually do, because of a perceived 'must do' conditioning from the looked up to, more experienced pilots, within most clubs. In the three or four years following I completed six 300km and two 500km flights which, looking back on, were enjoyable for the experience.

But, I no longer find enjoyment from that type of flying due to what I see as the low, or sometimes high, stresses involved in putting man and machine at undeniable risk over not too familiar territory and possible outlandings many kilometres from the home field, not to mention the cost and inconvenience to others of long retrieves.

The type of flying that I now enjoy most of all is just hanging around clouds to see what can be achieved, all in local soaring from the field and I can do this for hours in my own piece of sky.

To enjoy this type of flying, a hot-rocket of 50:1 at 65kt is not required: a 'simple machine' of 20:1 at 28 to 30kt is all that is needed and that will translate to the eventual cost of such a machine.

The type of machine I am referring to is a modern day version of the early primary trainers such as the Superfloater, an American-built glider, and the Moyes Tempest. A cross between these two gliders, in my opinion, would be ideal for this type of flying. Because of the very low flying speeds of these aircraft, aero towing with the tugs we are used to would not be possible; they would be launched by winch, auto tow (both with a nylon rope) or an ultralight tug, the same as hang gliders.

The ideal method would be self-launching and this could be achieved with a small two-stroke engine in a pusher configuration behind the pilot. As there is limited space for a large diameter prop on a high revving engine, smaller diameter, contra rotating props could be

employed as it isn't difficult engineering but, it could prove costly.

These early primary trainers, with very poor performance figures, were lead sleds by today's gliders, but with modern building methods (aluminium tubing and dacron) coupled with advanced aeronautical design concepts, can produce an aircraft of the type I am referring to with respectable performance (better than hang gliders) to satisfy those attracted to flying for the fun of it.

I know what I want but, as I am not an aeronautical engineer, I don't have the ability to design such an aircraft, nor am I brave or foolish enough to try to do so. However, if ever such an aircraft became available in kit form or, more desirably, from plans, I will be first in line. Manufacturers, designers, please take note! All like-minded pilots speak up and it may happen.

John Jackson



CTCSS

I am compelled to take the author of the 11/05 issue article 'CTCSS – Another View' to task, in which he says he'd "like to encourage clubs into adopting a policy of using CTCSS."

Firstly, the use of UHF CB in farming areas is critical in emergency situations.

UHF CB CTCSS transmission coding, as per the author's own admission, can "block" a channel which is just "bad luck" as the transmitting party is "blissfully unaware" of the "distress" he is causing. His rambling justifications and suggestions are lacking knowledge of the actual reality in rural areas.

Secondly, the reverse situation whereby a strong signal from a ground station can block the CTCSS encoded signals between pilots and/or ground, can also lead to a communication failure at critical times in our case.

This is an unacceptable situation with the potential for the loss of life. Not only that, but the image of our sport amongst those whom which we need to spread goodwill (launches and landing areas), will be tarnished. We are the transient population – the farmers are the ones who have worked out their channel allocation in an area over years – virtually like having phone numbers.

CTCSS may be a practical alternative in a high use urban environment but it is not the answer for our sports' communication needs in rural areas where UHF CB is used by farmers for their daily communications. Simply monitoring a channel while on a hill and then using it is not sufficient as their operations are variable from day to day, and once in the air or

away from the area on XC the situation can change dramatically. In an emergency the parties may not even be able to get the message across to "change channels" as Stipek suggests and the notion of pilots regularly checking the "monitor" (open squelch) button is ludicrous.

Clubs (or the HGFA) should adopt a policy NOT to use the system and focus their energy instead on a national system of regional rural commercial channels in the UHF high band. Perhaps some of our annual m/ship fee could go towards the project.

I have been through the whole UHF CB dilemma and process in Manila and immediately ruled out CTCSS for the obvious reasons. The alternative was more personally expensive but the benefits far outweigh the costs in the long term.

Godfrey Wenness, CFI Manila Paragliding



New Powered Paragliding Association Formed

On 28 October 2005, the Powered Paragliding Association of Australia (also known as 'The Pico') was officially formed. The Pico is a group of like-minded folk who have a common interest, this being the sport of powered paragliding.

The role of The Pico is:

- To provide a means of communication between the HGFA and the members of The Pico.
- To formally represent the interest of the members in dealing with the HGFA.
- To foster the sharing of ideas, developments and experience related to the sport of PPG, by: regular communication with the members through the Pico internet forum; pilot briefings at the fly-ins; establishment of skill improvement sessions at the fly-ins.
- To provide a continuity in the organisation of national PPG activities.
- To promote the sport.
- To organise the annual Pico fly-in and other activities if so required.
- To appoint Safety Officers and/or Duty Pilots to assist with supervision and control of operations.

The Pico organising team has been established for the interim period until the elections, due to take place at the next Pico Fly-in, September 2006. The Pico interim organising team consists of current HGFA members:

Spokes person – Jeff Hoffman, ph: 02 6920 6233, <johoffman@bigpond.com>; Administration person – Jos Weemaes, ph: 02 6026 5658, <jweemaes@albury.net.au>; PPG representative – Andrew Shipley, ph: 0407 51145, <andrew@magicmobility.com.au>.

The Pico organising team will be elected for a 12-month period at the annual national Pico Fly-in. The Pico organising team will support the associate members and its activities within the regulations of the HGFA and CASA.

If you want to become part of this association or if you want just to sit on the fence and follow the developments for the time being, please ring or email one of the organising team members and we will put you on the email list.

Jos Weemaes

General Manager note: While in general support of the Pico representing the PPG, it should be noted that the group has decided to hold off becoming a formalised incorporated association and therefore are unable to access the benefits of affiliation to the HGFA such as ongoing formal representation in the magazine and committee meetings. I do, however, strongly recommend that motorised pilots join this group in order to develop the representation of their activities and to share their knowledge and experiences with other members in the group.



Rockman Interview – Comp Wings

The advertorial interview featuring Rockman in the 11/05 Soaring Australia makes a claim that his second glider was a “comp” wing. According to my records this is incorrect. My records indicate that his second wing was a serial class DHV 2-3 certified Advance Omega 4, and his third wing was an early serial prototype of the Omega 5 DHV 2-3. I understand once he left my school operation that it was his fourth glider that was a Gin “comp” wing.

The claim possibly also makes the erroneous inference to up and coming pilots that “comp” wings were suitable as second wings. That is absolutely not the case. Whilst there are many pilots flying them around the world, comp wings are “safe” only for a very small minority of full time highly experienced pilots, who regularly fly hundreds of hours a year in all conditions. In my opinion there are less than 10 pilots that can “safely” fly such gliders in Australia. It is worth noting that two of the three AAA Australian competitions in the ‘04/’05 season were won by pilots flying DHV 2-3 certified wings and not comp “hot ships”, and many of these serial class gliders feature in the top 10 in these events every year.

Godfrey Wenness, CFI and Australian Importer of Advance Paragliders



XC Endorsement

I would like to thank the General Manager for encouraging me to undertake the XC endorsement for weightshift microlighting. It's been something I have wished to achieve for some time. In so doing, I have learnt a great deal and feel that I have become a better pilot because of it.

During a visit to Western Australia, the General Manager and I had discussions referring to the interpretations of the 25nm XC rule for weightshift microlights. During the discussion, Chris Fogg made comments that were later followed in print through his GM article in the 9/05 Soaring magazine. Chris indicated quite clearly to me that he was only looking to ensure that pilots comply with the Operations Manual and indicated that I should attain my XC endorsement so that I could fly where I chose, legally. At the time I had some 270 hours of flying time logged, 103 of which were flown from a variety of strips and properties throughout WA.

I undertook an agreement with Chris to do my XC endorsement as soon as possible. Arrangements were then made to forward my logbooks and maintenance records to Chris, so as to demonstrate that I had the required hours of flying. Further arrangements were made with our local instructor, Brendan Watts of Southwest Microlights in Bunbury, to do the theory exam, flight plan and XC flight test.

Now that I have my XC endorsement I can not only fly further afield, but with complete confidence that all regulations are being adhered to and with a greater level of understanding of the factors that need to be considered when flying from different sites.

On a personal level, I found Chris to be most approachable and I would like to thank him for his time and advice on this matter.

Peter Simcock



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HGFA General Manager's Report

Welcome to the New Year. By now the flying season is in full swing and I am hoping that you are making good use of the summer days to get the best possible airtime.

Fly Neighbourly – Requests from the Community

A number of letters have recently been received asking the HGFA to notify its membership of requests to avoid certain locations while undertaking flying operations. Members are therefore reminded of the 'fly neighbourly' policy that is a cornerstone to our operations and interaction with the community in general. The following are particular areas of sensitivity: Whittlesea, Victoria

The Victorian Whittlesea Secondary College wish it known that microlight and paramotor aircraft may not make use of their grounds as take off or landing areas. Relevant authorities in the area have been notified that no permissions have been granted for aircraft operations on their lands. Please abide by their request and refrain from using Whittlesea School grounds as an airstrip.

Phillip Island, Victoria

The Phillip Island Nature Parks is proposing to establish a Fly Neighbourly Agreement (FNA) covering the areas of Cape Woolamai, Rhyll Inlet, Summerland Peninsula and Seal Rocks. These areas contain much of the remaining habitat and breeding area of endangered and valuable bird species. Pilots are asked not to fly below 1,500ft amsl within 1NM of the sites mentioned. The FNA does not limit take off and landing at Phillip Island Airport, but it does set minimum heights around Cape Woolamai when pilots bank east after take off.

Old Bar, Mid North Coast, NSW

In April 2004, the then GM, Damien Gates, included in his GM report a notice regarding flying around the NSW Old Bar Heritage Airstrip and Farquhar Park. Further requests have been made for HGFA members to reduce the annoyance of low flying aircraft in the vicinity of the strip. The concerns revolve around low level orbits for extended periods in close proximity to the picnic area in the park and around residences in the area. The HGFA therefore encourages all pilots using the facility to be mindful of the expectations of others and to avoid flying low (500ft) over identified gathering areas unless taking off or landing. Once airborne, as with any facility or aerodrome, pilots should vacate the area to prevent any continuous noise becoming a concern to residents and others recreating in the area.

Members are reminded that the Airport Committee fought for over six years to have this strip re-opened, and do not wish, as volunteer managers and maintainers, to give any small number of opponents ground on which to complain. All responsible members of any aviation discipline are more than welcome to use the facility.

NSW National Parks Hang Gliding Policy

[www.nationalparks.nsw.gov.au/PDFs/Hang_gliding_policy_final.pdf]

The NSW NPWS has recently sent the final version of their Hang Gliding and Paragliding policy to the HGFA, indicating that this policy is now in effect. A copy of the policy is now available on the HGFA website under the HGFA News section. Essentially the policy states that hang gliding and paragliding are permissible activities in certain designated areas of national parks within NSW. However the policy clearly indicates that any breach of operational guidelines will see the closure of sites where such breaches occur.

Each designated site will require a formal site assessment to be undertaken and permissions will be granted on a renewable yearly permissions basis. The policy also states that existing hang gliding sites that are located in inappropriate park categories (nature reserves, Aboriginal areas, historic sites), and/or are inconsistent with the plan of management for that park or the Regulation (National Parks and Wildlife Regulation 2002), will be closed.

The policy places a number of demands on the HGFA and its local clubs for maintenance and upkeep of the sites and the permissions to access them. In order to clarify these responsibilities, the HGFA will be entering into correspondence with the National Parks policy division. All clubs that have sites in or bordering on national parks are asked to review the policy and contact me with concerns or agreements that are already in place regarding their sites. Plans of management governing the various national parks can be found through a search on the National Parks website.

HGFA Membership Fee to Rise by 3%

The Board recently passed a 3% increase to membership fees. This increase is consistent with national CPI adjustments.

The fee increase will take effect as of January 2006.

The NSW Sports Insurance

The NSW Sports Insurance premium increase continues to be a matter of some debate. There are definitely strong opinions being expressed for both retaining the insurance and paying the higher premium per member, and for dropping the insurance altogether. Personal accident insurance is the one type of insurance most difficult to obtain for our activities. We accept (sometimes begrudgingly) the cover we provide for third parties risk, but we seem totally willing to neglect the risk to ourselves and the hardship our families may encounter if we become injured in the course of pursuing our sport.

The single greatest caution to voting against the continuance of the NSW Sporting Insurance is that once gone it may not be so easily recovered. It may be impossible to gain any form of personal insurance if this cover is let slip away. The cost of this personal injury insurance balances out at less than a dollar per week. That's a small fee for the cost of cover and payout in a time of need. Think over your choices before you vote against it.

HGFA Insurance Options

New options are being presented to provide limited liability cover to HGFA instructors and passenger carriers. The options become available in March this year (2006). The following briefly outlines these options.

- i. **Instructors Liability** arising from training and instruction, including negligence of trainer or instructor including control of Aircraft by VHF radio or other means. There are two (2) levels of coverage available, each shows a total limit for any one accident arising out of a single event: a) \$100,000 or b) \$250,000
The above would attract an Annual Premium including GST and stamp duty of:
a) \$58,400 or
b) \$116,700
- ii. **Passenger Liability** to any flying Participant or Passenger in the Aircraft in respect of an occurrence caused by the flying Participant or Passenger. There are two (2) levels of coverage available:
a) \$100,000 or
b) \$250,000 any one accident arising out of a single event
The above would attract an Annual Premium including GST and stamp duty of:
a) \$64,250 or
b) \$128,375

The Board are reviewing the cost/benefit associated with these options and will likely inform the membership of any decisions

relating to the insurance options in the February issue of Soaring Australia.

HGFA Waiver

By the time you read this you would have received notice for the special resolution to incorporate the HGFA waiver as part of the HGFA Constitution. The purpose of the resolution is to make the waiver a condition of membership. The waiver is designed as a sign-once document that will provide further support of a member's intention to take responsibility for the risks associated with HGFA sporting activities.

Voting forms will be sent to all current members with the anticipation of receiving a return vote in favour of the resolution (ie: to incorporate the waiver into the Constitution and as a requirement of membership). A 75% in favour vote is required from all returned votes to allow the incorporation of the waiver into the Constitution. Please read carefully the notice of resolution so that you understand what you are voting on and please make sure you return mail your vote to the HGFA office before the vote closing off date.

Members Putting In

The last month has seen the result of many hours of dedication by a number of members who have worked on our behalf to secure our flying access. Among them are:

Paul Coffey and the Western Microlight Club for their contribution on gaining clarity to the give way rules for ultra- and microlight aircraft at non-towered aerodromes under the NAS2c changes.

Mark Pyke and the VHPA for negotiating the re-opening of Spion (aka Moggs Creek) on the Victorian Great Ocean Road. It should be noted that all pilots flying from this site will need to have evidence of being properly inducted to the new local procedures. Please ensure that you contact a local club member before undertaking any flight operations at this site. It remains a very sensitive site and your compliance to the new site requirements is vital.

Ian Graham and the members of the Cairns Hang Gliding Club for the work they have done for the Gillies site, providing many hours of manual labour and materials while working with council to establish ongoing access to the site.

Clubs

Clubs remain the essential cornerstone of our organisation. Without the efforts and dedication by the members of local clubs many of our sites would have been long lost. We all owe a great deal to those that

contribute behind the scenes making these clubs work. Forming or running a club is never an easy undertaking as it involves dealing with bureaucracy, the chores of administration with few resources, and battling (often petty and obstinate) political views, all with very little reward for those serving on the club executive. Members of the HGFA, whether being a member of a club or not, should respect the work that our clubs are doing and support them in whatever capacity possible. The future of our sports depends on how the membership assist the local governors of our sites, the clubs and their committees, and how we adhere to the local procedures they establish.

The Pico

One such club or association that is getting off the ground (pun) is the Powered Paragliding Association of Australia, a group of people who have the common interest in the sport of powered paragliding. The group has been steadily evolving over the last few years as more and more pilots become certified with a motor endorsement. The group runs a very informative and open discussion forum and holds an annual get together which provides a great resource for those practicing this activity. Although the group has not yet decided to incorporate as a club, it exists for the representation of the PPG sector within the HGFA. I strongly urge any pilot acquiring their motorised paraglider endorsement to join the Pico and learn from the collective experiences of those members within the group. For more details on the group contact Jeff Hoffman <johffman@bigpond.com> or Jos Weemaes <Jweemaes@albury.net.au>.

Accident Reports

Number 1

Pilot: Advanced
Experience: 700 hrs, 50 last 90 days
Aircraft type: PG
Pilot injury: Severe injury to lumber regions of spine
Aircraft damage: Lines damage resulting from wing being caught in trees following landing
Location: Inland
Conditions: Crosswinds 15km/h, light turbulence

Description: After flying the site for a couple of hours, pilot decided to top land, a manoeuvre done many times previously in the same landing area. The landing area is known to be somewhat turbulent when conditions prevalent on that day occur. The

pilot made one approach to land, but when encountering some rough air decided to abort. A second landing was attempted from higher and further back from the ridge. Before the turn to final approach, the pilot encountered some heavy rotor, collapsing part of the wing and throwing the pilot's flight path off to the left. Pilot managed to recover, but with no height to save the landing and ended up coming in hard while still sitting in the supine harness.

Comments: Flying into an area of known turbulence is always a brave or unwise move. Coming into land while still in the supine position is also tempting fate, negating any chance to exercise a PLF if things do go wrong. The pilot holds an advanced rating and knew the site well. However, over-confidence in piloting skills can result in lack of respect for conditions encountered.

Number 2

Pilot: Student
Experience: 2.5 hrs total
Aircraft type: PG
Pilot injury: Bruising to knee, confidence destroyed
Aircraft damage: Broken lines and small tear
Location: Coastal
Conditions: Headwind 15km/h, nil turbulence

Description: Pilot was under instruction with five previous soaring flights of greater than 60 minutes each. On the day, pilot went through soaring strategies before taking off. Pilot commenced soaring without too much radio instruction and was informed to fly following the shape of the hill continuing to the right. Pilot somehow flew back over the ridge, over houses, and then got into rotor, causing a rapid descent into a local backyard where the pilot landed causing minor damage to the property.

Comments: The report indicates that the pilot had been instructed to fly a certain flight path and that the pilot had been briefed on how to soar the area. The report reminds us that low airtime pilots are not predictable and can easily get into difficulty even when flying in suitable conditions and provided with all the necessary information.



HGFA GENERAL MANAGER

Chris Fogg

PO Box 258, Helensburgh NSW 2508
Ph/fax: 02 4294 9300, mob: 0417 766356
Email <general.manager@hgfa.asn.au>

HGFA Contact Addresses

HGFA

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

HGFA National Office

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

HGFA General Manager

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

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

Board Members

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

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

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

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

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

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

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

Microflight Public Relations

Paul Haines ph/fax: 02 42941031.

States & Regions

ACT/HGPA

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@jllrid.com.au>; Committee: Nicolas Siefken, Barry Oliver, Stephen Harris; SSO: HG – Peter Dall, PG – Peter Bowyer 0412 486114. Meetings: 1st Thu/

mtw 7:30pm Yamba Sports Club, Phillip.

Hang Gliding Association of WA

PO Box 146, Midland, WA 6936; <hgawa@hgfa.asn.au>. Admin: Rick Williams <hang_gliding@dodo.com.au>; V-Pres/Sec: Nigel Sparg <nsparg@bigpond.net.au>; HG Rep: Gavin Nichols <gknichol@tpg.com.au>; PG Rep: Gordon McCabe <sikacro@yahoo.com.au>; PM Rep: Mark Wild <mark@gastech.com.au>.

NSW Hang Gliding Association

Sec: Steve Hocking, 19 Gladsworth 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, <northern@thpa.net>.

Victorian HG and PG Association

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

Norman; Trs: Lisa Charleston; SSO: Rob Van Der Klooster 03 52223019 (h). Site weather-boxes: Three Sisters 0409 864700, Buck-land Ridge 0407 356295, Mt Buffalo 03 57501515, Ben More 0417 112062.

Clubs

NEW SOUTH WALES

Blue Mountains HG Club Inc.

[www.bmhgc.org.au]. Pres: Neil Evans 02 47878027, <dream2@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, <huntrp@ozemail.com.au>; Comps: Alan Bond 02 98995351, 0408 470544, <skybond@primus.com.au>; SSOs: Allan Bush, Paul Hunt. Meetings: With Club Comp round last Sun/mth or contact above committee members.

Dusty Demons Hang Gliding Club

6 Miago Court, Ngunnawal, ACT 2913. Pres: Trent Brown 0427 557486, <trent.brown@anu.edu.au>; Sec: Peter Dall 0428 813746, <peter.dall@casa.com.au>; Trs: Dan Watters 0410 347801, <dan.watters@csiro.au>; SSO: Grant Heaney 02 48494516, 0419 681212, <grant@dustydemons.com>; Editor: Kath Kelly 02 64561590, 0427 220764, <phase9@snowy.net.au>.

Hunter Skysailors

Pres: David Holgate 0410 112381, <david.holgate@hotmail.com>; V-Pres: Meg Butler 0408 446358; SSO: James Thompson 0418 686199, <james.b.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 Caesar 0418 433665 <timca@ozemail.com.au>.

Kosciusko Alpine Paragliding Club

[www.homestead.com/kapc]; Pres: James Rylie 02 62359120, <rymicalago@netspeed.com.au>; V-Pres: Andy Abbott 0419 897005, <andy@ali-oup.com>; Sec: Mark Mourant 02 48464144, <talact@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 <suzismit@hotmai.com>; Trs: Bob Smith <bobskisan@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://bbhgctripod.com/]. Pres: Eddie Gray 02 66841795, <edgrey@linknet.com.au>; V-Pres: Maggie Clark 0404 263524; Sec: Ashley Wilcott 0428 560248.

Stanwell Park HG and PG Club

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

Sydney Hang Gliding Club

Pres: Bruce Wynne 0417 467695, <bwyne@bigpond.net.au>; Trs: John Selby 02 9344 7932, <johnselby@idx.com.au>; Sec: Steve Hocking 02 93274025, <nswhga@s054.aone.net.au>; SSOs: Bruce Wynne, Doug Sole; SSO: Ken Stothard. Meetings: Monthly

7:30pm Endeavour Hotel, Botany.

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

Caboolture Microflight Club

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

Cairns Hang Gliding Club

Pres: Russell Krautz <krautzrl@yahoo.com.au>; V-Pres: Joe Reyes 07 40555553, <creyes@ledanet.com.au>; Sec: Lance Keough 07 04912117, 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, <sso@chgc.asn.au>; SSO (HG): Ken Hill 0418 188655, <sso@chgc.asn.au>.

Central Queensland Skyriders Inc.

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

Conondale Cross-Country Flyers Inc.

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

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PO Box 107, Dalby QLD 4405; [www.hgfa.asn.au-dhgc]. Pres: Daron Hodder 0413 515160, <dhodder@alpanel.com.au>; Sec: Regan Kowald 0418 729456, <rkowald@centrepointfinance.com.au>; Trs: Don Cramer 0409 699115, <dcon@cramer.com.au>; SSO: Jason Reid, 0424 293922, <jasonr@gleda.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 756878; SSO: David Cookman (HG) 07 54498573; Jonathan Allen, 0438 107518.

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 1516058; 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 98443459 (h), 0402 473113, <greg.stroot@ozonline.com.au>; SSO: Adam White 03 94583780 (h), 0419 395844, <maxidog6@optusnet.net.au>. Meetings: 3rd Wed/mth, 6:30pm Palace Hotel, 893 Burke Rd, Camberwell.

North East Victorian Hang Gliding Club

Pres: Heather Mull 0437 134573, <president@nevghc.net>; V-Pres/Trs: Isla Christian 0418 385933, <vicepresident@nevghc.net>, <treasurer@nevghc.net>; Sec: Brian Webb 0417 530972, <secretary@nevghc.net>; M/ship: Simon Taylor 0428 333617, <m

bership@nevghc.net>; Comps: Karl Texler 0428 385144, <brightvt@netc.net.au>; Comms: Geoff Wong 0403 441147, <geoff@zikzak.net>; Committee: Vivian Williams 0409 505812, <viv@forwardsixty.com>; Carol Binder 0429 403606, <binder_carol@hotmail.com>. Meetings: [www.hgfa.asn.au/~nevghc/].

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 Mannington 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>, <daman@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.

334 Belmont Ave Kewdale WA 6105. Mes-sagebank 08 94875253; Pres: Nigel Sparg, <president@cloudbase.asn.au>, 0427 476629; V-Pres: Mark Wild, <vice-president@cloudbase.asn.au>, 0411 423923; Trs: Colin Brown, <treasurer@cloudbase.asn.au>, 0407 700378; Sec: Lachlan Byrd, <secretary@cloudbase.asn.au>, 0439 922510; Committee <committee@cloudbase.asn.au>; Mike Allen 0408 947048; Gordon McCabe 0407 776462; Alain Latino 0408 099679; SSO: Gordon McCabe; SO: Mark Wild, Nigel Sparg. Meetings: 2nd Tue/mth, 7:30pm, The Windsor Hotel, 112 Mill Point Rd.

Goldfields Dust Devils Inc.

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

Hill Flyers Club Inc

<hillflyers@dodo.com.au>; Pres: Rick Williams 0427 057961; Sec: Gary Bennett 0412 611680; Committee: Dave Longman 08 93859469, Mike Ipkenanz 08 9255 1397, Gavin Nicholls 0417 690386. Meetings held on site during club fly-ins, at either York, Toodyay or Seabird.

Western Microlight Club Inc.

Pres: Brian 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.

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

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

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

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



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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 condition, 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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VICTORIA

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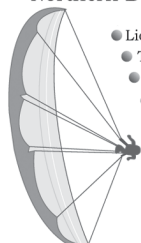
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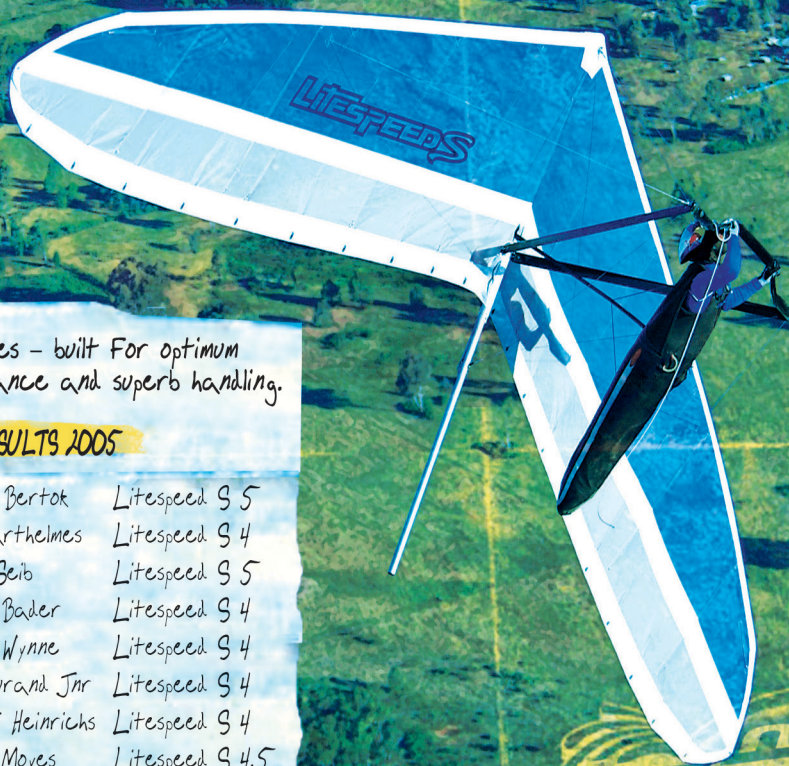
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