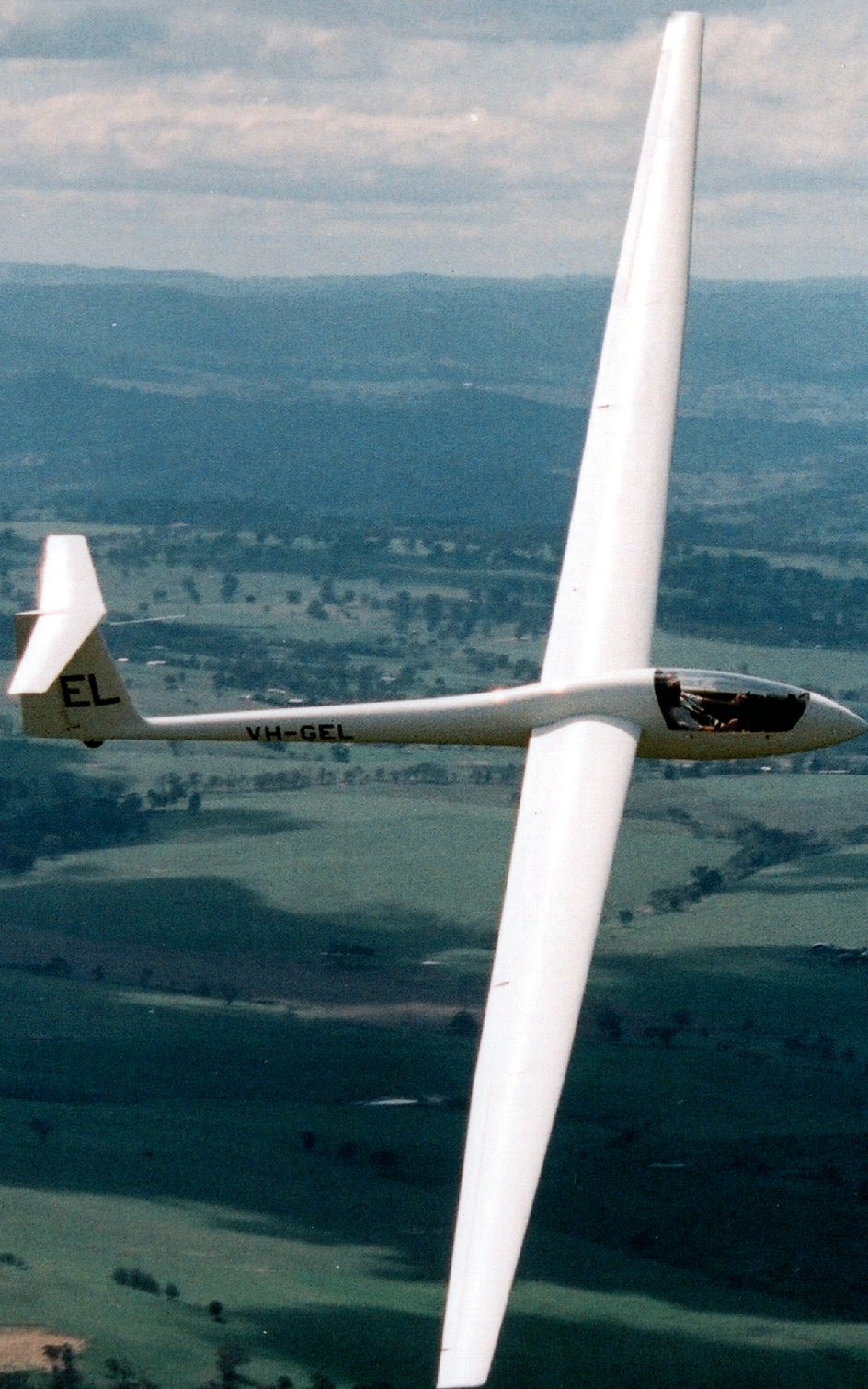




Soaring AUSTRALIA

www.soaring.com.au

February 2006



The Eyre Down There



**Mystic, Feathertop,
Hotham**



**The Kings
of Kingaroy**



- 1 The Kings of Kingaroy
- 4 Queensland State Comps 2005
- 6 Walking on Clouds
- 8 A Return
- 9 Paraglider Harness Design
- 10 FLARM at the NSW Comps
- 12 GFA FLARM Trial – Lake Keepit
- 14 Dr Cancer Returns to Flying
- 16 HGFA News
- 17 Letters to the Editor

- 18 Final Glide – Doug McLennon
- 21 Launching by Wire – Part 4
- 22 RAAF Pearce Airshow
- 23 OSTIV Prize for Innovative Safety Improvement in Soaring
- 24 The Eyre Down There
- 28 Rooster One Day – Feather Duster the Next
- 29 Icarus Reborn
- 30 GFA Accidents and Incidents 2005

- 32 The Andes Mountain Basher
- 34 Skying Out at Blackheath
- 36 Legends of the Lake
- 37 GFA Executive Officer's Report Happened Recently on an Airfield
- 38 Mystic, Feathertop, Hotham
- 40 HGFA General Manager's Report
- 42 Contact Addresses
- 44 Soaring Calendar
- 45 Classifieds

Soaring AUSTRALIA



Official publication of the Gliding Federation of Australia (GFA) and the Hang Gliding Federation of Australia (HGFA).



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

CREDITS

Cover: Aaron Stroop in Nimbus 2 GEL. Taken from the open cockpit Slingsby T21 just south-west of Bathurst.
 Photo: Peter Newcomb
 Design: Suzy Gneist
 Printing: Pirion Printing, Canberra ACT
 Mailing: Pirion Logistics, Canberra ACT

NOTICE TO READERS AND CONTRIBUTORS

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

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

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

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

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

Copyright in this publication is vested in the GFA/HGFA. Copyright in articles and other contributions is vested in each of the authors in respect of their contribution.

HGFA EDITORIAL CONTRIBUTIONS

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

HGFA SUB-EDITOR SALES

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

HGFA OFFICE &

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

GRAPHIC DESIGNER/PRODUCTION EDITOR

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

Articles

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

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

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

Classifieds

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

Club Executive and Member Updates

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

Display Advertising

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

HGFA WEBSITE CONTRIBUTIONS

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

DEADLINE FOR ALL CONTRIBUTIONS:

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

GFA EDITORIAL CONTRIBUTIONS

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

GFA SUB-EDITOR

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

GFA OFFICE & SALES

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

GFA ADVERTISING REPRESENTATIVE

GFA Secretary, Ph: 03 9379 7411, Fax: 03 9379 5519, <secretary@gfa.org.au>, Post to: 130 Wirraway Rd, Essendon Airport VIC 3041

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

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

Classifieds & Display Advertising

GFA members wishing to submit a classified should do so via the GFA Office. See GFA Classifieds section rear of this magazine for more details.

Club Executive and Member Updates

GFA members should send change of address, etc, details (whether for Club Executives or individual members) to the GFA Office <AdminOfficer@gfa.org.au>.

THE KINGS OF KINGAROY

Jim Crowhurst

OR... HOW I WON THE CLUB CLASS OF THE 2005 NSW STATE CHAMPIONSHIPS.

Eleven pilots made the eight hour trip from Kingaroy to Lake Keepit: Miles Gore- Brown, Ivan Teese, Peter Trotter and Frank Turner had entered the 18m Class, Lisa Trotter and Hank Kauffmann the 15m Class, Mitchell Turner and Greg Schmidt were in the Standard Class and I was in Club Class. I was joined by Jack Dearden, Bill Hatfield and Colin May. Neil Dunn did the trip in a mere three hours but he was in VH-KML or 'Camel', Kingaroy's Cessna 180 tug.

I arrived early on Saturday, the practice day, after an overnight drive from Brisbane. I had slept for five hours on an air mattress in the back of my Subaru wagon. My wife, Verena, was surprisingly impressed by the accommodation that the Subaru provided.

It could have been a more leisurely drive the next day but I felt that it was important to attend the practice day briefing as it gives a detailed overview of all aspects of the site. Flying on a practice day gives a good look at the local terrain, the adjacent paddocks to the airfield and the location of start points. The practice day was a blue day, with four-knot climbs to 7,000ft. A two-and-a-half hour AAT was set, but I elected to just fly the minimum distance of 180km at a conservative pace, after packing so much into the previous 24 hours. Bob Musgrave won the day at 90km/h in his Libelle.

I think that after all flights, especially in a competition, one should look back either mentally or with the aid of a post flight analysis tool. You can assess your performance and then you can use it as an exercise to say *'what could I have done better?'* and more importantly, *'What did I learn?'* This is what I'll do here.

AREA OVERVIEW

The main feature at Keepit is the Kaputar range, directly north of Keepit, which runs

north for 100km. Immediately to the west of the range is a valley, with Narrabri being the main town on the river. The main highway runs up the middle of the valley. To the west of this, on the other side of the valley, is the 60km long Piliga scrub. To the north and south of the scrub is open farmland. To the east of the Kaputar range (northeast from Keepit) are undulating hills and a large dam (split rock dam). Tamworth airspace is directly to the south-east, so we couldn't go in that direction.

DAY 1

Three hour AAT – west to Merrylands, 30km, north to Edgeroi, 50km, and then across the Kaputar range to Split rock dam, 20km.

I awoke on day one refreshed and ready. On task, I had a good run initially but got stuck for some time on the third leg, in the foothills of the Kaputar range. I was 16 minutes over time, which indicated the length of time I had been stuck. Hopping over small ridges in the Kaputar ranges trying to find a climb is normally fun, but not at the height that I was and not on the first day of a contest. Others must have had just as tough a time as, amazingly, I came second for the day, behind the K21 being driven by Ian Roche and John Hoyer. Ben Coleman should have won the day, but he had missed his allocated start point. He wasn't alone so it turned out.

Post flight thoughts

I learnt that the hills here were not to be trusted in the same way as I'd used hills in Spain or New Zealand. The valley around Narrabri was wet and so was a poor area for thermals. The Piliga scrub worked well and was reliable. All were important points to consider for the rest of the week.

DAY TWO

Three hour AAT – west to Tambar Springs, 30km – north to Narrabri, 40km.

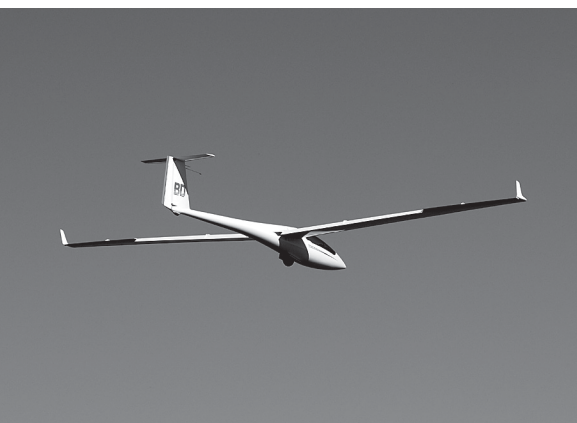
Day two shaped up to be much better. The forecast was good with cumulus to 7,000ft. There was a risk of showers over the Kaputar ranges later in the day so the task took us first to the west and then north. The climbs were difficult to find, and were not under big cumulus. I managed to centre some reasonable five knot climbs until I came to a big blue gap almost at Tambar Springs. As I headed north up a magnificent street, I met up with a few other gliders on the edge of the scrub. There became a decision at this point to go along two different streets. The one to the right looked poorer but was along the edge of the scrub and within easy reach of good paddocks. The one to the left was much better looking but tracked directly across the middle of the scrub. The cloud-base had gone up a lot so I elected to go across the scrub to the first cloud in the street and try it.

Another point to consider was the cloud development up track. There was a small shower over Narrabri and very little sunlight to the south and east of this. The best option was to continue northwest up towards Wee Waa. This was a fundamental decision in the flight and one which I believe won me the day. I headed across the scrub and was rewarded with seven knots under the first cloud.

I headed northwest further across the scrub now at 9,000ft, taking consistent averages of now eight knots. I met up with Michael O'Brien at the top of the scrub, who had obviously elected to go the same way and skirt west of the now, well-developed shower. I left Michael (who came second for the day) and continued north.

At about eight kilometres short of Wee Waa, (at the north-western edge of the sector), I turned for home, with 116km remain-





Hank Kaufmann



Miles Gore-Brown

Photos: Verena Crowhurst

48 minutes to run. I headed the same way back as I had come, achieving similar climb rates and then cut across the valley, pulling up on the other side under two gliders circling in six knots to get glide for Keepit.

Post flight thoughts

Reports from people who went on track to Narrabri under the overcast varied, but most had a difficult time. I averaged 101km/h off the stick and won a bottle of wine for my efforts. A good day! I learnt that it was really important to look a long way ahead, 50km or more and base immediate decisions on those long term plans for the flight.

DAY 3

Two-and-a-half hour AAT – north-east to Barraba, 30km – west to Baan Baa, 30km – south to Spring Ridge, 40km.

Again the threat of showers in the task area loomed. The clouds were developing, but not that fast, so I had a few doubts over the met. Upon launch, a few re-lighted and many others were struggling to stay airborne. I got a four-knot climb and stuck with it to 8,000ft when the start gate opened. I had been drifted to within a couple of kilometres of one of my start points, so I started. I headed north to the first area and then caught a climb in the blue to 9,500ft. I was below some cloud but above others, with

them lining up across the wind. Wave had to be the answer. I tried to work the wave with little success. The wave was chopping up the thermals and creating areas of poor thermal activity, but it was not strong enough to use in itself. Progress was very slow. I had to stay high to give myself options under the unpredictable sky.

As I left the first area and headed west, things started to improve. The cloudbase was higher and the thermals stronger. The other classes that had started a long way behind us were catching up fast under the now more organised sky. By the time I reached the Piliga scrub I was climbing in eight knots plus to 13,700ft. With oxygen on, I pushed hard to make up speed. I stayed out another 30 minutes to increase my overall average speed under the now 'booming' sky. I made a decision to start my final glide early, as the ceiling on the airspace in the final sector was 10,000ft. I final glided from 13,000ft, into the last sector at 10,000ft and continued until I was nicely on glide for Keepit. A difficult day, the met was wrong. The unstable air mass had moved through earlier than expected, leaving us with a good day that just took a while to sort itself out.

I achieved an off-the-stick speed of 79km/h, putting me second for the day but the boys in the K21 pulled out an amazing 83km/h which, with the handicap, won the day by 200 points clear! This put them in the lead by 10 points. I was disappointed to lose the lead, but hey, it was only day three.

Post flight thoughts

A difficult day, with lots to learn. I hadn't contacted wave early on and so should not have persisted to try and use it. Also, I should have gone with my gut instinct that it wasn't going to overdevelop and waited even just 20 to 30 minutes before starting.

The next day (Wednesday) was canned due to 35kt gusts being reported. A Kingaroy crowd went to Tamworth for lunch and after we returned the day looked quite good, so I took a launch and used it as a chance to check out some local features that you don't get time for in the heat of the competition. I experienced the legendary 'Keepit curl-over' on landing which was quite interesting, to say the least.

DAY 4

Three hour AAT – west to Mullaley, 20km, then north to Narrabri, 40km.

The wind had dropped slightly and come southerly but the cumulus had gone. By now the track was a familiar one. Being blue, I held back a bit to let some others start, leaving as the Standard/15m gate opened. There were plenty of gliders marking the five to six knot climbs to 6,000ft.

The other classes were flying an assigned speed task so I went just a couple of kilometres past their 500m radius turnpoint. This meant that when I turned, the other two classes were just in front all the way up the next leg. This proved useful, especially as the next leg was over the Piliga scrub and there were good climbs to be had if you could find them.

With so many gliders, gaggles formed up in the good climbs and I hung on as best I could. There were cumulus forming over Mt Kaputar and they looked a long way off but high. I crossed the valley from the scrub to the ranges at the narrowest point and struggled for a while, getting quite low. I found three knots and hung on to it, a gaggle soon formed around me. Jack Dearden from Kingaroy was just below me in this climb and when I left to head for the foothills of the range, he followed on. We fly together a lot at Kingaroy and we spread out once into the foothills to find a good climb. Between us we sorted out a good five-knot climb which took us to 8,000ft, and then another to just under 9,000ft over Mt Kaputar, now under cumulus.

From here you could clearly see the lower inversion in the valley and we could hear people struggling, and even landing out, in the weakening air that was there. This was a fantastic position to be in so, once we topped out, we headed south toward Keepit. The 12-knot headwind had decreased to only about four knots at this altitude, so I tried to stay very high, in the upper layer. Two other pilots, Little Petunia and Dave Shorter in his new LS8, were also following the same track home, so between the four of us we made good progress in the weakening sky.

In conditions such as these it is important to stay high, which is what I did. But it was also important to get on glide before the day died. Jack pushed a bit harder than I did and he beat me back by nearly 10 minutes, but I had done enough to get home and beat him on handicap. Another day win, on a day where it was an absolute must to get round. This put me right up there in the lead, as the boys in the K21 had landed out. I couldn't possibly lose now... could I?

Post flight thoughts

Not many mistakes made here, other than holding back too much in the later stages of the flight. There were plenty of thermals around so I could have got home five minutes earlier. I finished 30 minutes over time due to the headwind and weakening climbs.

DAY 5

Three hour AAT – south-west to Quirindi, 20km – North to Boggabri, 40km – west to Split Rock dam, 20km.

I don't know what happened on day five but I just wasn't very positive on the grid. My back-up logger's battery had failed (an EW) and it wasn't running from the glider battery. I crossed my fingers that the Volks-logger did its stuff all day. This problem, along with the stress of leading the comp by a narrow margin (a position I'd never been in before), was just enough to throw me slightly.

The task took us south-east, close to the Tamworth control zone so I went further west and picked up the hills that run south from Gunnedah. This worked but I was in the blue on my own... not a great place to be. I met some other gliders and headed further south. Climb rates picked up and I began pick up the pace a bit, but the problem was that I stuck to my plan too rigidly.

Conditions were improving to the south, but I turned and headed north anyway (as per the plan), expecting it to be similar there. It wasn't. I reached the Kaputar foothills low after a reasonable run, but had to work three knots to get me up again, right off a rock face. Things didn't improve and as I pushed north-east the cloudbase and climb rates didn't go up as I had planned them to. Funny how the weather doesn't do what you ask isn't it?

The rest of the flight went this way and I averaged only 71km/h, coming 12th. The winner, those boys in the K21, again, did 79 km/h off the stick! I got 688 points that day, but I still lead overall, just. Jack Dearden and Bill Hatfield were also climbing the rankings quickly. I was very annoyed at myself for performing badly.

Post flight thoughts

I should have tried to be more positive regarding my overall position pre-flight. It obviously affected my performance. I'll work on this in the future. Also, even though it is good to have a plan, it shouldn't be so rigid that you can't think outside of it or even change it completely. Once I had turned to head north in the first sector, my chance of doing well that day was over.

DAY 6

Two hour AAT – north-east to Barraba, 30km – west to Narrabri, 30km.

The final contest day was a marginal one. I was focused and ready for a difficult day. A weather front was approaching and the club class were on the back of the grid. The day got going late so our task was put back to a two hour AAT.

As we launched it was becoming increasingly unsoarable at Keepit under increasing overcast. This is something that I have dealt with many times in the UK so it didn't really trouble me. I glid away some distance from



Jim Crowhurst and Jack Deardon

the site, into the sunlight, and found a good climb to get me to cloudbase. I then tiptoed back to my eastern-most start point (almost in the sunlight) and waited just below cloudbase for the gate to open. It was a long five minutes but I was less than a kilometre from the start point when the gate opened. I flew through it and headed off into the sunlight.

I was with Dennis Stacey in his DG for the first leg and we made swift progress under a nice street. I took four to five knot climbs on a frequent basis to stay in touch with cloudbase. On a day where there is top cover and spread out, this is very important as there's no heat on the ground to create thermals low down. I hit the very top of the Barraba 30km sector just as the sky turned good. I turned west and headed back into the overcast sky, toward the Kaputar range.

As I approached, I saw other gliders circling but, more importantly, there was sunlight on the hills with good solid looking cu's above them. I pushed a bit harder and arrived under a nice cloud above one of the ridgelines. I cored four knots and, disappointed, took it for a 1,000ft until I pushed west a bit more, just inside the next sector and found a healthier seven knots. I took it to 10,000ft and turned for home. I followed Miles Gore-Brown in his 18m LS8 for a while and we ran a street that headed south-east until it was getting a bit too far off track. I was above glide by now and headed for home. A great day, and at 107km/h off the stick, I won the day and therefore the comp. by a comfortable margin.

Post flight thoughts

I think I did most things right on this day. For instance, under an overcast sky, stay high

and pull back the speed, you may need to cover a large area to get the next reasonable climb. If it looks marginal ahead, make sure you get high, even if it means taking a weaker climb to give you more options.

CONCLUSIONS

The boys in the K21 helped me win by a larger margin by landing out on the last day. Jack had another good day and pulled into second overall. Bill Hatfield was consistent all week and achieved third. It made the top three pilots in the club class all Kingaroy pilots.

In the other classes Kingaroy also did well. Miles won the 18m Class with Peter Trotter in second place and Hank won the 15m Class. It was a great week for us individually but an even better week for Kingaroy. This to me was resounding proof that the Kingaroy philosophy had worked. All of our practice in the previous months, by flying cross-country together, every weekend, even on the poor days, was the way forward to success.

The competition at Keepit was well run and well organised. I'm not so sure about Dave Shorter's attempt to create a GFA choir, but it was very enjoyable nonetheless. The terrain around Keepit is very interesting and quite testing. It's a great place to hold a competition. Hats go off to all the organisers and their assistants. They know who they all are so I won't go into it here. The organisers produced exactly what they set out to create – a fun, safe competition, with some great flying.



Queensland State Comps 2005

Jenny Thompson

AS REPORTED BY RALPH HENDERSON IN AN ARTICLE PUBLISHED IN THE DECEMBER 2005 EDITION OF SOARING AUSTRALIA, 50 GLIDERS AND AROUND 53 PILOTS PARTICIPATED IN THE 2005 QUEENSLAND STATE CHAMPIONSHIP, BEING THE FIRST COMPETITION FOR THE 2005/06 SOARING SEASON.

Queensland has had two gliding fatalities and two other very serious accidents this year, one of the fatalities being a visiting pilot flying from our club – the Darling Downs Soaring Club (DDSC). Our club has also been involved in organising a number of comps in the last two years especially and a number of us have been concerned on some safety aspects seen at these competitions. So we took a few new (and some existing) initiatives for improving awareness and outcomes of safety at these latest comps.

We also believe if the sport is to grow and remain attractive to newer pilots, we have to make competitions not only attractive, but also safe. We have had a number of newer pilots express their reticence to participate in competitions because of perceptions of it being an unsafe flying environment.

The experience of pilots for these comps ranged from 200 to around 5,000 hours plus.

Airspace

At DDSC we operate within the Oakey Military Restricted Airspace, and have limitations placed on our operations from Monday to Friday. Pilots were told they would receive a zero score if they infringed airspace and this was applied in every case. Unfortunately, for some pilots, this zero score made the difference between them winning or coming down the scoring list. We did provide information on our website pre-competition, and again at briefings, but as many pilots fly at sites where this is never a consideration and are not familiar with having to manage their flights in limited areas at comps this may have been a factor.

DDSC's relationship with the Oakey Army Base is critical to our operation and we needed to be strict in this area.

200ft minimum finish height

Firstly, we applied to CASA for, and received, an authority to permit competition finishes below 500ft and not below 50ft above obstacles. However, at all of the Queensland comps held recently, we have seen a number of misjudged low and unsafe finishes both from inexperienced and experienced pilots. In addition, McCaffrey's field has no cross strip and has its limitations, as well as power lines and buildings surrounding some parts of the strip. We believed that the max 50ft finish height does not provide enough safety margin so for this comp, we mandated a minimum 200ft finish (above obstacles). The 200ft rule was well received by all competitors, which was a surprise to us, and all pilots (except one) complied with it. We were quite adamant that penalties would apply if the 200ft was breached, which may have had an effect in "enforcement", but it certainly did not seem to get any adverse reaction from pilots.

All who saw the finishes agreed that overall, we had the safest competition finishes ever observed. The benefits of the 200ft finishes were:

- *Pilots had to prepare a bit further out on how they finished.*
- *All the "straight-in" finishes were well-executed, and more pilots took that safer option, rather than try a low finish.*
- *It added a safety margin for executing turns in the circuit.*

Overall, this initiative was highly successful in achieving safe finishes.

Start points – no start line

Nine start points with a one kilometre circle, located within about 10km of the airfield, and well outside restricted airspace, were used. Each pilot was randomly allocated

three possible start points each day, to spread the field out and encourage people to leave the immediate area around the field.

Given we had many blue days, spreading the gliders out was a good choice. Some pilots still want to see a start line, but any initiative that forces the field to spread out has been seen to be beneficial. A possible area of concern may be that pilots focus on GPSs with heads in cockpits when making their starts but we had no reported incidents at the start points themselves.

Finish line – rather than a finish circle

The competition committee debated whether to have a finish circle or a finish line, and settled on the finish line, despite the National Competition Rules that require a finish circle. The experience of a previous competition using the circle was that some pilots focused in the cockpit on the GPS rather than outside. We had no reported incidents using the finish line approach. It would appear that having a line of one kilometre long, which is easily known and identified, keeps people's eyes outside, focuses attention and is more 'uni-directional', avoiding converging courses somewhat.

McCaffrey's Field has limitations, and there are occasions in competition, where straight-in approaches oppose the normal circuit final. The competition did have two persons manning finishes, one for recording times, and one experienced person who monitored and manned the radio. This was an informal arrangement that developed during the competition and proved to work very well. The experienced person on the radio was monitoring the radio from 10km out to 'Final', and was able to give situational reports where there were potential conflicts or converging aircraft. Of note, a large proportion of radios were barely readable and this had the potential to cause a lack of pilot information especially on final glides.

Radio serviceability

During the competition, we had several aircraft with very poor radios and/or flat batteries, resulting in considerable repetition of messages and general frustration. Given the importance of radio to safety (we do after all require radios in competitions and mandate a safety frequency), future competitions should try to improve this



The grid

Photo: Courtesy Jenny Thompson

situation, as this problem has not been limited to this competition.

Particularly at the end of the day when many gliders are finishing together, good radio communications are essential for arranging the safe arrival of everyone on to what can be a restricted amount of airfield space. It is also a fairly common occurrence at some airfields to have power traffic intermixed with finishing gliders, with significant safety implications if glider radios are not working.

It should not be acceptable to have unserviceable radios at competitions and we will make serviceable radios a future requirement for competition entry.

Formal reporting of mid-air near misses (Air Prox)

The competition tried to capture the number of near miss events, but asking pilots to formally report their experiences (anonymously if required) was difficult to achieve. By asking pilots directly, when we heard of near misses, we were able to get five formal reports. There was at least double this number of near misses discussed by pilots during the week. In ALL cases, only one pilot saw the other and in most cases, aggressive flying, was a clear factor. Interestingly, two of the near misses involved tugs at the time of launch. Our recommendations are:

- *Look at introducing formal tug patterns, and keeping gliders out of tug patterns.*
 - *Mandate that gliders keep their speed down before the start, as there is no need to fly fast in the start area. There is also no need for aggressive gagging in the start area.*
 - *Actively discourage dangerous pull-ups into thermals. In the worst reported near miss, a glider pulled up into a thermal on track, believing he had seen the two gliders in the thermal above and below him, but there were actually three in the thermal, and the pilot pulled up very close to the third unseen glider.*
- Statistically – from nine known events:
- *Tug near misses pre-start – two*
 - *Gaggle near misses on track – five*
 - *Gaggle near misses at pre-start – two*
 - *Near misses at control points – nil*
 - *Near misses at finishes – nil*
 - *Near misses in cruise on track – nil*

However, five formal reports do not form enough data to make hard and fast recommendations. We would urge future comps to continue to take on an anonymous reporting system for near misses in comps so more data can be collected.

We actively discuss lookout when educating glider pilots on the risk of collision, but two other factors should get equal discussion and education, ie: aggressive inconsiderate flying, and traffic patterns (circuit, gaggle management, etc.)

100% Assigned Area Tasks (AAT)

Whilst the tasksetting team did not deliberately pre-determine that all tasks would be AAT, all seven days of competition were set as AATs for reasons as described below.

- *With 50 gliders, we wanted to spread the field as much as possible.*
- *AATs enabled us to task all classes together, so they went in basically the same direction and avoided conflicting tracks.*
- *With mostly blue days, it encouraged the fleet to spread out to a degree.*
- *Aside from safety, it encourages new pilots to competition, without the fear of failure every day.*
- *Outlandings should be less. With few crews coming to competitions in recent years, this is a workload factor for competition organisers.*

For more information on the benefits of AATs, both from a safety point of view, and a planning and Competition Director's point of view, go to the Darling Downs Soaring Club website Safety Centre [www.gogliding.org.au].

Use of control points

On most occasions, when using the AAT task, finish tracks can be quite varied. Control points were used for two reasons, both on the outbound track and inbound track to encourage the avoidance of airspace, but also to put some consistency in the finish tracks. The circles on the control points varied from five kilometres to half-a-kilometre. We had no reported incidents associated with use of control points.

Effect of weather

Much of this is obvious, but noted here as observation.

- *Blue thermal days are more hazardous, as there is much more "leaching" and gagging.*
- *Launching when the convection base is low increases the potential risks of collision pre-start.*
- *Setting AAT tasks in weak weather gives pilots (especially those of lower experience) more options.*

Presentation on FLARM

During the competition, Nigel Andrews gave a presentation on progress with transponders, ADSB and FLARM. The pilots appreciated this informative information session, and put a motion to Gliding Queensland to look further at implementing FLARM at future competitions.

Now that this technology is available, competition committees and directors should look hard at mandating this at comps. Quite a number of pilots have said they will purchase the system, but unless all competition gliders are equipped, it will have diminished value. It is good to see that the NSW State Comps will be equipping all aircraft with FLARM as a trial.

Outlandings

The Downs is a generally good flat safe area

WALKING ON CLOUDS

Julie Sheard

SO THERE I WAS, LYING ON MY BACK, STARK NAKED AND SMEARED IN YOGHURT. NOT A TYPICAL MONDAY NIGHT FOR ME (HONEST), BUT ALL PART OF THE BALI HOLIDAY EXPERIENCE. AFTER A HARD DAY CLIMBING THE CANDIDASA HILL TO LAUNCH, FLYING FOR A COUPLE OF HOURS THEN NEGOTIATING THE WALK BACK INTO TOWN ACROSS ROCKS DODGING WAVES AS YOU GO, A MASSAGE AND BODY SCRUB WAS A WELL-DESERVED TREAT.

Our trip had begun a week earlier in Timbis: Geoff Guest, Leanne Kennedy, Phil Savory, Terry Stanley, Rob Parker, Julie Sheard and partner Mal, Zoltan Toth and wife Lyn, Peter Whitworth, Sass (who is only known by one name, like Madonna), Gary Clarkson with wife Rita and daughter Elise, and our non-flying friend Jackie from England, had all turned up at various times over the weekend. Skyhigh club president Mal Marker joined us later in the week. A couple of days at Timbis to reacquire ourselves with our gliders and strong wind conditions was enough to ready ourselves to tackle Candi. The first day there looked as though it was going to be too strong and also crossed, so we decided to leave our gliders behind but climb the hill anyway to erect a flag that we could see from the hotel. So off we marched up the hill carrying a 5m bamboo pole, a few metres of bright yellow silk and some raffia string. We got a few odd looks from locals, who maybe thought that

this was some strange white man's ritual. Once we had found a suitable site for the flag, Rob and Phil unleashed their inner Boy Scout, and the flag was soon fluttering perkily in the wind. I was relieved to note that it was indeed too strong and too crossed for flying – I would not have been at all happy if it had been perfect and I had climbed the hill without my glider!

Fortunately our sacrifice to the wind gods paid off and we had some wonderful flying over the next few days. Some of us had the experience of flying in clouds for the first time – not our fault Mr Safety Officer, the clouds just formed around us as we were flying. By using radios to warn each other when we were in cloud, and GPSs and compasses to navigate by, we were able to keep safe. Personally I enjoyed flying above the cloud rather than within it; it was awesome to see my shadow on the cloud with a rainbow-patterned halo around it. I knew I deserved a halo for being on the Skyhigh committee

all these years! It was fun trying to walk on the clouds as well, although nobody seemed to understand what I was doing. Probably thought I had a cramp.

Meanwhile the non-flyers had been amusing themselves scuba-diving (Mal and Sass), extreme snorkelling (Pete and Jackie) and shopping (Lyn – why do laundry when it's cheaper just to buy new clothes?). Apparently the diving was great, but the snorkellers found the two metre surf a little challenging. The dead rat spotted floating down the street during the lunch stop at Padang Bai was off-putting as well apparently. Can't think why – would a live rat have been better?

On one of the non-flying days we were privileged to be invited to visit the home of Elizabeth, one of the staff at the Prima Resor Hotel where some of the group were staying. On the way we visited the market in Amlapura, the nearest town. Geoff spent most of the trip worrying that he shouldn't be driving because he had left his licence in his room, then ended up doing a U-turn in the forecourt of the police station! Don't worry, the bribes aren't much even if you do get caught! Elizabeth lives in a very smart house in a village in the hills behind Candidasa. The house has only just been built and as yet



Landing on the hotel beach



Cremation ceremony

Photos: Mal Risby



Rob landing on the black beach

doesn't have much furniture, but they do have a pool table. Got to get your priorities right!

On another day we witnessed various cremation ceremonies in and around Candidasa. This isn't as ghoulish as it sounds. When someone dies in Bali they are buried in a temporary grave until the family can afford to hold the cremation ceremony. This may be several years later, so the cremation is a celebration rather than mourning. A day is selected when all the families in a village or area will hold their cremation. Everyone turns out in their best traditional dress, including the kids, and visitors are invited to join in. The family gathers around the grave while whatever remains of the body is dug up, then the remains are discreetly covered and paraded with much pomp, ceremony and colour to the cremation site. The cremations we watched were all held under trees, which didn't seem to be a great idea, but I didn't hear any reports of bush fires.

Number Crunching

Flights were with Air Paradise, Garuda and Qantas, and booked through Sascha Moroney (a paraglider pilot) at Travelscene in Bright, or Flight Centre or Student Flights. About \$850 to \$1,000, depending when booked (I couldn't see any logic to whether booking early or late is better though). Mal managed to get flights with Qantas Frequent Flyer points. Remember to ask for extra baggage allowance when you book.

Some of us had accommodation included in our flight package. Other places we stayed were: Bukit Inn (Rp125,000* per room per night) and Warung Indra (cheaper) near Timbis on the Bukit Peninsula, and Resor Prima (Rp150,000 per room per night), Asoka (Rp70,000) and Pondok Bambu (Rp300,000 but nice) in Candidasa.

Car hire can be arranged through your hotel for about Rp110,000 a day for an older, but still reliable, car. Petrol is so cheap that you'll probably be saving money by being in Bali and not at home.

Porters in Candidasa can be arranged through any of the hotels near the bottom of the hill (Prima, Puri Oka, etc).

You need US\$25 to get into the country and Rp100,000 to get out.

* Exchange rate: approximately Rp7,500 = AU\$1.

I would thoroughly recommend Bali as a winter destination to blow away those flying cobwebs and feel the sun on your limbs. The organised trips such as those arranged by Ted Jenkins or Lee Scott are highly recommended, especially for new pilots, or you can arrange a DIY trip. The winds are extremely reliable from July to September, and there is plenty to do for non-flying partners and on the (rare) non-flyable days. You'll probably get most flying at Timbis, on the Bukit Peninsula between the Bali Cliff Hotel and the Nikko Hotel, but do check out Candidasa for a more challenging but rewarding experience. This includes the 40-plus minute walk up the hill (with willing porters to carry your glider for a small fee), the "Oh my God" launch and the landing – wait for the tide to go out to reveal the pocket hanky-sized but convenient beaches near the hotels, or land on the bigger black beach and face a long hot walk back involving a scramble over the rocks in between waves. No worries, after that you definitely deserve that large Bintang waiting for you in the fridge.

And if anyone fancies the yoghurt body scrub, I highly recommend the Dewi Spa in Candidasa.



Some help from the gods?



Leanne on launch at Candi



Paragliding Repair Centre



Jiri Hlavaty

Certified Paraglider Repairer

HGFA APPROVED



**For more detail,
see our ad in the
HGFA schools
section...**

Tel : 08 9295 2820

Mobile : 0417 776 550

Email : fly@waparagliding.com

A RETURN

David Phillips

WHEN I BOUGHT MY MILLENNIUM, I HAD HOPED TO ENJOY FLYING IT AT ALL THE NORTHERN BEACHES (NSW) SITES THAT I USED TO FREQUENT, BUT ALAS, I ENCOUNTERED AN UNEXPECTED DIFFICULTY. MOST OF THE TAKE-OFFS ARE QUITE SMALL, AND THE MILLENNIUM, WITH A WINGSPAN AROUND TWO METRES GREATER THAN A REGULAR HANG GLIDER, SIMPLY DOESN'T FIT. SO I HAVE BEEN ABSENT FROM THE AREA FOR FIVE LONG YEARS, AND IT HAS BEEN SORELY MISSED. IT'S UNLIKELY THAT THE TAKE-OFFS WILL BE EXPANDED TO BECOME MILLENNIUM-FRIENDLY ANY TIME SOON, SO WHEN THE OPPORTUNITY CAME UP RECENTLY TO PICK UP A RELATIVELY NEW AIRBORNE FUN FOR A REASONABLE PRICE, I SNAPPED IT UP. I WONDERED HOW IT WOULD FEEL TO FLY A FLEXWING AGAIN.

Last Sunday, as I returned from a very pleasant weekend away, I observed that the clear sunny conditions were accompanied by a very fine south-easterly wind. My mind turned to thoughts of flying. It was too late to contemplate a trip to Stanwell, but looked just right for a return visit to an old Northern Beaches stamping ground of mine – Newport Beach. Newport is nestled amid multi-million dollar houses at the affluent end of the Barrenjoey Peninsula. At the northern end of the beach is a tiny piece of parkland which forms a very nice little take-off, with just enough soarable ridge to allow a carefully flown hang glider to stay aloft when the wind is more than about 10kt. If conditions are stronger, it is possible to get high enough to slip back over the busy Pittwater Road that surrounds the take-off and soar the much larger Bilgola ridge that rises behind. Here, heights of over 1,000ft are possible and the view is absolutely stunning. Far better than from even the most outrageously priced mansions. A challenging, fun, and spectacular site.

It was refreshing to find that the site looked the same as I remembered it, although it seemed smaller, and the surrounding bushes taller and, well, bushier. Conditions were perfect; there was only one glider in the air, cruising around above the water tanks and enjoying the view. There was no-one at launch, but I resolved to rig the glider anyway, and then review conditions to see if I was prepared to launch unassisted. I was not

completely alone, as my airborne companion watched my every move from his eye in the sky. Glider rigged in quick time, I stood on launch, conditions still very good, albeit a knot or two lighter. This was good, as it made the task of self launching just that little bit easier.

As I picked up the glider and moved to launch, I was struck by how familiar it all felt – as if my muscles remembered what to do, even though my mind was a little rusty. I waited for a while, holding the glider as the wind ebbed and gently surged. All felt balanced and smooth. Lean forward, a few firm steps, and I was off. I love the feeling of foot launching off a hill. One minute you stand, feet awkwardly planted on the ground, then push forward, and you are lifted away in a seemingly effortless transition. No time for idle contemplation, though, as the wind was light and I had to remember quick-smart how to scratch on the small ridge, with the sea just below, and powerlines and people just behind.

The Fun kindly flattered my atrophied scratching skills, and carried us quickly to around 100ft above take-off. The air was smooth; I could smell the sea and hear the sound of the surf below. I began to contemplate flying over the powerlines to the back ridge – how high did you have to be? Was it level with the water tanks? Yes, I think so... The Fun was so easy to fly on this tight little ridge, just think to turn and push-out gently, gently, to slow the glider and climb

in the little patches of lift. Much easier than I remember in the higher performance wings I last flew here.

Pretty soon a surge came through and carried us up to nearly 400ft, and just about level with the water tanks. I nosed the glider back over the powerlines and onto the little ridge that runs up to the tanks. A comforting surge of lift. Turn back into wind, climb a little, and push forward. The Fun, bless its little heart, sure ain't no Millennium, as nudging up the speed just a little to move forward took a big toll in altitude and the landscape on the far side of the powerlines began to rise uncomfortably. Time to move back to safer ground.

I'd been in the air for a while and neck and shoulder muscles were beginning to complain at this unaccustomed activity. A review of landing options was in order. The old familiar landing site at the base of the hill looked a little less inviting, as the pathway to that nice little grassy patch seemed to be completely overgrown. Plenty of empty beach space, but packing up on the sand really didn't appeal. Next option was flying the length of the beach to the Surf Club and the nice grass field behind. Somehow, I didn't think the Fun would make it – and it didn't, dropping me gently onto the sand about halfway. I managed to manhandle the glider up to the carpark with the help of some rather bemused bystanders.

It has been a long time away, and it feels very good to be back.



Paraglider Harness Design

Greg Holbut

HAVING LEARNED THE BIG LESSON AND GAINING SOME HUMILITY AFTER 25 YEARS OF INJURY-FREE FLYING, I TURNED MY ATTENTION TO THE HARNESS I WAS USING ON THE DAY I CRASHED.

A little background on the crash – stupidly I flew into rotor, had a deflation, lost it, crashed into a tree (or trees to be precise), hit the deck hard, and then fell over a cliff, snapping off a small tree with my back on the way. The end result was a bit of bleeding, crushed L1 vertebra and a week in hospital.

I started to wonder whether my harness, which did save my life, was as good as I thought. Curiosity made me pull it apart and see what made it tick. To my surprise the foam in it seemed to be of the comfort variety, not really shock absorbing. The thing that may have made the biggest difference between life and death was the PVC back plate my instructor had thoughtfully installed some four years before. It is my belief that the PVC plate spread the impact over a wider area, greatly reducing the damage.

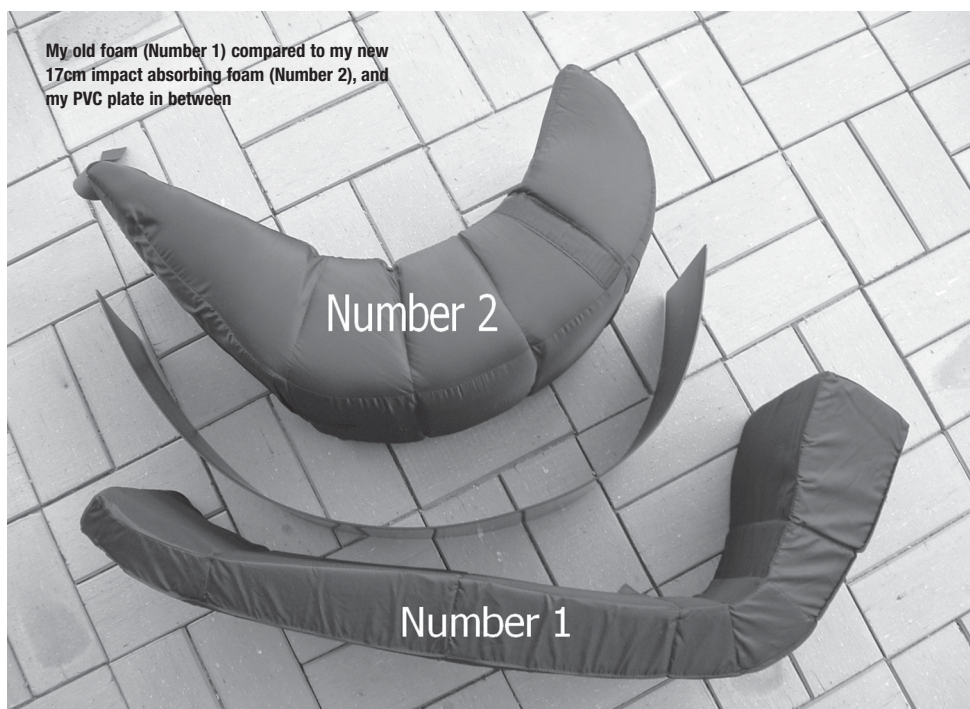
Do you have a certified harness? Is there any impact absorbing foam in it? Is your reserve suitable for it? Can you run in it for launch and landing? Does the harness fit properly? How old are your carabiners?

In the accompanying photo, the foam labelled Number 1 is from my old harness; the foam labelled Number 2 is a 17cm impact absorbing foam; and my PVC plate lies between them. It is not hard to see the difference between the two foams, but the difference is even more obvious when you handle them and feel the lack of absorption in the old foam.

Maybe if I'd had the newer style foam and the plate I would have had less injury, or perhaps none at all?

Ask yourself, does your harness foam match the impact absorption of Number 2?

Interestingly, I'd always thought of the PVC plate as an option; now I think it




should be standard, as it does a great job of spreading the impact.

Over time I have seen many pilots struggling to run or even get into their harness due to poor fitting or incorrect set-up. Sometimes reserves flop about in too big a space. My own experience tells me to take special care with the adjustment of the chest strap, and I mean the main strap that usually crosses your abdomen and adjusts the riser separation, as this greatly affects glider handling and stability.

One other thing I became aware of during impact is how important it is to stow the pack up gear neatly in the storage area behind your back. I will not put anything sharp or hard in there from now on.

There are many manufacturers of harnesses out there, so tread carefully – always consider safety first! Followed by comfort, especially if you are a weekend hack like me.

We tend to talk a lot about flying sites and our wings, but little is said about harnesses (except maybe, *“That looks cool”*). Remember, what goes up can come down with a thud!

What do I know about harness design? Only what I've seen on the web and my own experience (little as that may be). It is simply my intention in this article to pose some questions, so that someone making the decision to buy a harness, new or second hand, will think more about its safety level than how cool it looks or how easy it is to get into the glider backpack. 

Photos: Courtesy Greg Holbut

Flying at the end of the range near Manilla (on a day with no foam testing experiences)

FLARM at the NSW Comps

Michael O'Brien

LIKE MANY OTHERS, I LOVE THE SPORT OF GLIDING. HOWEVER OURS IS A RISK SPORT, AND MID-AIR COLLISION IS A SIGNIFICANT AND EVER PRESENT DANGER. WE SHOULD NEVER HIDE FROM THIS.



The FLARM boy – Nigel Andrews pictured at Lake Keepit

Photo: Verena Crowhurst

At the NSW State comps there was a trial of a new device which has the potential to reduce the risk of mid-air collision.

It is a clever bit of technology. The human eye is a very clever bit of technology, but has not totally prevented mid-air collisions. Warning! Both devices need to be used properly.

WHAT IS FLARM?

FLARM is a black box full of electronics. It is not very big. It contains a GPS receiver and a small radio transmitter and receiver, with a range of a few kilometres. The transmitter continuously sends out your GPS position and a velocity vector. It receives signals from other FLARM-equipped gliders nearby. It indicates their approximate position by a rose of LEDs. These are green if the distance is safe, and turn red as they get closer, before changing to flashing red. An alarm sounds if the distance and relative velocity is such that there is high danger of a mid-air collision.

Installation is straight forward, just a cable onto your glider's battery. For the comp, most were stuck to the top of the

instrument panel with Velcro. Power drain is very moderate.

Controls are very simple, just an ON switch. I never bothered to see if this could also turn it off. Why would anyone want to?

The lights are pretty simple. In the photo they show there is another glider about 45-degrees behind on the right side. It is fairly close, because it is red, not green. The left/middle LED shows the glider is about the same height. That is not surprising as you can see from the background that both gliders are on the ground! The display gets more interesting when flying in a gaggle, as it tracks multiple targets, but I am not inclined to take photos in such a situation!

(For more technical information, search under "Ozflarm" on the Internet.)

DOES IT WORK?

Yes! I hope so! No! I hope not! All of these! I will try and explain:

The purpose of the device is to increase "situational awareness". Some fear it might be used as a substitute for good lookout. The product literature and the briefings emphasised the primary role of lookout. I had fears it might not sink in. As an instructor I know that the lookout of many of our solo pilots is inadequate. Lookout is one of those things that we just have to keep on pushing at every opportunity. It seems to me that the good competition pilots I have flown with tend to have much better lookout than the average pilot, and I thought my own lookout was pretty reasonable.

In a busy gaggle FLARM is going off a lot of the time. I don't think anyone would look at the lights much in these circumstances. The alarm is a reminder that there is a calculated high-collision risk, and you only have to look at the other gliders to agree. When the alarm goes quiet it certainly did not make me relax.

En route, and flying alone, it seems to be good at warning about incoming gliders and individual and multiple "threats". But here is the real beauty of the device: It frequently embarrasses you! It says there is a glider coming and there isn't. And then you see it. And then you think, what about gliders without FLARMS? And what about gliders with flat batteries? And you start looking much harder.

Yes it works, and gives a lot of information with minimal workload.

No it does not always work. It does not work if the other glider does not have a FLARM, or it is broken, or the battery is flat. Its height discrimination seemed poor, it would sometimes alarm for a glider well above or below. (I believe the device also has a pressure transducer, which gives a more accurate height than GPS, and a future software upgrade may improve the situation.) The target tracking on the LED rose sometimes was out. Sometimes it seemed to show multiple targets when I think (I hope!) there was only one.

And here is the real question: Would I like it to work better? I think I probably would, and I think software upgrade will fix most of these little issues. But I think a few accuracy errors are not a problem: they make sure we stay alert, and always rely on see and avoid first. As is, the device is a very useful aid.

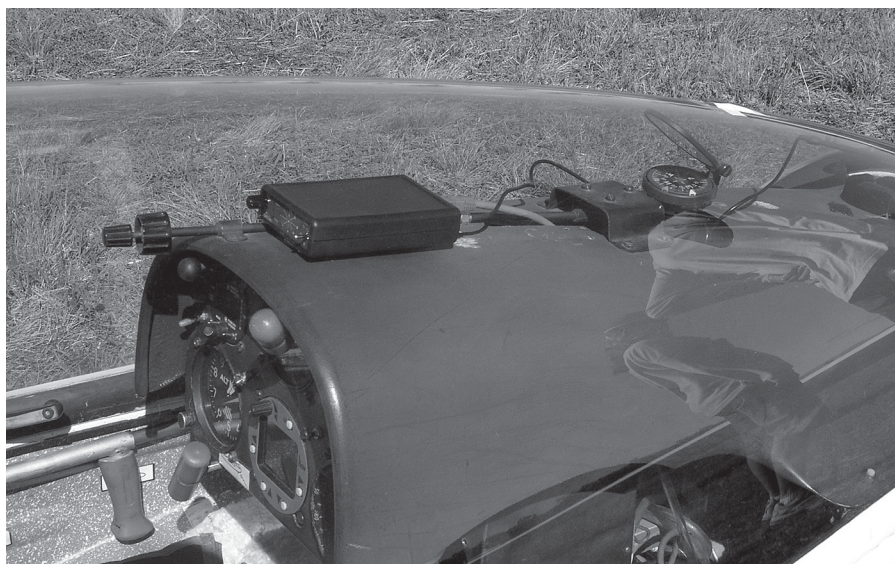
WHAT PRICE SAFETY?

FLARM will not stop mid-air collisions. One hopes it can reduce them. It costs about \$700. Most of us have a device which I will call a "back-up Flarm". It costs a couple of thousand dollars. We have to pay about \$50 every 180 days to have it repacked. Its chances of protecting the user are a very long way short of 100-percent, and it certainly will not protect your glider or your pride. I have never been to a competition where



FLARM panel

Photo: Michael O'Brien



FLARM installation

Photo: Michael O'Brien

you were allowed to fly without a parachute, but would you feel happy to fly without one even if you were allowed?

If you think that having a FLARM will make people lazy about their lookout, do you think we should ban parachutes? It is a silly question, but I hope it emphasises that the most important thing is the pilots' attitude and diligence.

THE ADDED BENEFIT

I don't know why the manufacturer did not emphasise this. We had a few potential

fatalities at Lake Keepit when pilots interrupted the poor overworked scorer at the wrong time! Scoring is a hard job, made much more difficult by the numerous brands of logger. The Flarm contains a logger! So if everyone just handed in their FLARM each evening, it would seem to make the job much easier. All of the other weird and wonderful devices could just be used as a backup in case there was a FLARM logger failure. It seems worth a try to me.

We also potentially have a "black box" in every glider. I for one would be interested

in any analysis of outlandings that go wrong and a comparison to the many pilots who perform many outlandings without problems.

WHAT NEXT?

The above is just one person's opinion. My thoughts are still a bit mixed up, but I feel very positive about the FLARM. There were over 60 other FLARM users at the competition, and the GFA issued a questionnaire to all. It will be very interesting to see what others think.

I would like to see FLARM in the gliders at my club for normal operations. However I think some more local trials at clubs might be needed to convince others. It will be interesting to see which clubs lead the way, and how Ozflarm utilises its surplus units.

How much do mid-air collisions cost the insurance companies? Buying 100 FLARMS is a lot less than the cost of the replacement of one modern standard class glider. They should be very interested in this question.

I would love to see some hard safety data out of the GFA. How many mid-air collisions have we had? How many were fatal? In how many were parachutes used successfully?

There are obviously lots of questions to be asked. It will be very interesting to see what happens next.



Weather Station




Wind, rain, temperature, humidity, barometer, plus more...

Also available:
Windsocks and frames,
handheld weather meters.

**Australian Agent
for Davis Instruments.**


ECOWATCH
Unit 5, 17 Southfork Drive
Kilsyth VIC 3137
Phone: (03) 9761 7040 Fax: (03) 9761 7050
email: <davis@ecowatch.com.au>

Ask for your
FREE catalogue.



M760 TRANSCIVER

T2000 TRANSPONDER



**Airport Drive
Bundaberg QLD 4670
AUSTRALIA**
Ph + 61 7 4155 3048
Fax + 61 7 4155 3049
sales@microair.com.au

www.microair.com.au

THE GLIDING FEDERATION OF AUSTRALIA

FLARM Trial – Lake Keepit

12 to 19 November 2005

Kevin Olerhead – GFA CTO/O

PILOTS COMPETING DURING THE NSW STATE COMPS AT LAKE KEEPIT WERE REQUESTED TO PROVIDE THE GFA OPERATIONS PANEL WITH INPUT ON THE USE OF THE FLARM WARNING SYSTEM DURING THE RUNNING OF THIS EVENT.

Below is a summary of responses so far received to each question asked. Updates will be published if further responses are received

- 1. Pilot interface – did the pilot input requirements of the FLARM system significantly increase pilot workload? In other words, did FLARM require attention that significantly increased “in cockpit activity”?*

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

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

Payment method:

- ☐ Cheque ☐ Credit Card ☐ Direct Deposit
- For internet payments, deposit into:
BSB: 013-442 Account No: 304729562

A) DOCUMENTATION REQUEST

- ☐ Please send me a transfer of ownership document
- ☐ Please send me a change of registered operator document

Aircraft Type.....
Registration marks VH –
Address to which documents are to be sent is:
Name
Address
State..... Postcode

Forward to: GFA Airworthiness Secretary,
130 Wirraway Road, Essendon Airport VIC 3041
Email: <Airworthiness@gfa.org.au>
Fax: 03 9379 5519

Comments:

No pilots responded that they found the unit significantly increased pilot workload. Most who made comments said that the unit was simply turned on at the start of the flight and required little or no further pilot input.

- 2. Did the operation of the FLARM cause any confusion with other system (eg: audio varios, radio transmissions, etc.)?*

Comments:

No pilots reported any significant problems. Some commented that the audio is very distinct and is easily distinguished from other instruments. One reported that it affected his compass.

- 3. Did the FLARM provide potential collision warnings that were clear and concise in the following circumstances:
a) When there may have been more than one potential threat*

Comments:

Most reported that the system was effective. Some reported that it was difficult to interpret warnings in crowded situations for several reasons – some suggested there was too much information to deal with and that it was difficult to focus on a particular aircraft. Another commented that the unit does not differentiate without reference to the display and in crowded situations this is not what a pilot should be doing.

Some commented that known software problems are being worked on to improve the systems performance in crowded situations.

- b) When another aircraft was not visible (ie: In a blind spot)*

Comments:

A very positive response by all. Especially useful to know when other gliders are following behind or otherwise in a “blind spot” were typical comments.

One commented that this is the best feature of FLARM.

- 4. Did the FLARM produce any false alerts?*

Perhaps not a well worded question – it was meant to ask, did the FLARM produce any potential collision warnings that the pilot found were not real, or notify the pilot of the location of another aircraft when in fact there was no other aircraft there.

Comments:

Some commented – how would I know? Some commented that the direction indication at times appeared to be wrong

Others commented that the FLARM did sometimes indicate the location of another glider that they could not see, but assumed that it must be there.

Other comments were – probably, mainly in crowded situations.

- 5. Did the FLARM fail to provide warnings when it was believed it should have?*

Comments:

Some commented that the only times the FLARM did not warn it was assumed that the other gliders were not FLARM equipped. One indicated that the other glider sometimes appeared to get too close before the warning was provided.

- 6. Was there any tendency to rely on FLARM at the expense of “See and Avoid”?*

Note: this is not a question of whether it should have (we all know it shouldn't), but rather did it?

Comments:

There were no negative responses to this question. All who made comments believed that the systems did not adversely affect their lookout.

Some commented that they believed FLARM positively improved their lookout

- 7. Did you find that FLARM in any way changed your normal “see and avoid” procedures?*

Comments:

All responses and comments were positive.

Some commented that "avoid" was improved as it allowed better threat assessment when another aircraft was quickly located with the assistance of the unit. Other gliders were generally seen earlier than they otherwise might have been.

8. In your opinion did your experience with FLARM convince you that the system enhances gliding safety?

Comments:

All responses were positive with one qualification that it can be distracting in gaggles.

Some commented that although unquestionably a positive safety improvement, the system needs further development and refinement.

Several said they would not fly without one fitted again.

9. Do you consider that the FLARM system is an advantage when:

a) Competition flying?

Comments:

All responses were positive. Several commented that it is only fully effective if all aircraft are fitted with the system and called for a mandatory requirement. Although, several suggested that a mandatory requirement should be introduced after the system is further developed and sorted out.

b) Non competition cross-country flying?

Comments:

All responders agreed that it would be an advantage. Several commented that it is only useful if other gliders are equipped. There was one call for a mandatory requirement.

c) General flying

Comments:

All responders agreed that it would be an advantage. As above, some pointed out that it is only useful when other aircraft are fitted. Some suggested that larger clubs should consider its advantages.

10. Do you consider that the FLARM should be fitted to glider tugs?

Comments:

There were no negative responses, however, several were unsure. Several pointed out that a tug with glider on tow would probably have warnings going off in both aircraft for the entire tow and this would need to be somehow disarmed.

Previous mid-air collisions between tugs and gliders with the resulting loss of life was referred to by several responders and it was suggested that if FLARM could be utilised to reduce the likelihood of future occurrences, it should be.

General comments:

General comments made by responders are effectively covered above.

Overview of responses:

It is apparent from the survey that the FLARM trial at Lake Keepit was an outstanding success and the FLARM system was viewed by competitors as an important safety initiative.

Some had reservations with certain functions, however, they believed that the system could be improved and that in general, the shortcomings would be overcome with further development.

It was strongly expressed by some (and very strongly by a few) that FLARM should be mandatory equipment for all competitions. It was less so for gliding outside competitions, but clearly most believed that FLARM is a safety advantage and should be utilised whenever possible.

As the survey was conducted at a gliding competition with responses from the competitors, it is of course natural that the responses would be principally orientated toward that environment. The full potential of FLARM as a safety enhancement device in gliding outside competition may need to be evaluated in other ways, but this survey has provided good starting point.

All that responded are gratefully thanked for their input.



LAKE KEEPIT

TAMWORTH NSW

**Visit Lake Keepit Soaring Club
for some of the best cross-
country gliding in NSW**

[www.users.bigpond.com/keepitsoaring]

Email: <keepitsoaring@bigpond.com>

Ph: (02) 6769 7514

Fax: (02) 6769 7640

★ Club rates for all GFA pilots

★ Good glider availability

★ Winch and aerotow courses

★ Free flying after 4 hours

★ Mid-week operations

★ Airconditioned cabins,
bunkhouse, camping



OAMPS Insurance Brokers Ltd

ABN 34 005 543 920

Let us set a better course for your GFA Glider insurance

OAMPS Aviation
Australia's Aviation
Insurance Specialist

ACN 005 543 920

PO Box 2481

North Parramatta

NSW 1750

Fax: (02) 8838 5770

Email: aviation@oamps.com.au

GFA Glider insurance packages
are the only option approved
and initiated by the GFA for
the benefit of members.

Why pay more than you need to?

Call OAMPS Aviation now

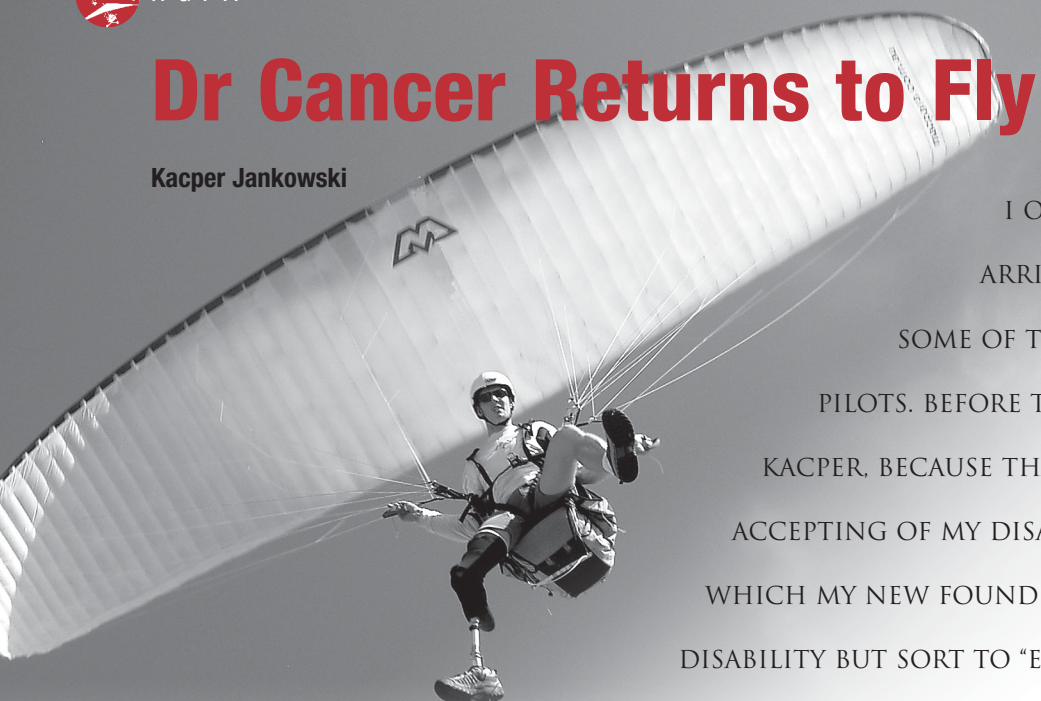


(02) 8838 5760

A PROFESSIONAL REGISTERED INSURANCE BROKER

Dr Cancer Returns to Flying

Kacper Jankowski



I ONLY BECAME "DR CANCER" ON ARRIVING IN AUSTRALIA AND MEETING SOME OF THE LOCAL SYDNEY PARAGLIDING PILOTS. BEFORE THAT EVERYONE JUST CALLED ME KACPER, BECAUSE THAT'S MY NAME. I LIKE PEOPLE TO BE ACCEPTING OF MY DISABILITY, THOUGH THE SPEED WITH WHICH MY NEW FOUND FRIENDS NOT ONLY ACCEPTED MY DISABILITY BUT SORT TO "EXPLOIT" IT WAS SURPRISING.

USING MY HANDICAP TO GET A STORY IN SOARING AUSTRALIA WAS ONE OF THE LEAST OFFENSIVE ONES!

Ahoy above - in the air again!

My name is Kacper Jankowski, which might give away that I'm originally from Poland. I currently work in cancer research. That's partly where the name Dr Cancer comes from; the other part is that I lost my leg to klamerka cancer in 2003.

I first saw paragliding at Strzebrzeszynie in Poland when I was eight, and fell in love with the idea of flight. As a high school student I saved all my money and learnt to fly when I was 17 in Zakopane. Paragliding in Poland is quite different to here in Australia – more mountains, only four months of thermals, and lots more towing

and sled rides.

I studied biotechnology at university and completed my doctorate at the University of Louisville. I had previously spent time in Australia whilst studying at Mt Isa, refining my English skills as the only literate mine safety committee member. I also trained racing camels in Boulia, Queensland.

The amputation took away not only my leg, but the joy of flying. I thought I had left paragliding in my past. Instead I focused on my study and work, working first in Poland and then USA. I then had the opportunity to return to Australia and jumped at it.

The people were the same as when I had left – very friendly, if not a little simple.

In Sydney I had a chance meeting with Ky Wittch from the Aussie paragliding team and the boys from Mac Para, and that was the spark that re-ignited my passion for flying. It wasn't purely my physical disability that was keeping me from the air; there was a large amount of fear, some rational and a lot self-inflicted. I had \$4,000 of the latest Aussie prosthesis technology strapped to my stump, so lack of mobility was no longer a valid excuse. And with Ky's persuasiveness and 'never take no for an answer' attitude,



Flying on the Central Coast



Towing in Poland



Dr Cancer ready to fly

I had no choice but to fly again. I knew that whenever Ky said, *"Stuff the wind, we don't have all day! Set up, cripple!"* that I was going to have fun like it or not.

Ky helped me work through my fear issues with only a few tears, and Tim supplied the equipment that made it easy to get back into flying. These guys spent a lot of time encouraging me. The encouragement started when it was still dark on a Saturday morning. I answered the phone to, *"Wake up you Polish piece of crap, it's going to be on."* They both helped me with ground handling and getting the feel for the glider again. Ground handling the Mac Para Eden 3 gave me a lot of confidence, which in turn helped release a lot of the fears and doubts I had built up over the years. I was starting to get excited and impatient for a real flight. The encouragement continued, *"You're not flying until you stop running like a girl."*

I started flying off small hills, and quickly progressed to the full cliff launch as the boys had grown impatient and wanted to fly themselves. I was impressed with the thoroughness of the preparation the boys put me through – they asked a lot of questions in order to set up my gear right. *"Does it float?"*

"Ah, does what float?"

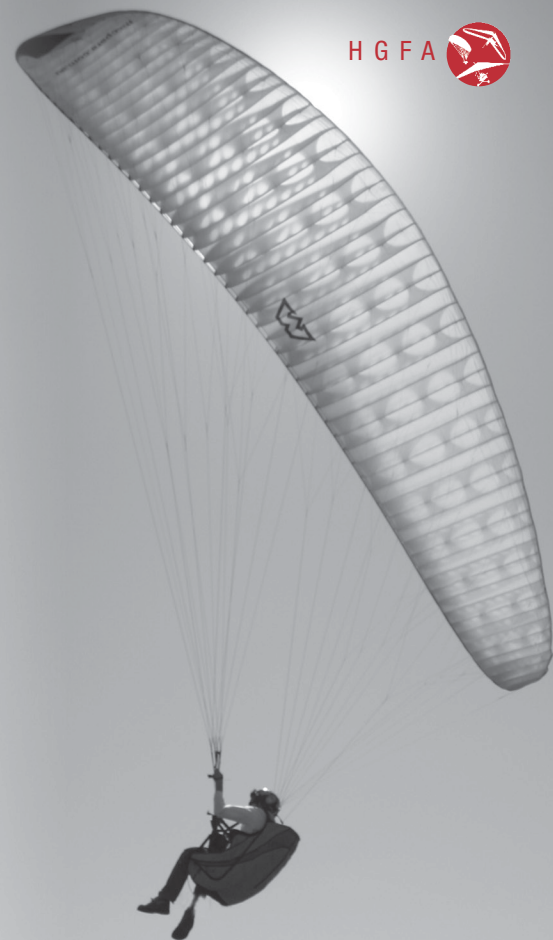
"Does your \$4,000 carbon fibre titanium bionic leg float?" *"No, I don't think so... why?"*

"You better get it a lanyard then, mate."

The wind seemed a little strong and I said so, *"The wind seems a little strong."* They may not have heard me due to the noise of the wind, so I voiced my fears again. This time the response was a grunted laugh and another encouraging comment, *"Get ready to launch now."*

I had my wing and body very efficiently removed from the cliff edge bushes after my first launch attempt, and was ready for my second go. Now excitement and fear were raging inside me in very unequal amounts.

Without any time to mull over my fears I was back flying... and back to realising how much fun I had been missing. The fear vanished as my foot left the ground and it seemed silly that it had ever been there. I allowed my legs to stretch out as best they could and felt nothing beneath me! I was engulfed in a daydream of flying pleasure where time appeared to slow down and speed up all at once, and all I could hear was the increasing roar of the wind. I had a surreal sense of complete freedom and oneness. I was only returned to reality by the crackle of Ky's voice over the radio, *"It's getting bloody windy, go land or you will die."*



Flying at Cooks Terrace

I got the rare privilege of having the joy of my first flight all over again. A big thanks ("dzi kuj") to Ky and Tim for their genuine friendship and generosity. My real handicap was never my missing leg, it was in my head. I'm looking forward to seeing you all in the air this summer.

Fall seven times; stand up eight.
– Japanese proverb



Preparing to launch

Photos: Courtesy Kacper Jankowski

CLUB NEWS

Dalby Hang Gliding Club

The year 2005 was bigger and better than ever for members and guests of the DHGC.

The "Big Air" Competition in April was a huge success due to good organisation by members and most of all terrific soaring conditions sponsored by the weather gods! Entrants recorded new PBs as open distance tasks were set to take advantage of the terrific conditions. Custard touched down in Roma at the 250km mark whilst many other pilots were around the 200km area. I wound down from 3,500ft to land at the 161km mark, known as the Dulacca Pub. Okay, next time I won't get pub suck! Congratulations to Adam Parer for taking out first position.

The drought continued and was finally relieved in November with long awaited rain. It is the first time in four years that the local Condamine River has once again started to flow. To prove that rain does not slow this place down, many of us have been turning up and flying high and far, this time enjoying the greenery for a change.

On 20 December a handful of us crossed the range heading back to the coast, landing around the 150km mark. Congratulations to Jason "Yoda" Reid for being the first Queensland pilot (October) to cross the range from west to east making it back to Canungra from Dalby (198km).

In November, 10 of us packed up and headed south to the Gulgong Classic to support our southern family. Although the weather prevented epic conditions, a fantastic time was had by all. We look forward to seeing a lot of you back up here in April for the Dalby Big Air.

This year's comp is being held at Easter to enjoy the string of public holidays. Last Easter, the Australian National Gliding competition was held at Dalby and was a huge success with terrific conditions. We are, of course, hoping for the same.

I look forward to working with the members to grow the membership of the club and hosting another terrific competition.

Daron ("Boof") Hodder, President

by Toni Raumauf (AUT) in 5th. Juergen Bummer (GER) climbs to 6th, while Christian Ciech (ITA), Ralf Miederhoff (GER) and Manfred Trimmel (AUT) all climb two places to 7th, 8th and 9th. Walter Geppert (AUT) completes the top 10.

In the nations ranking Austria have a commanding lead, but Germany takes 2nd place from Italy.

Class 2

Manfred Ruhmer (AUT) is in 1st, Brian Porter (USA) 2nd and Bob Baier (GER) 3rd.

Paragliding

Christian Maurer (SUI) still leads, but Torsten Siegel (GER) moves into 2nd, ahead of Christian Biasi (ITA) in 3rd. Bruce Goldsmith (GBR) slides to 4th. Borja Rodriguez (ESP) holds 5th, Frank Brown (BRA) jumps to 6th after amalgamating two names he uses in competitions. Toni Caniglia (SUI) and Paul Schmit (BEL) are tied in 7th. Tomas Brauner (CZE) drops to 9th and there is a three-way tie for 10th between Jean-Marc Caron (FRA), Jin Oh Kim (KOR) and David Ohlidal (CZE).

In the nations rankings Italy lead, only one point ahead of Switzerland, with France taking the 3rd slot.

Paragliding Accuracy

Matjaz Sluga (SLO) takes the lead from Jaka Gorenc (SLO), and 3rd Frank Unuk (SLO) swaps places with 4th Matej Goste (SLO). Nick Simmons (UK) is equal 5th with fellow Brit Andy Shaw (UK), while Dusan Gorenc (SLO) slides to 7th. Andy Webster (UK) gains 8th, Matjaz Feraric (SLO) 9th and Simeon Klokocovnik (SLO) completes the top 10.

In the nations rankings Slovenia lead, but Serbia and Montenegro finally take 2nd place from GBR.

Full details of all results are available at [\[www.fai.org/hang_gliding/rankings/\]](http://www.fai.org/hang_gliding/rankings/).

Did You Know?

Did you know that FAI published compensation rates for damage to potatoes and asparagus?

No? Then you need to read "High Flyers", the book on the history of FAI and sporting aviation! For further information see [\[www.fai.org/centenary/highflyers\]](http://www.fai.org/centenary/highflyers).

FAI Centenary Souvenir

The year of the FAI Centenary has come to an end! Don't forget to order your souvenir of this unique year, and of the first century of FAI and sporting achievements in the air. For information on this special offer please consult the 'FAI Centenary Souvenir' page at [\[www.fai.org/centenary/centenarykit\]](http://www.fai.org/centenary/centenarykit).

FAI Seminar for Event Directors

In April 2006, a FAI Seminar for Event Directors will be held in order to share knowledge gathered in all air sports, and evaluate how FAI can help

NEW PRODUCTS

Red Bull X-Alps DVD

The toughest paragliding race ever... now out on DVD!

The long-awaited Red Bull X-Alps DVD has finally arrived. See the competitors fly through awe-inspiring alpine scenery and witness their struggles on land... battling on foot through snowstorms at midnight over Switzerland's Furka Pass and dealing with the disappointment of blown chances...

The entire race was filmed in HD quality by professional crews shooting from helicopters and using advanced POV lipstick cameras. The DVD features a 45 minute documentary, pilot interviews and lots more. It's 'all-region' and will play on DVD players worldwide.

Cross Country is the exclusive distributor, and we're ready to ship you copies now.

Retail price is: £22.95/€34.95/
US\$34.95 (trade prices also available for bulk purchases).

For further information contact Hugh Miller, <advertising@xcmag.com>, ph: +44 (0)1273470474, fax: +44 (0)1273470475.

FAI NEWS

World Pilot Ranking System

Hang Gliding (Class 1)

Oleg Bondarchuk (UKR) leads, Mario Alonzi (FRA) 2nd, Gerolf Heinrichs (AUT) 3rd and Johnny Durand Jnr 4th. Attila Bertok (HUN) 5th swaps places with Oliver Barthelmes (GER) 6th. Kevin Carter (USA) gains 7th, followed by Raymond Caux (FRA) who rises to 8th. Robert Reisinger (AUT) 9th with David Seib (AUS) now in 10th.

France stay in top place, followed by Austria and Australia.

Class 5

Primoz Gricar (SLO) stays in 1st, 91 points ahead of 2nd Jaques Bott (FRA). Alex Ploner (ITA) is 3rd with David Chaumet (FRA) in 4th followed closely

WOMEN WITH WINGS



Hang Gliding and Paragliding women's skills clinic 2006

**27-31 March 2006
BRIGHT, VICTORIA
\$150**

**Female HG and PG pilots of all levels
are welcome**

The aim of the clinic is to:

- Gather together HG and PG female pilots from all over the country to address issues specific to women in this sport in a supportive workshop environment.
- Workshop solutions and/or tactics for dealing with issues you've identified.
- Form small flying teams and extend practical experience (weather permitting of course).
- Encourage you to network and support each other in both disciplines and around the country.
- Motivate and encourage you to further develop your skills and continue flying.

**For further info and to register on-line
please go to [\[www.womenwithwings.info\]](http://www.womenwithwings.info)
or contact Carolyn Dennis**

0427 555 063

event directors add value to their events, especially in universal matters such as media-coverage, sports marketing, environmental and safety issues.

Open to representatives of FAI Air Sport Commissions, FAI Members and persons occupying senior positions in FAI Championship Organising Committees, this FAI Seminar for Event Directors will be held from 7 to 9 April 2006, at the House of Sport of the Danish National Olympic Committee, located in Brøndby, near Copenhagen.



Letter to the Editor

...

Spion Reopened

On behalf of the Dynasoarers Hang Gliding Club, I wish to express my heart felt thanks to all those involved in the recent successful efforts to reopen Victoria's premier coastal soaring site. The launch had been closed by the land manager acting on advice from Energy Safe Victoria due to regulatory concerns about the proximity of powerlines behind the launch.

Reopening the site was bought about by the collective effort of a number of people and organisations. They approached the issue in a spirit of good will, and with intent to negotiate with favourable outcomes to all.

Firstly, I'd like to thank Mr Loc Vuong from Energy Safe Victoria for both his and Energy Safe's professionalism and willingness to negotiate. The support of the land manager, Parks Victoria and the local council, Surf Coast Shire, was well appreciated.

The Dynasoarers and the VHPA through Darren Brown, John Langmead QC and Mark Pike more than ably represented the flying community in drafting the regulatory exemption, documenting subsequent responses and negotiating the successful outcome with Energy Safe Victoria. Their combined talents resulted in an acceptable solution to improve the safety of operations at the site.

Throughout the interim closure, the Dynasoarers club members maintained a positive outlook. Their support, and that of the other Victorian clubs has resulted in our site being reopened in time for the summer flying season. The flying community did an excellent job complying with the interim closure, demonstrating just how well our sport is managed.

Lastly, a special thanks to local pilots who worked on the long term solution of removing the powerlines. In particular Bohdan Phillipa and David Ilif did a power of work to raise community support and awareness along the coast. Their work, no doubt, will one day contribute to the powerlines being placed underground making the site safer, and removing a visual blight.

Launch sites are a precious commodity along the Great Ocean Road; the effort and passion to reopen Spion should be commended. The fact that this was done in such a professional manner has bought much credit to both the VHPA and HGFA in the eyes of a number of agencies. This will serve us in good stead should similar situations arise in Victoria.

Again, thank you to all those involved. Spare time is a precious commodity, and is better served flying...

Dale Appleton, President, Dynasoarers Hang Gliding Club



HIGH ADVENTURE

Check out this season's High Adventure Deals!

Over 20 gliders to choose from and a huge selection of accessories at the best prices and quality or your money back!

The World Champion's Choice!



From UP Paragliders 13 gliders to choose from

7 gliders to choose from



Also available now are:

Varios: Flytec and Brauniger best prices guaranteed.

Reserves: Certified Sky and Charly models in stock now.

Helmets: Lazer full range.

Harnesses: The most comfortable harnesses from Europe, come and try.

Flights suits: Summer and winter style from \$220.

Books, Videos, Carabiners, Wind Speed Indicators and More

Check out our whole range on

www.highadventure.com.au

SCHEDULED FLIGHT TOURS

15 to 21 January 2006: Killarney QLD

5 to 12 February 2006: Killarney & Beechmont

July 2006: Fly the Mountains of the USA

August 2006: Paragliding Courses and flying in Bali

See our website for full details

Are you an Australian Competition Pilot who competes at a minimum of three National events per year?

You could be eligible for our Pilot Support.

You will get 30% off the price

of a new wing for starters.

Call us toll free on 1800 063648.



HIGH ADVENTURE

Office: Suite 2 - 65 Bold Street, Laurieton NSW 2443

Phone Toll Free on 1800 063648

or Mobile 0429 844961

FINAL GLIDE

Doug McLennan, 1952-2005

John Welsh – GFA Executive Officer and friend

IN EARLY NOVEMBER, I HAD THE SAD DUTY TO REPRESENT THE FEDERATION AT THE MEMORIAL SERVICE FOR MY DEAR FRIEND DOUG MCLENNAN.

The location was, uniquely, in a national park at the top of the Darling Range overlooking Perth airport and city. Several hundred people from all walks of life were there to celebrate his life and mark his sudden passing from health complications. The service was conducted in the bush setting, in front of a table on which were placed one of Doug's many model aircraft, a model of a red E-type Jaguar, his flying hat and a small casket containing his ashes. There was a kilted piper to mourn him and a Royal Aero Club of Western Australia Chipmunk made a flypast.

The following is an adaptation of the eulogy I gave:

I first met Doug over 30 years ago when I started gliding at Narrogin. In those days he was, much to my envy, zooming about in a rather flash looking E-type Jaguar, and I always remember his generosity in letting me fly his Kingfisher glider that he had at the time.

Over the years, his generosity towards gliding and gliding people grew and grew, in spite of the barriers that life seemed to always put in his way. His attitude to life, living, family and flying were indomitable.

He was one of the pioneers at the Goldfields Club in Kalgoorlie in a Kookaburra, Kingfisher and HP14, and flew at all the clubs in Western Australia at some time. He served many years as a skilled and respected instructor and tow pilot in the Beverley Soaring Society, also chairing that club's instructor panel. He took on the demanding position of GFA Regional Technical Officer (Operations) for WA.

Doug also was an enthusiastic Level 3 Instructor and trained many pilots in the art of being an instructor, which can be the most difficult flying you can do as a glider pilot, but it was a task he enjoyed immensely.

He was a respected member of the GFA National Operations Panel, which monitors, analyses and sets the standards in Australia.

Doug overcame many medical obstacles to fly normally; he was one of the first Australian pilots to regain his Private Pilot's Licence after a kidney transplant.

Several years ago, he had to have a double hip replacement, but as soon as he could, he was climbing into the back of the two-seater glider to instruct, or the tow plane to launch someone into the air.

Recently, Doug had to give up flying because his kidney transplant failed after 30 good years of service, and he had to go back to dialysis five times a day. That didn't stop him continuing to build an ultralight aircraft in his back garage, or being a very valued counsellor. He started on a remarkable, but unfortunately uncompleted biography (which is included after this "Final Glide").

On a personal level:

I admired Doug for his true grit, and his love of flying and family.

He was a true gentleman, I can say that when you had a difference of opinion with Doug, he always listened to what anybody had to say, respected the right to say it, and never took it personally. I will miss his enthusiasm for flying, dry humour, and wise council. I feel privileged and thankful to have had such a wonderful person as a friend.

Doug's contribution to the sport of gliding in WA and nationally was outstanding. On behalf of the Gliding Federation of Australia, I express deepest sympathy to Pam, Tim and Leander for their, and our, loss.



DOUG'S OWN STORY – TO 1990

I was introduced to real flying by Mark, or his dad, anyway. Frank Schell was a gliding instructor at the Gliding Club of WA at Cunderdin, and I was invited to join him and Mark for the day.

I was in 'modelling' heaven. An airfield full of interesting aeroplanes to look at, inspect and watch fly. The gliding club had a number of wooden gliders, launched by a Tiger Moth. There was also an ag operator, who sprayed using war surplus Tigers. As Cunderdin was an Empire Training School during WW2, there were the remains of Air Force buildings. Several huts, and a large hangar, which the ag operator used. The gliding club used a small corner of it as well. The ag operator also had one of the huts

stacked with Tiger bits – stacks of wings, rows of fuselages, piles of wheels, rows of engines. We reckoned we could nick one of each without any one knowing, and build our own Tiger! To top it off, I got a ride in the Tiger. My first aeroplane flight, and then, at the end of the day, I got a glider ride as well. It took weeks to wipe the smile off my face.

In 1971 I started flying at Cunderdin, at the Gliding Club of WA, where I met lots of other friends.

At the end of the year, I was shanghaied to Kalgoorlie, as a Technical Officer in Training, where I was allocated to the Microwave maintenance group (me and the TO1). I was

made welcome by all the staff, and soon had accommodation set up at a boarding house.

One of my first tasks after I got settled was to chase up the local gliding club. It turned out they were flying off Lake Lefroy, a dry salt lake at Kambalda, 50km south, however the aircraft was hangared at Kalgoorlie airport. On the first weekend, I met up with a local lad and went with him to collect the glider. He then announced he wasn't flying that day, so I would have to tow the glider to Kambalda. Luckily I had a tow hitch. I duly arrived at Lake Lefroy, and waited for club members to appear. And waited and waited... Eventually they rolled up at about 2.:30, and we got started. The affair was an eye-opener for me. I hadn't done any auto



Doug McLennan

tow launching, only aero tow, and I had just gone solo two weeks before at Cunderdin. I had seen auto launching done at Cunderdin, and launch heights were not great, about 1,200ft. This was stunning. As we had nearly unlimited length of lake to launch from, we just kept climbing until we got to about 2,600ft. This was higher than a normal aero-tow launch, and I expected to do great things, glide forever, etc.

It wasn't to be. As soon as we released the wire, we started to descend at a great rate, until after about four minutes we were back at the start. I couldn't believe it. Apparently what happened is that the lakes surface being white (salt), reflected any sun, and didn't absorb any heat. It remained cool but the surrounding red dirt of the local area became blisteringly hot. The thermals were booming all around, but they all descended over the lake. It was a massive sink hole.

After a couple of circuits to become familiar with auto launch emergency procedures, I was sent off solo. The Kookaburra glider was old, a wood and fabric one, but pleasant to fly. However, its low glide performance didn't allow us to get far enough away from the lake and its sink influence to be able to make use of the fantastic thermals we could see all around. Everywhere we looked, we could see dust devils, or willy-willies, taking the red dirt to immense heights. This should be fantastic gliding country. I found out later, it was, but not at Lefroy.

Christmas holidays were spent gliding at Cunderdin. I was at the start of the holidays, a very new glider pilot. I flew as many hours as I could every day, and by the end of my five weeks, I had progressed through most of the fleet, and some of my gliding badges. I put in more time in five weeks than most club members do in two years. I went back February 2006

to Kalgoorlie and found myself now one of the most experienced pilots at the Goldfields Gliding Club. They had hardly flown while I was away. I was therefore nominated, along with Jim Grant, to attend an instructors' course at Cunderdin during Easter. This was most unexpected, as I thought instructors had thousands of hours experience. Jim and I put in some practice before attending, and both came home as assistant instructors. The course was held in 1971, during the gliding heydays, when membership was growing strongly. We had about 15 candidates from six or seven clubs. Nowadays we are battling to find four from three clubs in the state.

Soon after the instructors' course, Jim and I, and another club member, Kevin Walters, purchased a small glider between us. It was a Schneider Kingfisher, an Australian-designed baby brother to the popular Kookaburra. Jim and I went down to Narrogin and picked it up. Being a single-seat, it was quite small, and two of us could easily take it off its trailer and rig it in a few minutes. And it was a lot of fun to fly. Not much of a cross-country performer, but it was aerobatic, so it spent a lot of time at strange attitudes. We couldn't fly cross-country around Kalgoorlie/Kambalda, as it is all bush, and therefore nowhere to land if the thermals stopped. We needed cleared farm country, so we quite often took it away to other clubs for some small cross-country experience. Small because the Kingfisher did not fly far or fast, as the modern fibreglass glider were capable of.

Then it was back to Kalgoorlie, permanently. This time I settled into the PMG single men's quarters – a liney, a couple of posties, and me. I didn't mix with these blokes much, as at weekends I was off gliding, and week nights I was attending the School of Mines, doing my Engineering degree. It was a pretty heavy course, four nights a week for four hours per night. I had also qualified as a Technical Officer grade 1, and was put in charge of the microwave section. And I had inherited the mantle of CFI at the gliding club. Three new jobs and a heavy study programme. I was under a lot of stress, and I didn't realise it. And it continued for some time...

I also became involved in club politics, not by choice, which didn't help the stress bit. Soon, I decided to upgrade my glider. The little Kingfisher was fun to fly, but limited in what we could do cross-country. For cross-country work, especially in the Goldfields, we needed a glider with legs. That is, one that would glide reasonable distances, so as to increase our thermal search ability. And if no more thermals were found, glide a long distance to a suitable landing area, which are few and far between in this area.

This time, the partnership was just Kevin and I, as Jim was off to the Cocos Islands for a few years. We found a suitable glider advertised in Port Augusta, and had it railed across. This was an HP14; world champion Open Class in 1965, somewhat outclassed in 1975. However, it was as good as most gliders in WA at the time. I had made the big league at last. We flew it at Kambalda for a few months, then the club split. The Kambalda group staying at Kambalda, where the gliding was lousy, and the Kalgoorlie group started the Kalgoorlie gliding body at Mungarrie, just out of town.

We bought a Kookaburra glider, and an Auster tug, built a hangar and extended the strip. It was rough and dusty, but we were at last able to get some soaring flights. For a while before the Mindarie strip was ready, I operated the HP from Kalgoorlie airport, using the KBAC's Cessna for launching. My most memorable flight was on a hot day (45-degrees), when I reached 20,000ft. I spent most of the five hour flight at, or above, 10,000ft, and covered 500km. Not a long way by normal standards, but because of the lack of suitable landing areas, one was forced to proceed carefully. To top it off, I beat a light aircraft from Menzies to Kalgoorlie.

I was on my way back to Kalgoorlie, and was about 17 miles north of Menzies, when I head a radio call from a Cherokee aircraft departing Menzies for Kalgoorlie. I decided I would set off for Kalgoorlie and try to keep up with him. As I was at about 18,000ft, I had the luxury of pushing the nose down, and flying at maximum speed, which was faster than the Cherokee's cruise speed. He was probably flying slower than he normally would, as it was by now about 48-degrees on the ground, and a Cherokee would be battling to climb in the extreme heat. I, on the other hand, already had height, even though I was further away than him, and was able to dolphin soar home. That is, race downhill, trading height for speed, and when I ran into a thermal, and there were sufficient, pull up, trading speed for height. Thus I beat the other aircraft home, and still had 6,000ft to spare. I had landed and was pegging my glider down when the Cherokee taxied past. The local flight service blokes gave him hell for a while, for being knocked off by a glider.

Back in Kalgoorlie, I was running the microwave section, with the help of Howard Lee, a trainee, and a bit later Gordon Massey. I was heavily involved in gliding, having been promoted to qualified instructor, and was now the Chief Flying Instructor for the club. Up until now Pam had been living in Kalgoorlie and commuting daily to Coolgardie,

but at the end of the year, the Education Department had installed a transportable.

I had entered in the state gliding competition, held at Cunderdin, flying my HP14. It was an unknown quantity, being the only one in the state, but was expected to be equal to any in the comps. The pilot was an even more unknown quantity. I arranged for Pam, along with Brian Daniels, to be my ground crew. The first day was a washout. Every one outlanded, but I was up with the leaders. The weather improved slightly over the next 10 days of the comps, but not sufficiently for me to utilise the full potential of the 14. It was a "Lead Sled", needing strong conditions to do well. I slipped further and further down the ladder. I outlanded every day, and was nearly the wooden spoon candidate. Not real happy. However, that wasn't the cause of my stress. The Jaguar had developed a slow leak from the cooling system, and needed constant attention.

With gliding now not available, I decided to get my power pilots' licence. I started with the Kalgoorlie Boulder Aero Club, and soloed the Cessna 150 in just a few flights. I took up my theory lessons by correspondence, and averaged about 98%. The gliding group's Auster tow plane hadn't been sold, and we used it for a trip to Esperance. We had had a fly-in at Kevin Howell's station,

just south of Coolgardie, where we had invited all pilots from around the district. A group from Esperance had attended, and invited us to join them down south.

Kevin, Pam and I, along with a group from the Aero Club in the C172, set off for Esperance. The 172 group suggested that as they had the faster aircraft, we should set off half an hour earlier, and they would catch us by Esperance. Although the Auster was nearly 30 years older than the Cessna, its cruising speed was just a couple of knots less. We didn't let on, just headed off. What they also didn't take into account, were a couple of glider pilots in the Auster, who used their gliding skills to increase their cruising speed. They were going to give us half an hour lead. We managed to utilise the seabreeze front to gain several thousand feet altitude, and then use the extra height to gain speed. We arrived in Esperance some 30 minutes ahead of them, much to their disbelief, although our claim was backed up by the locals. We attended a very enjoyable evening barbecue, and I spent quite some time inspecting the couple of homebuilt aircraft on display. We camped the night (Pam in the house, me in the shed) and flew the next day. Pam went in the Cessna, and I went in the Tiger. Great fun. At the departure time, we were again given a lead, but only 10 minutes. We still managed to beat them home, this time utilising thermals up to about 13,000ft. Icing was a bit of a problem...

Gliding was bothering me a bit by now. I was the only instructor, on duty both weekend days. I got to fly my aircraft only occasionally, and to make matters worse, the gliding conditions that season were poor, with a heavy inversion sitting at 2,000 to 3,000ft. This effectively put a lid on the thermals, so there were few long flights. In the 18 or so months we had been operating at Mungarrie, we had extended the strip by half a mile, built a small lean-to hangar for both the glider and tug, trained various pilots, done numerous trips to Cunderdin for maintenance, ran a fundraising day for the Coolgardie P&C, and attended a wave camp with my HP14. We had achieved a lot, but the gliding hadn't been very exciting. I also wanted to spend more time with Pam. We held a public meeting to try and drum up some more members, but the locals were not interested, only a few itinerants, so we decided to put the club to bed. The glider went to Northam, and the tug to the Stirlings Club at Cranbrook. At about this time, my partner Kevin had a take off incident, and ran off the strip, bending the HP14. The insurance company paid out, and the

damaged airframe went to Northam. (After many years, a Narrogin pilot rebuilt it.)

I had decided on which aircraft project to build, and had started ordering material. I had converted the front bedroom into a workshop, and was studying the plans, and planning the project. I enrolled at TAFE in woodwork night classes, so I could utilise the big saws and planners to cut up my wood. The frame of the Jodel D11, consisted of spruce, mostly strips up to 10ft long. I had obtained the spruce in three flitches, 8in by 4in by 20ft long. Beautiful wood, and had to be cut down to the strip sizes. There was to be about 40% wastage, due to saw cuts. I set about making small items first, cutting out all the metal for control columns, hinges, undercarriage parts, etc. I had enrolled at TAFE metalwork classes to use their bender and learn to weld as well. Talk about busy. And I was away quite a lot for work, during this time.

As mentioned, I was getting fed up at work. Actually, I had been looking to leave Telecom a couple of years before this time. Just before Pam and I were engaged, I had been talking with the LAME (Licensed Aircraft Maintenance Engineer) at Kellerberrin who did the work on the Cunderdin club's Chipmunk. He had several vintage aircraft in his hangar undergoing restoration, and that sort of work appealed to me. Just like building big model aircraft. I made enquiries about starting work with him, and learning the trade. Unfortunately it meant an apprenticeship, although there was some talk about Mature Age Apprenticeship. Money would have been tight, and prospects of earning much more very limited as an employee. Maybe the owners of the business made more, however they had to put up with CASA looking over their shoulders all the time. Pam eventually convinced me that I would very likely be used working on Spam Cans (Cessna's and Pipers), as a black hander (mechanic), which was hardly any different to a car mechanic. She convinced me I was capable of far more than that. So I didn't leave Telecom. (Later, Doug was posted to Melbourne. JW)

Easter was another holiday break for us. We joined the Geelong Gliding Club for the annual outage to Porepunkah. A very wet place, which rained every night, however, Pam set up the tent with a superb fly made from an old blue tarp. We had a pretty dry camp. I had a great time, flying over Mt Buffalo, around the chalet and waving at the tourists. Tug flying was also very rewarding. Tim and Pam had rides in the gliders, and Leander had some trips with me in the tug, a Super Cub.

My favourite story about Doug

John Welsh

Doug achieved the front page of the West Australian several years ago for a flight he piloted in Northam's Tripacer tug. Halfway up a launch, he thought it was getting hot in the cockpit, and a glance under the instrument panel revealed a healthy fire brewing, due to a control cable fouling a fuel line. Doug waved off the Blanik and dived for the nearest big paddock at VNE.

He told me he put it on the ground "very fast" and departed the aircraft whilst it was still bowling along. After several bounces and rolls along the ground, he found himself grazed and bruised, but basically unbroken, looking at the Tripacer stopped in the paddock several hundred metres away with its engine still idling, seemingly undamaged. Doug was quite shaken up by this time, and he told me that the brain box wasn't working quite right, as he then got up and started walking towards the tug, with the purpose of shutting it down, when the aircraft blew up, *"just like the bloody movies and threw me A over T again!"* He was flying again the next week.



LAUNCHING BY WIRE

Part 4: Launching into Thermals

Allan Ash

THERE ARE THOSE WHO SAY THEY PREFER AEROTOW LAUNCHES BECAUSE THERE IS A BETTER CHANCE OF BEING TOWED INTO GOOD LIFT. THEY CLAIM WINCH LAUNCHES ARE NOT ABLE TO ENSURE THE SAILPLANE IS RELEASED INTO A THERMAL.

This may be correct in most instances, but if you know how to go about it, winch launching into a sure-thing thermal is possible.

There was a time when it was done regularly.

Back in the 1950s, members of the Waikerie Gliding Club developed this technique. They noticed that thermals frequently rustled the leaves of trees near the winch or stirred nearby dust as they became active.

Pilots found that if they launched when the trees or dust became stirred, they would release from the winch into a good thermal. Club members soon made a practice of holding back launching until a thermal indicated its presence.

Then by timing the start of the thermal activity they found they could even forecast the start of a thermal before it began to swirl skywards.

After publicising their research and results in Australian Gliding, other clubs began using the practice of watching for thermal activity and timing their frequency. Even in places where thermals are not as vigorous or regular as Waikerie, it was possible to forecast thermal activity and regularity. Pilots in many parts of Australia used this technique to winch launch into thermals.

During a visit to Waikerie at Easter 1951 I had several winch launches directly into good thermals, resulting in some pleasant soaring flights, despite the fact that my aircraft was only a Hutter H17.

Then in 1966 I was at Benalla for a weekend. Soaring conditions were not particularly good and club members were having difficulty locating thermals. While waiting for my turn to fly I noticed thermal activity at regular intervals close to the take-off point. I timed the intervals between the breakaway of the thermals and found they started exactly every 10 minutes.

When it became my turn to fly the Schneider ES56 Nymph I determined to try launching into this regular thermal. My ground crew was probably somewhat annoyed at my (deliberate) dithering over the cockpit check, hook-on (requiring several test releases) and take-up of slack. But I had my eye on my watch. When the hands indicated one minute before the thermal was due to start, I signalled "all-out".

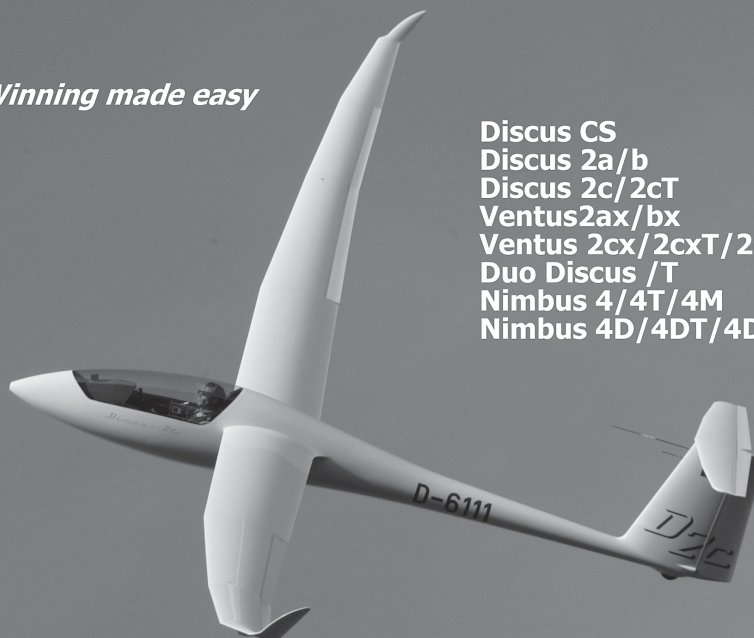
At the top of the launch to 1,000ft I turned around and headed for the thermal site. I arrived just as it broke away and was soon climbing steadily to begin a very pleasant flight.

Sadly, with the move into all aerotow launching, this method of launching into thermals was neglected, then forgotten. Perhaps it's time to revive it.



Schempp-Hirth Sailplanes

Winning made easy



Discus CS
Discus 2a/b
Discus 2c/2cT
Ventus2ax/bx
Ventus 2cx/2cxT/2cxM
Duo Discus /T
Nimbus 4/4T/4M
Nimbus 4D/4DT/4DM

Photo P. Selinger

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

RAAF PEARCE AIRSHOW

Richard McLean – Beverley Soaring Society

THE MENTION OF THE WORD “AIRSHOW” USUALLY MEANS THREE THINGS TO ME: CROWDS, BAD TRAFFIC AND OVER-PRICED FOOD. AND SOMEWHERE IN THE MIDDLE OF ALL THAT THERE WOULD BE LOTS OF AIRCRAFT.

The airshow held at RAAF Pearce on the weekend of November 19th/20th was all of the above and also the first military airshow held in Western Australia for nearly a decade. It was going to be big!

An airshow is a rare opportunity for the general public to see some pretty spectacular aerial hardware performing up close, which attracts a crowd, and so presents one of the rare occasions we have to present our sport to a large chunk of the general public who are at least vaguely interested in aviation.

This event was one of a series of airshows held across the nation by the Australian Defence Force. I received a call from our club president two weeks before the show and was asked if I would organise the ground display. Being the GFA marketing and development representative for WA I couldn't really say no!

Our major contribution to the show (specifically requested by the organisers) was Don Woodward's polished aerobatic routine in our Puchacz, which he has performed at several recent events including the Cunderdin Airshow. To complement Don's display, we arranged a three-metre square booth in the “corporate area” at a cost of \$400. The organisers covered our ferry costs, and also filled our Pawnee with avgas after the show.

The weekend was undoubtedly a success all round. Summer (finally) hit Perth the week prior to the show and so we had blue skies and sunshine for the entire weekend. Approximately 50,000 people passed through



The Puchacz awaits clearance to launch, adjacent to a gaggle of resident RAAF PC-9 trainers
Photo: Richard McLean

the gates. Don's display went off without a hitch and despite missing the noise factor of the assorted RAAF ironmongery (which didn't happen until later – a much better arrangement for our purposes!) it held the crowd's interest pretty well judging by the upturned heads all around.

Our ground display included lots of brochures, big colour pictures on display, shirts and hats to sell and we also played some video footage including cockpit views of Don's routine. Most importantly, there were always several members on hand willing to answer the many questions from the punters.

It could of course be argued that an aerobatic display doesn't really represent what gliding is all about – and you'd be right – but the point is that it catches the crowd's attention and that's when they start asking questions. It's all about getting noticed and generating interest. The dozen or so helpers manning the display on both days were

constantly busy answering questions and handing out brochures.

So was it worth all of the effort? I am writing this a couple of weeks after the show, and like most marketing efforts the result will probably not be immediately apparent, but several things make me confident that this has been a valuable effort:

1. A lot of people who probably didn't, now know what a glider is;
2. A lot of other people, many current or recently lapsed private pilots, now have a good idea of the relatively low cost and high fun factor of gliding;
3. We had enough enquiries about AEF flights for Christmas and birthday presents to be reasonably assured that we will have a continued steady flow of AEF income in the coming months;
4. Nobody could miss the two-foot high fluorescent phone number on each side of the fuselage!



The Beverley Soaring Society display stand at Pearce

Photo: Stewy McVey



Ray Tilley stands ready to hook on while Don Woodward gets ready for the display

Photo: Graeme Wishart

OSTIV Prize for Innovative Safety Improvement in Soaring

OSTIV PROUDLY ANNOUNCES THE OSTIV-PRIZE 2005 HAS BEEN AWARDED TO HANSJÖRG STREIFENEDER, GERMANY, FOR HIS EXCEPTIONAL EFFORTS IN GLIDING SAFETY IMPROVEMENT.

OSTIV-President Professor ir Loek MM Boermans presented the award to Mr Streifeneder, honouring his merits in gliding safety improvement, on 17 November last year during the 29th German Symposium for Gliding Development at Brunswick Technical University.

The audience of this well-known symposium with its great reputation and international participants, covering lectures and presentations of all the sciences and techniques of gliding and glider development and testing, provided the appropriate setting for this ceremony.

After having suffered and, fortunately, survived a mid-air collision in 1981 Mr Streifeneder decided to research for a system to help pilots to survive such an accident with a greater chance as he had himself.

Prof. Boermans pointed out that Mr Streifeneder, for the first time ever, tested a parachute-based glider recovery system in various real flight attitudes and configurations

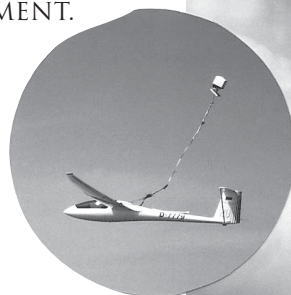


Streifeneder-MVEN's GPRS Rada 500 is built into the fuselage centre behind the wing-fuselage connection area, here in the Ventus 2bxR
Photo: Courtesy OSTIV/P. F. Selinger

from spin to V_{NE} and mostly by flying himself, to ensure a safe usage. Together with his main partner, the MVEN company in Kazan, Russia, Mr Streifeneder proved a safe functioning in all required flight situations and test configurations, regarding opening process, dynamics, loads and strength of the system.

The project started in 1994, when he found his partners in MVEN. Then, for more than 10 years, he insisted and invested into the development of such a highly dynamic coupled system of the soft parachute and the aerodynamically most efficient rigid sailplane. To limit the loads at both elements during the opening process the parachute configuration and the harness between chute lines and glider fixing points had to be adapted more than once. The newest system layout ensures also the best attitude of the fuselage, nose down between 20 and 40 degrees, to reduce the impact stress at the structure as far as possible, when the pilot sitting in the plane comes down to the ground hanging under the huge parachute canopy, offering a great chance to survive with less or no injuries, depending at all the circumstances around.

Additionally, Mr Streifeneder's experiments and results serve as an important growth of knowledge for future development in gliding safety. After very close and strong accompanying work of the German CAA (the LBA), finally in spring 2005 the EASA, the European Aviation Safety Agency, certified this system for gliders up to 525kg MTOM and 300km/h V_{NE} with a first STC for the Schempp-Hirth Ventus 2b. It is expected that soon there will be possible a widening of the mission profile up to the higher wing-loading of the newest generation of 18m Class sailplanes.



The parachute container just above the sailplane (test-bed Discus b flown by Hansjörg Streifeneder) immediately after release of the Rescue System and after some seconds hanging safe and stable beneath the large parachute canopy
Photo: Courtesy OSTIV/P. F. Selinger

GFA – exclusive Australian TOST distributor



GFA is the Australian Tost distributor, providing a range of releases, springs and rings for sale throughout the country. Tost also provide aircraft wheels, rims, tyres and tubes, brakes and shoes, ropes, winches, drogues and much more. See their website for details [www.tost.de].

Order from: The Secretary 130 Wirraway Road, Essendon Airport, Victoria 3041

Tel: (03) 9379 7411

Fax: (03) 9379 5519

Email: secretary@gfa.org.au



The Eyre Down There

Al Giles

A SOFT, STRANGE GRUNTING NOISE INTRUDED ON MY HUNGOVER SLEEP AND I WOKE UP ENOUGH TO WISH THAT IT WOULD GO AWAY. IT DIDN'T, AND WHATEVER IT WAS, IT WAS COMING CLOSER STILL TO THE TENT. THE SUN WAS JUST UP AND THE THING OUT THERE WAS CASTING JURASSIC PARK SHADOWS ON THE TENT WALL. STICKING MY HEAD OUTSIDE, I DISCOVERED I WAS CAMPED IN A DESERT AND THERE WAS A CAMEL LOOKING OVER THE HANG GLIDERS AND TRIKE. BEHIND IT WERE MORE CAMELS. BEHIND THEM WAS THE RED CENTRE WHERE BURKE AND WILLS TOOK THEIR LAST WALK.

Photos: JOD

Al on tow over Marree



Trike and camels at Marree



Billo had to be behind this, and he was, in the next tent in fact. Ever since he had to be shipped out of Cape York courtesy of the Flying Doctor, he'd slung the RFDS a few bob each year and followed up their fundraisers. This year's event was a weekend-long party for the 50th anniversary of the film 'Back of Beyond' starring Australia's very own Tom Kruse (yep), the Birdsville Postman, being shown in the same hall in the same town where it was first shown in 1954. This was at Marree, being the south end of the Birdsville Track, and Tom himself would be present. There was a 50th anniversary edition of the film on DVD, and the Royal Flying Doctor Service had suggested Billo come to the party and pick up his copy in person. What, drive 2,000km each way to pick up a DVD? Oke, said Billo, and straight away the rest of us said we'd better come along and bring the hang gliders and trike so that he didn't get into any trouble.

As it happened, Lake Eyre was full for the first time in many years. The 'inland sea' sought by so many explorers following westward-flowing rivers is a saline sump, one of the lowest points in Oz, lower than sea level

Tiny Marree

but usually dry like the country around it.

I had wanted to see it for a long time and here was my chance – heavy rains in south-west Queensland many months before meant that even South Lake Eyre was full, which happens once a generation. Aero-towing up over it in the Climax would be as good as it gets. JOD and Big were in for the trip as well, and Greg as cameraman made up the numbers.

Marree is neither big nor beautiful, but it was an oasis in the red desert surrounding it as we arrived on Saturdee morning. Plumes of red dust rose from the roads into town (both of them) as the outback denizens gathered – we'd met a few already last night, where we'd camped on the Strzelecki Track. We set up the gliders on the edge of town as Billo warmed up the Rotax. Big stepped up first to have a tow, but footlaunch aerotow in hot still air is not his long suit. A nosepopper with weaklink break, then some exciting low level aerobatics ended with some minor bent metal – no great grief, but without spares Big was grounded, not a good state for a sparky. This confirmed the watchers' beliefs about hang gliding, and for the rest of the weekend we were greeted with that amused tolerance reserved for lunatics dangerous only to self.



The old Ghan railway cuts through Marree

JOD and I took tows over the town, and the emptiness of the Red Centre really struck home from the air. Flat red nothing disappeared into the heat haze in every direction, with saltlakes shimmering white here and there, and the red bulldust of the Birdsville Track floating high long after the 4WDs had arrived in town. (Soon after our trip to South Australia, a retired couple touring around Oz in their trike landed on a sandflat about 12km from Marree to look at some wild camels. They rolled their trike in the soft sand and even with GPS and walking after dark, were in a sorry state when they reached Marree. Anyone know the last GPS coordinates of Burke and Wills?) Planes started to arrive at the airstrip and we put the kites and trikes away as the party began. A tent city appeared around the few buildings of Marree, with camel rides alongside the beautifully restored blitzwagens and six-

wheelers that Tom Kruze used to ferry the mail along the Birdsville Track, in the days when the 500km trip took two weeks, and sometimes three months. Over a thousand bushies were partying hard and it went all night, with two showings of 'Back of Beyond' and the barbie meals going as fast as the CWA girls could cook them, all profits to the RFDS. We proposed to the camel man that we attach a Climax to a rope and take a camel tow, but he wouldn't be in it.

Sundee saw us 100km along the Oodnadatta Track and setting up in white salt mud next to Lake Eyre South. The blue sky of Saturdee had been replaced by cool threatening bases and there was a feel of rain in the air. I set the altimeter at minus 40ft for take off – density altitude was on our side here – and followed JOD up behind Billo in the trike. We towed up through light rain and I noticed the climb rate dropped off



Lake Eyre south



Tom and the Badger



Arkaroola looking north



Trike heading over the Birdsville Track



Big, Al, JOD, Billo and Greg



The Marree-Lyndhurst road



Billo about to tow AI



Take off from a paddock near Wilpena



AI on tow at Lake Eyre



Wilpena Pound from Rawnsley

Photo: Glen Selmes

as the wing got wetter; fortunately the Wizard wing on the Buzzard (Wuzzard? Bizard?) is also PX20, otherwise a bit of a step might have appeared in the rope as the Climax dropped into the propwash. (Apprentice! Go down to the aeroshop for a litre of propwash!) After releasing, the air was quite still and I drifted around several thousand feet above the lake edge, looking for what might be seen, which was not a lot. It was very pretty watching the rain fall in the lake from my eyrie, although there were almost no pelicans, just a sunken 4WD clearly visible through the water, where someone had driven too close as the lake filled. We landed back by the cars in still calm air and made the mistake of going paddling in the lake – it was highly saline and we were doing the Itchy and Scratchy dance long after it dried.

Arkaroola is a different place again. The landscape of the Flinders Ranges is one of tilted red rock strata flung thousands of feet out of the desert, and the airstrip is one of the few flat bits to be seen. Doug Sprigg, the owner/manager, had seen us at Marree the day before, and offered us the use of his strip

and hangar. Floating around in the trike over these rocky ranges reminded me to do a little maintenance on the Rotax 532 sometime. Although it was cold and cloudy, there was lift to be had – later we found out there's a radioactive hot springs there, must have been the source of the upstuff on a socked-in day. Ah well, two heads are better than one – works for the Rotax 912 anyway.

You can't fly around the Flinders and not soar Wilpena Pound. The wind direction wasn't that good for the glider strips but that's no problem for a trike – we aerotowed out of a paddock after working out with the local joyflight blokes where they would and wouldn't be flying. Seen from the air with no cockpit around you, the Pound is just as specky as Arkaroola's ranges, Lake Eyre's expanse and the flat emptiness of the Centre. Two days later, we were back in Newcastle with our DVD and gabbling to anyone who'd listen about flying over some of Australia's most magnificent landscapes.

Go, do it, have a look.



Over Lake Eyre



SEE YOUR HANG GLIDING OR MICROLIGHTING ARTICLE HERE!

(We are experiencing a lack of hang gliding and microlighting submissions. If you'd like to see more

hang gliding and microlighting articles in this magazine, please submit. <soaring.australia@hgfa.asn.au>)

ROOSTER ONE DAY – FEATHER DUSTER THE NEXT



Part 1 – “Rooster”

Ian Cohn

I REALLY WENT TO LOCKHART TO DO SOME
RELAXING LOCAL SOARING IN THE BLANIK.

Ian Cohn at Narromine

However, when I arrived, the Mt Beauty Gliding Club's chief urger, Mark Bland, said “we have to show those gentlemen flyers at Narromine how to do it,” and talked me into attempting a Lockhart – Narromine flight in the Blanik to accompany him in his Libelle. This would emulate Mike Pobjoy and Adam Bland's effort last year.

So, on the Wednesday of the last week in November, I launched first at 10:55. I struggled in weak lift until Mark launched about five minutes later. He found 3m/sec lift so I went over to join him and climbed to around 4,000ft where I promptly lost the lift. Not being high enough to head off I went back to Lockhart where, due to lack of lift or being thermalling-technique-challenged, I had to land.

Mike Pobjoy kindly winch launched me again to 1,500ft above ground at about 11:45. This time, after climbing to 4,500ft, I decided to head off anyway. Given the slight headwind this was probably less than wise but I had nothing to lose. I then took any consistent lift above 1m/sec and cruised between launch height and around 5,000ft, never quite managing to climb to cloudbase which appeared to be at about 6,000ft.

Descending frequently to launch height (2,000ft or about 1,500ft above ground) was

very uncomfortable but I managed to keep going. Galore Hill passed by, and I headed for Coolamon, east of track, because there were well formed cumulus there, and not much cloud west of track.

I had a low point north of Junee but then managed to climb to 6,500ft in a 3m/sec thermal and headed for Temora. The cumulus were quite good now but the best lift under them was a bit elusive and sometimes I wasted time finding the best lift which could be a consistent 4m/sec flickering up to 5m/sec. A speed check showed that I was averaging about 60km/h which gave me hope of reaching Narromine. Also, the cloud shadows showed that at cruising height the wind had a westerly component which gave me a slight tailwind at cruising height. By this time Mark Bland was over 100km in front of me.

Temora slipped by and I headed for the airstrip at Billabong Station, just south of Lake Cowal, a very good landmark. The best looking cumulus were now starting to tower to about double the cloudbase height which had risen to around 9,000ft. I was circling tightly in thermals at around 35kt, just above the stall, and conservatively cruising between thermals at between 50 and 60kt, depending on the sink, to conserve height.



Mark Bland

Mark called on the radio to warn me about extensive areas of overdeveloped cumulus west of Forbes and indeed I could see that this could be a problem. However, I pressed on, taking all lift as high as possible to get height in the bank.

Just before Peak Hill, with 60km to run, there were the last patches of sunshine and the last active cumulus before a now very extensive cloud cover extending right up to Narromine. So I wrung the last bit of height out of the last thermal and managed to climb to just over 10,000ft. The GPS said that the glide slope to Narromine was now 20:1 which should have been sufficient given the Blanik's claimed 28:1 best glide ratio.

By now Mark had landed at Narromine and there was radio chatter about "a Blanik from Lockhart". Eventually I gave a position report on 122.7Mhz and the Narromine tuggie, Nick Hunt, in Cessna 180 VH-YMH who was collecting all the Narromine Cup Week outlanders, called and said "Are you really a Blanik?" I replied in the affirmative, and he then kindly offered to retrieve me if necessary. Since I was still at 8,000ft, I politely declined and concentrated

on the glide slope to Narromine which had now reduced to 18:1.

Eventually I arrived at Narromine, 363km from Lockhart, with just enough height to do a respectable circuit on to runway 11. I pulled up at the tie-down area in front of the terminal buildings where Mark was waiting, at 17:28 after flying for five hours 43 minutes.

The Blanik at the tie-down area at Narromine

Beryl Hartley had very kindly offered us a spot in her and Arnie's caravan so at least we had a bed for the night.

The next day at the briefing for Narromine Cup Week, coordinator Chris Stevens very generously awarded me honorary first place on handicap for the previous day's event and, for our efforts, presented Mark and me with prizes of presentation souvenir containers of wood shavings from the construction of the Narromine Wright Flyer replica.



To be continued: "The Feather Duster"

ICARUS REBORN

Lionel Pitt

We float on muted fluting wings

*This lovely sprite and I,
With ecstasy and heart that sings
To glory of the sky!*

*For we can roll, spin, dive and dance
In ballet of the skies
A pas de deux of heavenly trance
To pipes of paradise.*

*On silver cloud to wander
Through golden canyons glide
And shrink to sudden thunder
As Gods frolic by my side!*

*And have valkyries take my soul
To these Elysian sights
And tremble as cu-nims unroll
To terrifying heights!
I marvel at this God I seem
To sail in silent flight
Far far beyond the obscene dream
Man's world beset by spite!
And in my Godlike dreaming
With manmade Gods of men
I deafen to the keening
As Gods blood sport with them!
The mischievous creations
Of nonsense Gods of old
Spawn doom and subjugation
And misery untold!*

*Amazed at man's inventions
And tribal interplay
But hopeless with the questions
That terminate his day!*

*But I am freed from cant and lies
And superstitious fate
Here, purified by pure skies
Transcend my mortal state!
And when I pass as we all must
In hope, but less avail
In triumph, quit my cosmic dust
And soar a comet's trail!*

*I float on muted fluting wings
This lovely sprite and I
With ecstasy and heart that sings
To glory of the sky!*



Sub-editor's note: Mr Pitt has notched up 60 years of gliding, beginning with Zogling training at Mordialloc, Victoria, in 1945.





Accidents/Incidents 2005

Kevin Olerhead – GFA CTO/O

Listed below are accidents/incidents reported to have occurred to November 2005

There were three fatal accidents in the period covered with the loss of three lives. This represents a most disturbing decline in GFA's safety performance over recent years, being the highest number of fatalities recorded since 1998 when three lives were also lost.

It must be said that a disturbing identified accident trend is low level, low speed loss of control. GFA has always identified this aspect of glider operations as potentially dangerous and pilot training has always included "defensive"

training and advice designed to protect pilots from this hazard.

All pilots are reminded that "low level, low speed loss of control" is a hazard that is of particular relevance to glider operations. Effective spin training, including spin onset awareness, is vital. Any pilot that is not completely confident that they will recognise the early signs of the onset of a spin and initiate immediate recovery action should approach an instructor for further training.

Instructors should also evaluate their own performance in these aspects of their flying and take whatever action is appropriate to improve their performance, if necessary. However, maintaining "Safe Speed near the Ground" is a golden rule that will always protect glider pilots from this hazard and it must never be broken.

Accidents

DATE	STATE	AIRCRAFT	DESCRIPTION	DAMAGE	INJURY
13 November 2004	South Australia	Grob 109A (Motor glider)	Propeller strike while taxiing.	Minor	Nil
17 November 2004	South Australia	Grob 102	Canopy lost in flight. The canopy is believed to have been correctly latched prior to launch and the latch mechanism was apparently functioning effectively. The canopy may have been inadvertently unlatched during flight.	Substantial	Nil
28 December 2004	South Australia	SF25 c	Loss of directional control while on approach to land in gusty conditions resulting in the glider ground looping when it contacted a crop beside the runway.	Minor	Nil
29 December 2004	South Australia	ES60 B	Heavy landing following wing tip contact with the ground during turn onto final approach.	Severe (probable write-off)	Minor (but not insignificant)
29 January 2005	Western Australia	KA 6	Canopy opened in flight.	Minor	Nil
6 February 2005	South Australia	SF 25c	Heavy landing following communication difficulties during a training flight – the undercarriage collapsed.	Significant	Nil
12 February 2005	Victoria	IS28	Heavy landing – glider "ballooned" during the landing phase of a training flight.	Severe	Minor
5 March 2005	Queensland	Nimbus 4T	Wheel up landing.	Minor	Nil
27 March 2005	Victoria	LS7 and LS7	Mid-air collision	Severe (both)	Fatal one, serious one
23 April 2005	South Australia	SF25c	Heavy landing when landing in a crosswind during a training flight.	Minor	Nil
24 April 2005	Queensland	Janus A	Glider impacted the ground steeply, nose down approximately 300m from the airfield boundary.	Severe	Fatal one, serious one
6 May 2005	Queensland	L13 Blanik and Tiger Moth	Tiger Moth taxied into the Blanik while back tracking. The glider crew was attempting to remove the glider from the runway strip.	Extensive (both)	Nil
7 May 2005	Western Australia	ASK 21 and Eagle	Bird strike.	Glider minor, Eagle severe (probable write-off)	Glider pilot nil, Eagle unknown (but probably not minor)
13 May 2005	Western Australia	ASK 21	Loss of control when landing.	Minor	Nil
24 June 2005	Queensland	Twin Astir	Heavy landing, followed by a fence strike. The glider landed very heavily and then struck the side runway boundary fence.	Severe	Minor (two)
16 July 2005	Queensland	Basov IS-29	Glider impacted the ground in a steep nose down attitude during a cross-country flight.	Severe	Fatal one
22 September 2005	Queensland	H206 Hornet	A ground loop was initiated as evasive action to avoid a fence during an outlanding. However, the glider impacted a power pole.	Substantial	Minor
25 September 2005	Western Australia	Pilatus B4	Wheel-up landing.	Minor	Nil
1 November 2005	Victoria	H206 Hornet	Due to overshoot when landing, the glider collided with a fence – wire broke the canopy.	Significant	Nil

Accidents

DATE	STATE	AIRCRAFT	DESCRIPTION	DAMAGE	INJURY
3 November 2005	New South Wales	LS4a	Ground loop – landed beside main runway strip in long grass.	Minor	Nil
19 November 2005	New South Wales	LS6-18	Incorrectly identified control input may have contributed to an aborted first attempt to land when attempting to land at an airfield during a cross-country flight. Glider impacted the ground steeply, nose down, while attempting a second circuit.	Severe (probable write-off)	Minor

Incidents

DATE	STATE	AIRCRAFT	DESCRIPTION	DAMAGE	INJURY
6 March 2005	South Australia	H201 Libelle	Aborted launch following winch cable hook-up on main wheel axle due to cable overrun.	Nil	Minor
28 March 2005	New South Wales	Duo Discus and Ventus	Near miss while one glider was inbound in a turn point circle and the other glider was exiting.	Nil	Nil
28 March 2005	New South Wales	DG 101 and unknown glider	Near miss while gliders were on final glide approaching a finish line during a competition.	Nil	Nil
3 April 2005	Western Australia	Jantar Std 2	Wheel-up landing.	Nil	Nil
26 March 2005	South Australia	Ventus B	Undercarriage retracted during landing roll.	Minor	Nil
12 May 2005	Queensland	Ventus	Brakeless landing due to incorrectly identified control input. Very low circuit following an aborted first attempt to land.	Nil	Nil
16 May 2005	South Australia	Bell Jetranger helicopter	Incursion of airspace during winch launching operations.	Nil	Nil
29 May 2005	Western Australia	PW5 and glider tug	Evasive action taken to avoid collision when landing.	Nil	Nil
12 November 2005	Victoria	Foehn M200	During a training exercise the pilots heard a loud "twang". Following the noise the pilot in command realised that he was unable to achieve full rudder control. The glider was safely landed by the second pilot (also an Instructor) – it was later discovered that a push rod was bent preventing full rudder control movement from the rear seat.	Minor (bent push rod)	Nil



UPSIDE DOWN AIRSPACE?



Why do we have upside down airspace at places like Proserpine, with Class C in the low risk 'link' airspace above, and Class G in the higher collision risk airspace below?

The answer is self-interest, a lack of leadership and resistance to change.

It is imperative that every pilot and air passenger comes up to speed on this issue and gets involved in resolving the problems.

For a complete copy of the presentation see Dick Smith Flyer under the heading of 'Unsafe Skies' or phone, email or write for the free colour book.

**PO Box 418
Terrey Hills NSW 2084
Ph: 0429 134 726
Email: contact@dicksmithflyer.com.au**

See www.dicksmithflyer.com.au

GO SOARING®





SFS PC
The soaring flight simulator for PC
http://www.sfspc.de
© 2003: Detlev Schwelzer / Uwe Milde



A FINE WEEK OF SOARING
A very realistic soaring flight simulator with excellent graphics. A demo version is available for download. Check it out!
Full Version on CD \$115
A Fine Week of Soaring DVD
"A must see for anyone interested in sailplanes, especially contest flying" \$56.95
George Moffat



REDLINE SKY
DVD
Visit our site to view a preview \$45.95



Flight Shirt
\$39



Polo Shirts
\$45

SeeYou
Leading Flight Planning and Analysis Software. It is available for your desktop or Pocket PC.
Desktop - \$240
Mobile (Pocket PC) - \$357



www.gosoaring.com.au
Order online or by phone 07 5499 4636

Why should the birds have all the fun!

THE ANDES MOUNTAIN BASHER

Andrew Morgan

MANILLA ISN'T THE ONLY
MOUNTAIN TO HAVE A BASHER.



Miraflores, Peru

Photo: Jose Rosas

Bashing our way up this bleak treeless Andean mountain track in the middle of the Atacama Desert, I am already becoming airborne in my seat. Although Pachucumuc Mountain approaches a vertical slope, the pace is relentless. It is already over a 1,000ft drop and I say to Luis, *"You know Luis, if we leave the track now we won't stop until we reach the base of the mountain."* But Luis reassures, *"No, no, last time we roll this [Basher] we only roll three times. Stop on big rock. Lucky big rock, or we all die."*

The pace earlier in the day had been quite different, the Peruvian pilots sitting around kicking the dust all morning, looking

for positive signs of wind drift. But the moment it is announced 'on', the poor old 'land basher' is put through a WRX trial marathon.

I found South American flying sites on the net. Amongst candidates there was one site which stood out as a must-do on my South American adventure hit list. But it wasn't here; it was meant to be flying above the high-rises in Miraflores, at Lima, Peru. But arriving there I discovered the site was closed just an hour earlier, as the authorities were undertaking some landscape gardening project. I met up with instructors Jose and Luis of Perufly Headquarters. They invited me to Pachucumuc instead, situated in the Andean 'foothills' 50km south of Lima. Now we were bashing our way up it at breakneck speed. Luis Manarraz Gamarra is known as one of South America's best acrobatic pilots. He has a particular daring look in his eye and is the type of guy who would hammer his glider to the nth degree. By the time the Basher had reached the launch site in the searing desert heat, its

radiator is truly boiling (just like other Bashers we know). A rock is shoved under its wheels. As a trained biologist I am searching the site for any signs of life in a desert where the rainfall can average 25mm per year (or one inch in the old money). I find a herbaceous bulb that survives almost exclusively off the fog clouds bought in from the Pacific Ocean.

Luis launches, fangs the glider round and handles it like a dirt bike on rails. He skims along the mountain side and skis along its slopes, then lands wherever he chooses. My flight is timid in comparison!

I fly at Pachucumuc for the next week and decide it's wise to head to Bolivia and the Amazon basin. I am back six weeks later with the sole intention of flying at Miraflores. But Peruvian time is notoriously late. Unbelievably, the site is still closed!

I am incredibly disappointed as my dream is being cut off! I have only one shot at this! I went to the launch site and the guard blew his whistle and kicked me out. I am looking in my Spanish phrase book for nasty words but can't find any bad enough. But at Jose's place I am told they have been granted permission for a site nearby. So I hurry there, but conditions aren't on! I am



Luis on a mission. One of South America's best acrobatic pilots

Photo: Andrew Morgan



Airborne in the Andes. Flying at Pachucamuc, Peru

Photo: Andrew Morgan




Boiling Basher – a familiar scene...

Photo: Andrew Morgan

preparing myself mentally for a big wait and it looks like I will need to either flog the Peruvian archaeological museums to death, or head back to Pachucamuc. I choose Pachucamuc and some more 'land bashing'.

Next day a different story – it was on at Miraflores! I launched into smooth air and was soon at 100m above launch. I was above all the high-rises, and greatly relieved to achieve just that.

People waved from apartments, parks and restaurants. I kicked back and flew in 10km passes. You see people going about their daily lives – school playgrounds, police training rottweilers (do not land there), and so on. Yes, it was a major highlight of my trip to South America. That and Luis' driving style up the slopes of Pachucamuc! 

Jose can be contacted at <jose@peruufly.com> or if you have any queries you can contact me at <amorganbeep@hotmail.com>.

Tips on paragliding/travelling in South America:

- Paragliding gives you the chance to stay in one spot for a while, which is a good break from being on the road all the time.
- I took my own paragliding gear. This meant not taking any camping equipment, sleeping bags, etc. You can hire these for trekking if necessary and all places have linen and blankets. This way I got my total gear weight down to 30kg.
- Plan on leaving your glider at a Lonely Planet recommended hotel for up to a month or so whilst you travel other parts of the continent.
- When transiting with your glider in busses, make sure you get one that tags your bags as they go onto the bus and then checked when unloaded. Always be on the lookout for thieves.
- Don't bother bringing a 40 channel UHF – they don't use these frequencies and they don't have 240 volt for recharging.
- Almost everybody gets a round-the-world ticket to and from Australia to South America. If you travel for over a month return tickets are very expensive from Australia.
- You probably won't knock out your best long distance flight in the Andes – if this is your priority, then go hang out (of the sky) at Manilla.



Nova Tycoon (DHV2/3) has Arrived!

Technical Changes:

The difference in aspect ratio between the TATTOO (DHV2) and the TYCOON (DHV 2-3) is as big as the difference between the PRIMAX (DHV1) and the TATTOO!

The performance difference mirrors this – there is a greater jump in performance from TATTOO to TYCOON as from PRIMAX to TATTOO!



In a direct comparison against its predecessor the RADON, the TYCOON has the following improvements:

- *higher aspect ratio: to achieve the goal of absolute high performance*
- *more cells: a rigid and cleaner airfoil*
- *longer lines and more wing curve: a better, more efficient technique to gain wing tension*
- *a new airfoil: greater performance through a wider range of angles of attack: delayed collapses, more lift*

Call to arrange a test flight

Contact Fred Gungl

Phone 0428 854455

www.activeflight.com.au



SKYING OUT AT BLACKHEATH

Neil Evans

I DON'T KNOW WHERE TO START, SO I'LL START FROM THE BEGINNING.

I got home from work at about 8:33am (I work night shifts). The day was looking pretty good early. I chatted with my wife, Naomi, till about 11:07am, then slept till 1:03pm. That's as precise as this day gets. I didn't look at my watch again until after 9:30pm when I got home.

I got over to the launch at Blackheath and the clouds were looking pretty good. I thought, *"I'll just boat around for an hour or so, then go home and cook that roast lamb I said I'd cook. After all, I'll only be gone for*

two hours and I would only have been sleeping anyway – Naomi will hardly notice me gone."

There were quite a few pilots, both hang and para, out for a day of flying in the Blue Mountains. I got busy stuffing battens and having the odd chat. About halfway through my set-up a couple of paragliders launched and bombed out. About three-quarters of the way through my set-up another couple of paragliders launched and stayed up. As I was fully set-up and getting my harness ready, five paragliders were at about 500ft above.

Derek started to clip-in, mentioning something like, *"It looks like the easterly is about to come in."* I clipped in and walked down to the ramp. Stefan gave Derek and I a hang check, then clipped in himself. There was little wind on launch, so we waited for a cycle. The bushes started to rustle, so I wished Derek a good flight and said I would meet him at cloudbase. (As if! I had not been to cloudbase for far too long to think I would do it today. My last time at cloudbase was standing on the highway at Blackheath on the second day of the inter-club comp.) After concentrating and keying himself in, Derek launched and got in amongst the five paragliders already airborne. The next good cycle came up and I got out there too.

I started going up as I headed north along the ridge, then lost it. I headed north-west along the spine, as I often find lift off the tree line in front of the ridge. I felt a few little bubbles, so scratched around thinking, *"Gee I'm glad I left my flight suit in the car or I'd really be sweating."* I was turning quite sharply and noticed Derek had skied out, though all the paragliders were still only about 500ft above launch. Then I came across some good lift. I went with it to above launch, then just went straight up. I looked down and thought, *"They're all a bit low!"* before reading 7,500ft on my vario and realising it was just that I was so high.

The clouds above didn't look vicious, so I kept going. I saw Stefan launch from the ramp, and Derek wasn't far below me. I got up to 8,000ft, saw a bit of the wispy stuff and radioed ground letting them know the height of cloudbase. I asked how everyone on the ground was enjoying the flies, hoping to entice people off the hill, not knowing that the wind on launch had turned tail and everyone was stranded. I got to about 8,300ft above launch, so figured I might have enough height to get over Victoria Pass. As I was on

my way over I actually went up to 8,500ft – convergence is a wonderful thing.

I was mucking around on Mt York when Derek turned up. We discussed where to go; I thought we could head over to Bathurst and maybe give Sandy a flying visit. We then heard on the radio that Stefan was at Mt Victoria. It was about then Rosie raised a good point: how did we think we were going to get picked up? We hadn't thought about that minor detail... After all, my previous best from Blackheath had only been to Little Hartley. So, Jim, Rosie and Stefan's partner Saska (not sure of the spelling, sorry if I've got that wrong, she is a lovely girl from Slovakia not Slovenia which is separated by Hungary and I have looked at the globe now and seen my error) set out to chase us. We were over the next ridge now and someone asked if we were over Hassans Walls. I looked down and all I could see were rocks with trees on them, so I answered, *"I think so."* I must admit I thought I was over everything, including the moon. The lift was still good, the three of us were together and I was starting to climb up the western edge of a cloud to 9,500ft. I was also starting to feel cold – maybe the T-shirt wasn't such a good idea – and I was longing for my flight suit back in my car. It also highlighted for me the need for a new harness, as the zippers in my harness have a tendency to split open at an awkward place making my small bits even smaller.

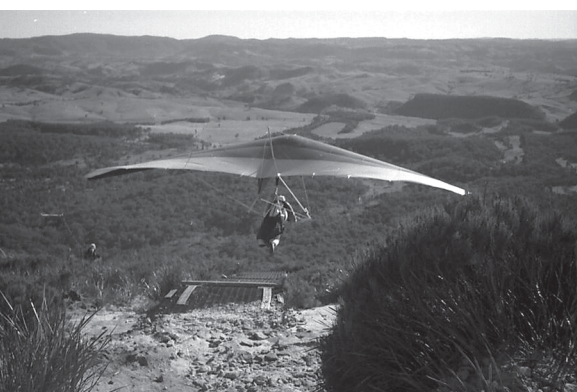
The three of us were over Lithgow and Derek mentioned something about going to Lithgow Hospital. I was stoked with the idea, shaking in my harness due to the cold. However we got more lift and headed for the turn-off to Mudgee. More lift there took me from a nice warm 6,500ft back up to 8,000ft – "brrr". Stefan called over the radio, asking whether we should go to Bathurst or head to Mudgee. I mentioned that we had thought of going to Mt Ovens at Bathurst, but if they thought conditions better suited Mudgee we could go there. At this point my words weren't coming out too well, so I started doing times tables in my head to keep an eye on hypothermia. Stefan called Mudgee and headed off from 9,000ft. I realised that the Mudgee turn-off was right below us; 8,000ft was cold enough for me so off I went with Stefan and Derek 1,000ft above.

I must say the views out there were amazing. Along the way I flew directly over



Flying in the Blue Mountains, near Blackheath

Photo: Paul Hunt



John Clain launches at Blackheath

Photo: Neil Evans



Above launch

Photo: Neil Evans



Neil Evans takes off at Blackheath

Photo: Wayne Evans

the single stacked power station, which allowed me to feel my hands again. I thought about flying to the second power station, but there didn't seem too many landing areas between the two, so I tried a hill with some exposed rocks that looked like it might work. I got a few little bubbles, but unfortunately wasn't able to get back up. Luckily for Stefan, being 400ft above me, he hooked in and got away again. I wasn't quite sure where Derek was, but he flew over the top at some stage.

I was still a good height above my chosen landing paddock and saw powerlines everywhere. You'd think being so close to a power station the houses could just run on radiated electricity. I was thankful to the lady with a goat farm and a long, slightly sloping paddock. I came in to land and realised my legs were dead. I'm sure they didn't move on their own; I reckon' the excess power from the power station and some mind bending ESP control I read in a sci-fi novel once made my legs rotate. I packed up, chatted to the land owner and waited next to the town sign (Blackman Flat). I was glad to soon hear Jim's voice over the radio talking to Derek. My first cross-country pick up in years. Thanks Jim and Rosie, and Stefan for the vehicle. We loaded up and headed off after the others.

We headed towards Mudgee with bits and pieces of information from both airborne pilots (helpful things like, children's play area, a big hill, lots of trees, I don't know where I am). I felt lucky I landed near a town sign. We also passed the Moyes gang going the other way with a car load of gliders. Stefan was next down; he landed on a big hill which Rosie knew was Cherry Tree Hill (also the turn-off to Sofala). We found Stefan quite easily. He had picked what looked to be a smooth, rounded hill to land on. As Stefan found out, Cherry Tree Hill is rounded, but by no means smooth. It is covered in huge rocks, deep ruts, tall bushes and thistles. Well, a broken upright wasn't bad considering the conditions, and what a flight - in the words of Stefan, "Simply unbelievable". That about summed the whole day up.

After loading Stefan's stuff, it was off to
February 2006

find Derek who'd also landed. Going down the northern side of Cherry Tree Hill, Jim mentioned something about needing fuel soon, but Stefan assured him you could drive a hundred kilometres with the red light on, and the red light hadn't come on yet. After about five kilometres down the road we couldn't get Derek at all, so turned around and headed back south. We got back in contact with him, finding him a couple of kilometres short of where Stefan had landed. All three of us were stoked.

After loading everything up, we headed back towards Blackheath and the Ivanhoe Pub to brag. Passing a petrol station Jim offered to pull in, but Stefan said to keep going to Lithgow, so on we went. On to Cullen Bullen, anyway. That was about where the fuel ran out. It was Jim's fault for not seeing the red light sooner or driving more efficiently; it was Derek's fault for us driving five kilometres past Cherry Tree Hill; it was my fault for being there; and there are many more reasons for us running out of fuel. I reckon' it was because we flew so far. Anyway, thanks to Gregor, who was having a perfectly good time at home, who came to our rescue with a jerry can of diesel. While Gregor was on his way I nicked up to the Cullen Bullen pub and picked up some beer and chips. Then we were on our way again, home. I think everyone was trying to help my glide performance, because I got the seat in the back while everyone enjoyed the chips up in the cab. Thanks for that.

We got back to the Ivanhoe at about 9pm, finding that everyone else who had flown that day had already left - there is no staying power in some people. Stefan gave me a lift back to launch to pick up my car. I got back home at 9:30pm. Thankfully Naomi said she didn't want me to start cooking the roast.

What a day!

Thank you to everyone involved: Stefan and Derek for showing me the way; Jim and Rosie for the retrieve; Gregor for running fuel out to us; Saskia for joining in on the fun; and Naomi for not minding about the roast. I am very humbled and proud to have friends like all of you.



WILD TURKEY ADVENTURES

2006 TURKEY TOURS

PARAGLIDING & SAILING

Discover Turkey in Comfort
Living On a Luxury Yacht
Sailing & Paragliding
Turkish Hospitality
Be a Guest Not a Tourist
Socialise With Locals
Leisure XC Flights
Oludeniz, PG Mecca
SIV Courses
Turkish Coffee
Delicious Turkish Food
Belly Dancing
Fairy Chimneys
Ephesus, The History
Cave Dwellings
Cotton Castle
Thermaling In Waters
Underground Cities
Turquoise Coast
Crystal Clear Waters
Snorkelling

Tour Details

Dates: Late Aug-early Sept

Duration: 2 - 3 Weeks

Cost: Give me a call

Includes: Transportation (in Turkey), accommodation and food.

The trip format can be boat only, boat trip followed by a vehicle trip or vehicle trip only. Depends on the demand.

Contact: Hakim Mentés

M: +61 (0) 412 617 216

E: info@WildTurkeyAdventures.com

W: www.WildTurkeyAdventures.com

LEGENDS OF THE LAKE

– the Mythical Trials of the Virgin Victualler

A report on catering at the Lake Keepit State Gliding Competitions November 2005

BASED ON A TRUE STORY BY CAROLE SHORTER

The challenge went out for the bravest winged knights to gather on the fields of Lake Keepit and sail on the winds to find which was the fastest and most skilled of all. And lo, they came in droves through the dust, some with squires afoot. They gathered for the great contest. And the spirit of the wind fluttered their banners and contemplated them.

And the director searched round seeking a victualler for this growing throng and could find no one, so his eye fell on his faithful wife who had striven over decades to please him. And she cried *"I am old and weary, my lord, but I will try."* Although she had four children and five grandchildren, she had never provided for so vast a throng, a virgin victualler at her advanced years.

She lay awake in the dark for weeks beforehand, wondering what to feed them, how many animals needed to be slaughtered and how many fields of wheat and vegetables and casks of wine would be required, and what trestles to sit them at, and how many tents. And the dark haunted her and she was sore afraid. She visited the camp and rearranged the kitchen, tested the cooking fires, hung hooks for the utensils and prayed.

And the day of trial came speeding towards her and wise Wendy cleaned and scoured and washed and dusted to prepare the place and gave words of wisdom and reassurance.

The wife visited the providers and loaded her vehicle with boxes of vegetables, great piles of fruit and mounds of every food imaginable, and on top they placed eight heavy round watermelons. Her trials began in earnest. Heavy boxes of chicken she tussled to the vehicle. She lifted the door, but lo, the watermelons jostled to escape and tumbled out onto the cobbles. She stopped a melon with one foot, holding the heavy chickens and begged a passer-by for help. The threatening rumble of melons was momentarily arrested and together they managed to hold and shove and slam everything back inside. She carefully rode the groaning vehicle out to camp and stored the goods.

Eventually a king's ransom of coins purchased the most frightening array of food and she blanched at the expense. Wise and experienced people cautioned her at her profligacy and predicted she would never make a profit. And she trembled.

The knights and squires and flying females rode into the field and her cauldrons of soup and loaves of bread were quickly consumed and the knights spoke kindly to her and she hoped. Only seven more days to go. The next night with the willing assistance of helpers, she had all the orange chicken cooked and began to believe the meal would succeed, but the kitchen defeated her and the huge pots of rice burned on the bottom and were clagged and hard on the top. And the winged knights were becoming restless and she lost all hope and wailed to her helpers *"I don't know what to do!"* and with superhuman patience they said not to worry and divided the offending rice into various containers. It was served up and not one knight actually said it was revolting, they even complimented the ladies and ate everything. Such kindness. But a pile of white rice petrified beneath a tree and not even the apostle birds would eat it.

The nights were moonlit and glorious. The husband of the wife walked her in the moonlight and heard her lament that she was too old, too inexperienced, too overwhelmed to possibly manage the task and she was incapable of completing her promise. And a great spirit on high listened in the clouds and sent word to beautiful and compassionate ladies who came gently into the kitchen offering their assistance. And they all stayed and worked the whole week, they gathered extra provisions, cut and diced and carried, cleaned and cooked, prepared and listened and talked and supported the wife when she began scrabbling and chattering hysterically amongst the saucepans. They were angels.

So the week progressed. One day the wind decided to take command and roared and thumped around the field. Wendy did a sniffer flight and came down trembling and triumphant with the news of danger and wildness. And the day's event was cancelled and the winged knights poised to flee away when the wife remembered the hundredfold fresh chocolate éclairs for dinner. She rushed them to the knights at their round tables and the cakes miraculously disappeared. The knights licked their fingers and fled away like the 'roos on the field. The 25 who stayed for dinner slowly swelled to 40 and the prepared food was stretched and teased out to feed the unexpected guests. Not a crumb remained.

Chivalrous knights seared meat over fires and cleansed and scoured the kitchens each night, for which the women were deeply grateful, even though it could take many precious minutes to relocate their implements each morning. A passing man was summoned to search for a hidden blade with his male mind... he found it immediately, where the women had failed.

But the gods of the wind and air were not finished. On the second-last day they bamboozled the knights so successfully that a record number slid and sank out of the sky into distant fields and gullies, 26 birds landing in unfamiliar nests. And the women's Mexican fiesta suddenly had over 50 guests absent. The triumphant landed knights, smiling broadly, managed to chomp their way through enough food for twice their number. Bedraggled outlanders limped into the kitchen very late and were gently fed the leftovers by the gorgeous Michelle... the wife having succumbed to exhaustion and topped from her perch.

So the last day dawned and a final menu was scribbled with frivolous quill. Every horrible type of food a wild mind could conjure, each item more revolting than the last. Everything left was cooked and assembled. The wife expected the dreadful menu to have chased all the diners away. But they came in droves and caroused and consumed everything in sight. And the women sighed and wandered off to their beds to rest. The kitchen had been profitable after all. The virgin victualler was virgin no more.

So if you have a partner who contemplates directing a gliding competition, look to your loyalty or you too may stagger away from the field stunned and exhausted, though grateful beyond words for the support you received without ever having to ask and deeply touched by the enthusiasm and generous thanks of the winged knights, their squires and ladies.

My angelic helpers were... Wendy Medlicott, Evelyn Turner, Lorraine Kauffmann, Nikki Matthews, Anita Kauffmann, Indie Tabart (only 12 and irreplaceable for her skill and willingness to help!), Nela Buelter, Sandra Mitchell and Michelle Andrews. I cannot thank them enough for their assistance, sweetness, patience, kindness, hugs and for sharing the champagne before serving each night. We made a memory.



GFA Executive Officer's Report

GFA EXECUTIVE OFFICER

John Welsh

10 Merton Road, Roleystone WA 6111

Email: <EO@gfa.org.au>

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

Mobile: 041 794 5981 (CDMA)

Board/Executive Matters

The next meetings of the Executive and the Board will be held over the weekend of 18 and 19 February, with several major action items arising out of the November meeting, such as the new version of the Manual of Standard Procedures Part 1 (MoSP Part 1 – Administration), continuing reviews of Board Regulations, Financial Policies and Business Plan.

Minutes of the November meeting are available on [www.gfa.org.au/Docs/minutes/ex0511.pdf].

Insurance

The president (Daryl Connell), treasurer (Beryl Hartley) and myself will be meeting in Melbourne with OAMPS representatives this month, to be briefed on and discuss the GFA insurance policies. Insurance fees form a major part of the GFA membership fee, and it is considered that a deeper understanding of the complex policies is important as a lead in to their renewal dates in April 2006.

CASA Cost Recovery

Due to the Government's intention to introduce full cost recovery for regulatory services and, starting in 2008, phase out the fuel levy as a source of subsidy for CASA, fees were introduced on the 1st January for some CASA services.

The fee schedule is available at [www.casa.gov.au/corporat/fees/fees.htm].

This will have little effect on GFA at present, as CASA contract us to exercise some of their delegations to do with gliders, at a fraction of the cost of what it would cost them.

Tug pilots are affected, with CASA introducing fees for issuing towing permits, and a \$130 fee for processing medicals, in addition to the actual cost of the medical. Combined with the cost involved with PPL Aviation Identification Security clearances, it makes the prospect of RAAus licenced tow aircraft very attractive.

The Ops and Airworthiness Panels have been investigating that option recently, and more information is expected with the introduction of the Light Sports Aircraft category.

OZFLARM Update

The NSW State Comps Pilots meeting in November passed several motions supporting the usage of OZFLARM in competitions. A survey of the NSW pilots was carried out by Kevin Olerhead, and is published in this issue of Soaring Australia. It is also available on the GFA website at [www.gfa.org.au/Docs/ops/FLARM%20survey%20-%20Lake%20Keepit.doc].

By the time you read this, GFA's formal trial for Gawler at the Multi-class Nationals will have been completed in January, supervised by the Operations Panel. As an amendment to my last article, only 30 pilots had registered for Gawler, results available on [www.adelaide.soaring.on.net/2006_Multiclass/2006multiindex.htm].

Club Class Nationals at Benalla

At the time of reporting, 57 pilots had entered, and I was going to leave on the long trek over the Nullarbor on 11 January, towing Mike Yankee in its trailer. I will have a good story one way or the other for the next edition of Soaring Australia.

I hope the weather will be kinder to us than at present, it has been the coldest December on record in Perth, with us using pullovers at noon, for goodness sake!

Club Class Nationals results available on [www.clubclass2006.com.au/].

I will be taking the opportunity of meeting with Chris Fogg, the HGFA General Manager while I am in Benalla to discuss matters of mutual interest to the two organisations.

GFA Development Committee

Last month GFA sent Al Sims as an observer to the New Zealand Gliding Grand Prix, to learn what benefits can be obtained from running such an event. Al's report is expected at the February Executive meeting.

Details and results on the Grand Prix are available at [www.gp06.com/index.htm].

The Development Committee's webspace in the GFA website has been extensively added to recently, it is recommended reading for all members and especially for club officials at [www.gfa.org.au/development/].

Keep looking out and "Under 700 feet, Land Safely"



HAPPENED RECENTLY ON AN AIRFIELD

Martin Feeg

Just the other day I collected my parachute from the packing interval. As usual I asked the guy about the condition. The packer replied: "mate I would be more than happy if all chutes would be like yours!" I was a bit flabbergasted and he obviously recognised it. He motioned me over to the other room and showed me a few packs. All rescue parachutes, and in a condition I would have been ashamed to even show my grandma.

Yet, HE had to tell the customer that they are invalid (some only as young as two years!). One had the fabric turning to dust when touched – mould has had a feast on it. Another had frilled straps that looked like hippy jeans

– remaining strength less than 30%. Again another was bright red on one side and on the other barely tinted – UV damage! I looked at more than half a dozen in disbelief and horror.

Close shave? Parachutes are rescue devices and need to be treated with care. They don't like UV, acid, moisture or rough handling. Kick your brain into gear and treat them well.

A mishap is no drama, but contact your packer immediately and ask for advice. Once your life is dangling at the far end of a canopy it is too late to ponder about shortcomings.

Safe soaring



Mystic, Feathertop, Hotham

Brian Webb

THE DAY WAS GOOD AND THE FLIGHT WAS GREAT, BUT WHAT MADE IT REALLY SPECIAL WAS THE JOURNEY, THE JOURNEY AND THE COMPANY.

It was a good looking day in Bright, Victoria. Base was shaping up to 2,000m plus, and thermals were working well by midday. It was going to be well flyable, but nothing to cast it as special. Well there you go, Fred and Craig had seen it differently, they had picked some particular signs and had already seen the potential. Light winds with that hint of south from the weak high pressure moving over us and a sign of development over the back ranges that suggested better still to come.

They put their heads together and called for Route 1 – Porepukah Hill, Smoko, Pyramid, Porepukah Roundabout then Mystic goal, but casually added that if Smoko delivered a climb over 2,000m then perhaps we should abandon Route 1 and move onto Mt Feathertop.

We launched and climbed easily to 1,600m over Mystic. As it slowed, we turned and headed straight to Clearspot. There we pushed up to 1,800m, so Porepukah Hill and back to Clearspot was a good glide. Another climb

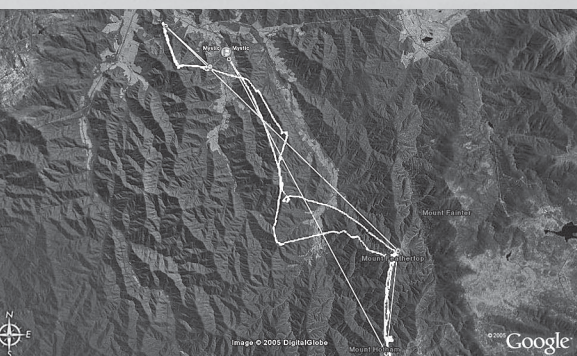
to 1,800m on Clearspot gave us the height to bypass Mystic and take a climb on the backside of the Goldmine.

We left that climb early and moved onto the Smoko turnpoint – decision time.

Lift was good, base there was 2,100m, so Route 1 was cast aside and Mt Feathertop was the play for the day. Fred, Craig and Brett led out to the high points behind Smoko;

I pushed on to a bowl in the sun, west of Harrierville.

We all got climbs that gave us enough to glide



Above: An awesome test flight for Viv on the Gradient Avax XC

Right: Craig on the Gradient Avax climbing over the Razorback. Mt Feathertop in the background

Left: Our flight

Photos: Brian Webb





Mt Hotham village and ski resort in the background



Great looking clouds

onto the northerly slopes of Feathertop. Gingerly we took each scrap of lift and edged closer and closer into Feathertop; the deeper we got, the more awkward the glide out, but the cloud developing on that back range was looking firm and good.

Fred got a break and climbed well to drop high onto Feathertop. Craig followed suit. I didn't climb as well, but still edged in till eventually I ridge soared Feathertop, then got a good climb below Craig that put me up to 2,200m and into a good position directly on top.

Brett, Viv and Simon had been climbing over Smoko and were now gliding onto the Feathertop foothills. Fred, Craig and I were now soaring over Feathertop, climbing easily to 2,400m in regular good lift. The clouds looking south towards Mt Hotham and along the Razorback were developing well, but our track there would take us along the edge of the cloud line. A potential top landing on the Razorback and the beautiful but long walk out held me back, but Craig pushed on confidently. Fred and I climbed higher over Feathertop, enjoying improving lift and watching Craig get lower and lower



Viv gliding from Mt Hotham towards Mt Feathertop. Still some patches of snow left on the shaded slopes



Gliding over the back ranges



Simon climbing over the Mt Hotham village and ski resort

along the crest of the Razorback. He eventually found a good climb to a base close to 2,800m, then easily pushed on to Mt Hotham and climbed again to base.

Brett, Viv and Simon had now joined Fred and I on Feathertop and together we all followed Craig along the Razorback and towards Mt Hotham. Craig met up with us on his way back and turned again to join us along to Mt Hotham.

The clouds were now developing solidly and offering good climbs. Abundantly good air pushed us to 3,100m over Mt Hotham, but the route further south to Dinner Plain and Omeo was over-clouding; lots of shadow and a lightly strengthening southerly persuaded us to take an easy glide back to Feathertop where we regrouped. The visibility now was excellent, and with our good height we took the opportunity to pose for some photos high above the range.

Next was a glide back to Smoko, where we met up with Tony Rocco. There a slow climb to 2,800m allowed Brett, Fred, Tony and I to make Mystic; pub suck at Harrietville called in Craig, Viv and Simon.

A good day's flying, with an opportunity to explore some territory we don't often cover. Good conditions and a decision early enough in the day to gather us together and fly in a comfortable group. Thanks to Fred and Craig for seeing the potential; more thanks to Brett Robinson, Viv Williams, Simon Taylor, Tony Rocco, Fred Gungl and Craig Collings for the company and the memories.

Heaps of pictures and tracklogs at [www.alpineinfotech.com.au/Feathertop2005].



FOR THE NUMBER NERDS

Distance:	OLC triangle	67km
Speeds:	mean speed	37km/h
	max speed	61km/h
Altitude:	max height	3,118m
Vario:	max	5.4m/s
	min	-5.4m/s
Thermals:	number	20
	time in	1:52:36
	% of time in	48%
Turning:	turning right	77% (oops)
	turning left	22%

HGFA General Manager's Report

....

I write this report just before Christmas, feeling the heat of the summer kicking in and the excitement of the Christmas break just before me. I send you all my belated Christmas cheer and hope that your festive season was one of fun and good times. The following wraps up some of the business that has occurred at the end of 2005.

Flying at Alice Springs

An agreement established during the time under Craig Worth as Operations Manager has been renewed for the Alice Springs area. The renewal is ongoing until further notice of any variation from the standing agreement. The agreement defines the area where operations may be conducted, known as the South Face of the West Gap. Any pilots wishing to fly this area should contact the Alice Tower by telephone (08) 8950 7505 or (08) 9852 2393 and advise them of the proposed activity prior to conducting any operations.

VHF two way communications will be required with the tower and a continuous

radio listening watch on Alice Tower frequency will be required during the active operation. Hang gliding and paragliding operations will only be permitted during hours of operation of the Alice Tower. A copy of the agreement may be obtained by request to the General Manager.

CASR Updates Light Sport Aircraft (LSA)

The new Light Sport Aircraft category came in effect on 20 December 2005 when CASR Part 21H was finally gazetted. The Regulations introduce a new certification category of aircraft. This category is a great step for recreational aircraft and aircraft builders. More information on the regulations can be found at the following web addresses:

- [www.casa.gov.au/rules/changes/2005/sli321.pdf] – *Legislative Instrument 2005 No. 321*
- [www.casa.gov.au/rules/changes/2005/sli321es.pdf] – *Explanatory Notice*
- [www.casa.gov.au/rules/changes/2005/sli321ris0314.pdf] – *Airworthiness requirements for Light Sport Aircraft*

Part 149

Part 149 took another major step forward during the month of December with industry members meeting to conclude the draft notice for the part, that is now to be drawn into legal format before going to NPRM. This part defines who can be a Recreational Aviation Activity Organisation (RAAO), how to apply to become an RAAO and what the responsibilities for a certificated RAAO will be.

Part 103

Part 103 remains in draft, but because Part 149 relies on this part it should now progress quickly due to the progress with Part 149. Part 103 defines the regulations for the individual recreational pilot and replaces CAO 98.5.

Waiver

The HGFA waiver is progressing, but slower than expected for this late stage of the development process. As noted previously, there are issues with bringing the waiver into operation through the Constitution and binding it with the membership to the HGFA. Legal review of the Constitution has been instigated (remember I am writing this in

December '05) and it is hoped that we will have all necessary steps in the implementation process completed by the time you read this report.

CASA Fee Amendments

Notification of Amendments to the Civil Aviation (Fees) Regulations 1995 – moving to full cost recovery. In December 2005 amendments were made to the regulations governing the amount and extent to which CASA charges for its services. The amendment regulations were registered on 19 December 2005 and commenced on 1 January 2006. The current fee schedule has been revised and extended under these amendments, with many of the existing fees being increased. CASA has been moved to a business conscious operation and fees will now be applied to virtually every aspect of CASA operations. Of significant importance to many of our pilots is the processing charge for Class 2 Medicals. These now incur an administrative fee of \$130. HGFA realise that this is another additional cost to the already escalating cost of participating in our sports, and is looking at ways to retard or reduce the overall costs to members. More information on the regulation amendments can be found at:

- [www.casa.gov.au/rules/changes/2005/sli322.pdf] – Legislative Instrument 2005 No. 322
- [www.casa.gov.au/rules/changes/2005/sli322es.pdf] – Explanatory Statement

Accidents

During the last couple of months reports have come from pilots indicating unusual trends in the normally predictable summer weather patterns. Sudden unexplained bursts of turbulence, gust fronts and down drafts have caught a number of pilots out during flight operations on the coast. The trend is also being experienced inland with stronger and more punchy thermals and a greater number of days resulting in early rapid overdevelopment. Pilots are urged to give greater consideration to the meteorological conditions while flying and to err on the side of caution when conditions present differently to expectation.

Number 1

Pilot: Advanced
Experience: 210 hours, 25 hours last 90 days
Aircraft type: PG
Pilot injury: Broken forearm (distal radius)
Aircraft damage: Nil
Location: Inland
February 2006

Conditions: Headwinds 10km/h,
nil turbulence

Description:

During a late afternoon flight the pilot encountered fading ridge lift and was unable to retain sufficient height to make a top landing in the normal top landing area. The pilot calculated that height was sufficient to set up for a quick ridge top landing some distance away along the ridge in order to avoid having to land down at the bottom landing area and walk up the hill to where the vehicles were parked.

The ridge section targeted for landing was wide and clear enough for a vehicle access track, but had small trees lining the end of the clearing so there would be no chance of flying on if the landing were miscalculated. The pilot set up for the landing coming in rather fast and attempted to bleed off the excessive airspeed by braking the glider hard. Brakes were applied below the stall position, hands below the seat. The glider stalled and the pilot fell the last few feet, contacting the ground first on the pilot's extended left arm, breaking it just above the wrist.

Comment:

The pilot's first mistake was to attempt a landing in a tight and unforgiving area in order to avoid some effort and time in walking back up the slope to the vehicles. The second mistake was thinking that braking hard (and miscalculating the stall point) would bleed off enough airspeed to make the landing within the distance available, ultimately ending in a stall just above the ground. The option to glide to the safer but more distant landing area was ignored for the sake of expediency.

Number 2

Pilot: Intermediate
Experience: 120 hours, 12 hours last 90 days
Aircraft type: HG, intermediate performance
Pilot injury: Severe internal and head injuries
Aircraft damage: Broken uprights, base bar and nose tip
Location: Coastal
Conditions: Slight crosswinds 15km/h, mild mechanical turbulence

Description:

The pilot had purchased the new intermediate performance glider a year or so ago. Since purchasing it the pilot had flown mostly inland, but had done a number of hours on coastal sites to become better acquainted with the idiosyncrasies of flying the higher performance glider. On this particular occasion the wind was coming more or less straight on, providing good

conditions for soaring. The afternoon breeze started to shift more to the north and the lift envelope began to diminish.

The pilot made for the landing area. When setting up for final approach the pilot encountered an area of turbulence created by the shifting breeze flowing over the lower coastal cliffs. The glider reacted to the disturbed air by slipping off course and dropping one wing tip. The pilot, seemingly not realising the level of the wing had altered, pulled in the bar in order to increase airspeed for landing. The glider accelerated but dived due to the angle of the wing and torpedoed earthward. The pilot attempted to flare just before hitting the ground, causing the glider's trailing edge to drag along the ground momentarily. The base bar connected with earth and snapped in two, both uprights also snapping in half. The pilot landed hard onto the ground before being lifted slightly and then crashed hard again as the nose of the glider pitched forward and dug into the ground bringing the glider to a halt. The pilot was stabilised on site and later airlifted to hospital.

Comments:

A number of accidents have occurred over the years, some fatal, involving pilots who have upgraded to higher performance gliders, requiring greater competency from the pilot. While it is recognised that the pilot has the ultimate choice in deciding which aircraft they buy and fly, it is evident that these aircraft demand greater skill on the part of the pilot. We all too often want to get the faster higher glide performance from our wing, but neglect the requirement for further training in order to up-skill ourselves to the level that the wing demands. Whether it is an impatience to take the time to learn ourselves and having to wait for the right conditions to do so, or in not being prepared to pay for the one-to-one instruction in perfecting our techniques as pilots before taking command of these higher performing aircraft, the result is the same, and often severe or catastrophic.

Pilots intending to fly or purchase aircraft of a higher performance than the aircraft they normally fly are urged to spend time with an instructor who can demonstrate, educate and train them to achieve the higher skill and knowledge levels required to fly these more challenging aircraft.



HGFA GENERAL MANAGER

Chris Fogg

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

Contact Addresses

GFA

NSW Gliding Association (NSWGA)

327 (Gliding) Flight, Australia

PO Box 1643, Port Macquarie, NSW 2444
0427 259990.

Australian Air League

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

Bathurst Soaring Club

PO Box 1682, Bathurst NSW 2795.

Byron Gliding Club

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

Byron Bay Gliding P/L

1 Old Brunswick Rd, Tyagarah Airfield,
Tyagarah, NSW 2481, <thomas@byronbay
gliding.com>.

Canberra Gliding Club

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

Central Coast Soaring Club

PO Box 1323, Gosford South NSW 2250, 02
43766944.

Cudjergong Soaring Pty Ltd

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

Forbes Soaring & Aero Club

PO Box 267, Forbes NSW 2871,
02 68523845.

Goulburn Gliding Group

57 Munro Rd, Queanbeyan NSW 2620.

Grafton Gliding Club

16 Fuller St, Mullaway NSW 2456,
Sec: Bob King, 02 66541638 (h), 0403 088551,
<graftongliding@yahoo.com.au>

Harden Gliding Club

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

Hunter Valley Gliding Club

PO Box 9, Newcastle NSW 2300.

Lake Keepit Soaring Club

PO Box 5152, South Tamworth NSW 2340, 02
67697514, 02 67697640.

Leeton Gliding Club

PO Box 607, Leeton NSW 2705,
02 69536970.

Mount Beauty Gliding Club

38 Highland Crs, Wodonga VIC 3690.

Narramine Gliding Club

PO Box 240, Narramine NSW 2821,
02 68897373, 02 68892733.

RAAF Richmond Gliding Club

RAAF Base, Richmond NSW 2755.

RAAF Williamtown Gliding Club

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

Scouts NSW Air Activities Gliding Wing

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

Soar Narramine Pty Ltd

PO Box 56, Narramine NSW 2821,
02 68891856, 02 68892488.

Southern Cross Gliding Club

PO Box 132, Camden NSW 2570,
02 46558882.

Summerland Gliding Club

PO Box 820, Lismore NSW 2480, Sec: David
Wright, 02 66216495, <wrights@nor.com.au>.

Sydney Gliding Inc. (Concordia GC)

PO Box 633, Camden NSW 2570,
0412 145144.

Temora Gliding Club

PO Box 206, Temora NSW 2666,
02 69772733.

Tumbarumba Gliding Club

PO Box 99, Tumbarumba NSW 2653.

Queensland Soaring Association (QSA)

201SQNAFAC FTF-GLD

PO Box 2109, Wellington Pt QLD 4160, 0422
954792.

Boonah Gliding Club

PO Box 107, Boonah QLD 4310,
07 54632630.

Bundaberg Soaring Club

PO Box 211, Bundaberg QLD 4670,
07 41579558.

Caboolture Gliding Club

PO Box 920, Caboolture QLD 4510,
0418 713903.

Central Queensland Gliding Club

PO Box 953, Rockhampton QLD 4700,
07 49371381.

Darling Downs Soaring Club

PO Box 584, Toowoomba QLD 4350,
07 46637140.

Gympie Gliding Club

PO Box 103, Gympie QLD 4570,
07 54835380.

Kingaroy Soaring Club

PO Box 91, Kingaroy QLD 4610,
07 41622191.

Moura Gliding Club

PO Box 92, Moura QLD 4718, 07 49973265.

Motor Gliding Club of QLD

PO Box 205, Everton Park QLD 4053,
1300 667042.

North Queensland Soaring Centre

PO Box 1743, Aitkenville QLD 4814.

Southern Downs Aero & Soaring Club

PO Box 144, Warwick QLD 4370,
07 38923473.

Tarwan Soaring

PO Box 34, Wandoo QLD 4419,
07 46274080.

SA Gliding Association (SAGA)

Adelaide Soaring Club

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

Adelaide University Gliding Club

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

Air Cadet Gliding Club

PO Box 2000, Salisbury SA 5108.

Alice Springs Gliding Club

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

Balaklava Gliding Club

PO Box 257, Balaklava SA 5461,
08 88645062.

Barossa Valley Gliding Club

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

Bordertown Keith Gliding Club

PO Box 377, Bordertown SA 5268.

Millicent Gliding Club

PO Box 194, Millicent SA 5280.

Murray Bridge Gliding Club

PO Box 1277, Victor Harbor SA 5211.

Northern Australian Gliding Club

PO Box 38889, Winnellie NT 0821.

Port Augusta Gliding Club

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

Renmark Gliding Club

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

Scout Gliding Club

22 Burford Crescent, Redwood Park SA 5097.

Waikerie Gliding Club

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

Whyalla & District Gliding Club

PO Box 556 Whyalla SA 5351, 08 86452619,
0413 127825.

Victorian Soaring Association (VSA)

Albury Corowa Gliding Club

PO Box 620, Wodonga VIC 3689.

Beaufort Gliding Club

66 Waterdale Rd, Ivanhoe VIC 3079,
03 94972048.

Bendigo Gliding Club

62 Lawson St, Bendigo VIC 3550.

Corangamite Soaring Club

Kurweeton, Derrinallum VIC 3325.

Geelong Gliding Club

PO Box 197, Bacchus Marsh VIC 3340.

Gliding Club of Northern Tasmania

58 Hales Street, Wynyard TAS 7325,
03 64422108.

Gliding Club of Victoria

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

Grampians Soaring Club

PO Box 468, Ararat VIC 3377, 03 53524938.

Horsham Flying Club

PO Box 158, Horsham VIC 3402.

Latrobe Valley Gliding Club

PO Box 625, Morwell VIC 3840.

Mangalore Gliding Club

PO Box 80, Avenel VIC 3664.

Mount Beauty Gliding Club

44 Roper St, Mount Beauty VIC 3699.

Murray Valley Soaring Club Ltd

PO Box 403, Corowa NSW 2646.

RAAF East Sale Gliding Club

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

Soaring Club of Tasmania

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

South Gippsland Gliding Club

PO Box 475, Leongatha VIC 3953.

Sportavia Soaring

PO Box 78, Tocumwal NSW 2714,
03 58742063.

Sunraysia Gliding Club

PO Box 647, Mildura VIC 3500.

Swan Hill Gliding Club

PO Box 160, Nyah VIC 3594.

Tumbarumba Gliding Club

Mundaroo, Tumbarumba NSW 2653.

Victorian Motorless Flight Group

(Operates out of Bacchus Marsh aerodrome)
GPO Box 1096J, Melbourne VIC 3001, 0402
281928, 03 98486473.

Wagga Wagga Gliding Club

PO Box 5104, Wagga Wagga NSW 2650,
0428 205624.

WA Gliding Association (WAGA)

Beverley Soaring Society

PO Box 136, Beverley WA 6304,
0407 385361.

Gliding Club of WA

PO Box 6231, East Perth WA 6892, 0417
176979 (weekday), 0417 992806 (weekend).

Morawa Flying Club

PO Box 276, Morawa WA 6623.

Narrogin Gliding Club

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

Stirlings Gliding Club

PO Box 2314, Bunbury WA 6230.

WA Squadron Australian Air Force Cadets

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



HGFA

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

HGFA National Office

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

HGFA General Manager

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

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

Board Members

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

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

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

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

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

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

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

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

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

Microlight Public Relations

Paul Haines ph/fax: 02 42941031.

States & Regions

ACTHGPA

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

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

Hang Gliding Association of WA

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

NSW Hang Gliding Association
Sec: Steve Hocking, 19 Gladwood Gardens,
Double Bay NSW 2028, ph/fax: 02 9327
4025, <nswgha@s054.aone.net.au>.

North Queensland HG Association

12 Van Eldik Ave, Andergrove QLD 4740; Pres:
Graeme Beplate 07 49552913, fax:

GFA MEMBERSHIP FEES 2006

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

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

|--|

07 49551122, <sitework@mackay.net.au>; Sec/Trs: Ron Huxhagen 07 49552913, <sitework@bigpond.net.au>.

Queensland HG Association

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

South Australian HG Association

1 Sturt St, Adelaide SA 5000, ph: 08 8410 1391, fax: 08 82117115; Pres: Stuart McClure 08 82973452 (h), <stuart.mcclure@csiro.au>; Sec: Mark Tyminski 0411 414 816, <marknjan@senet.com.au>; Trs: Robert Woodward 08 82977532 (h), <rob_woodward@ultimatepositioning.com>.

Tasmanian HG & PG Association

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

Victorian HG and PG Association

PO Box 157 Northcote VIC 3070, [www.vhpa.org.au]. Pres: Stuart Coad 0408 524862, <stuartcoad@hotmail.com>; Sec: Steve Norman; Trs: Lisa Charleston; SSO: Rob Van Der Klooster 03 52223019 (h). Site weather-boxes: Three Sisters 0409 864700, Buck-land Ridge 0407 356295, Mt Buffalo 03 57501515, Ben More 0417 112062.

Clubs

NEW SOUTH WALES

Blue Mountains HG Club Inc.

[www.bmhgc.org.au]. Pres: Neil Evans 02 47878027, <dream2@tpg.com.au>; Sec: Andrew Paterson, 02 96395461, 0425 305 984, <apaterso@bhsc.nsw.gov.au>; Trs: Allan Bush 02 47738037, <fairallan@pnc.com.au>; Newsletter: Paul Hunt 02 9699 7720, 0404 851876, <huntp@ozemail.com.au>; Comps: Alan Bond 02 98995351, 0408 470544, <skymbond@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 Causar 0418 433665 <timcau@ozemail.com.au>.

Kosciusko Alpine Paragliding Club

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

Manilla SkySailors Club Inc.

PO Box 1, Manilla NSW 2346, [www.mss.org.au]. Pres/SSO (PG): Godfrey Wenness 02 67856545, <skygodfrey@aol.com>; V-Pres: Matt Morton <Matt.Morton@defence.gov.au>; Sec: Suzi Smith <suzismith@hotmail.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, <nlelean@smarthat.net.au>; SSO: Jason Taylor 0419 997196, <jasonflys@hotmail.com>.

Newcastle Hang Gliding Club

PO Box 64 Broadmeadow NSW 2292; [www.nhgc.asn.au], <fly@nhgc.asn.au>. Pres: Matthew Clarke 0419 908283, <penders@nobbys.net.au>; V-Pres: Matt Olive 02 49436791; Sec: Simon Plint 0407 613701, <SimonPlint@newcastle.edu.au>; Trs: Monica Barrett 0425 847207; SSOs:

Tony Barton (coastal) 0412 607815, John O'Donohue (inland) 0419 765715, Alaric Giles (inland) 02 49430674, James Thompson (PG) 0418 686199; Newsletter: David Stafford 02 49215832 <editor@nhgc.asn.au>. Meetings: Last Wed/mth 7:30pm South Newcastle RLC, Llewellyn St, Merewether.

Northern Beaches HG Club

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

Northern Rivers HG and PG Club

PO Box 126, Byron Bay NSW 2481, [http://bbhgc.tripod.com/]. Pres: Eddie Gray 02 66841795, <edgrey@linknet.com.au>; V-Pres: Maggie Clark 0404 263524; Sec: Ashley Wilmott 0428 560248. **Stanwell Park HG and PG Club** PO Box 258 Helensburgh NSW 2508; Pres: Chris Fogg 0412 904800, <fogg@idx.com.au>; Trs: Adrian Le Gras; Sec: Scott Zwanenbeek <scottz@internode.on.net>; SSO: Tony Armstrong <tony@hangglideoz.com.au>, 02 42949999.

Sydney Hang Gliding Club

Pres: Bruce Wynne 0417 467695, <bwynne@bigpond.net.au>; Trs: John Selby 02 9344 7932, <johnselby@idx.com.au>; Sec: Steve Hocking 02 93274025, <nswhga@s054.aone.net.au>; 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

Caboorture Microlight Club

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

Cairns Hang Gliding Club

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

Canungra Hang Gliding Club Inc.

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

Central Queensland Skyriders Inc.

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

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:

ALL CLUBS PLEASE CHECK DETAILS IN THIS SECTION CAREFULLY

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

General Manager, HGFA

Kim Hodson 07 33541910, <khod@samford.net>; SSO (HG): Russell Groves 07 54450084.

Dalby Hang Gliding Club

PO Box 107, Dalby QLD 4405; [www.hgfa.asn.au/~dhgc]. Pres: Daron Hodder 0413 515160, <dhdodder@alpanel.com.au>; Sec: Regan Kowald 0418 729456, <rkowald@centrepoinfinance.com.au>; Trs: Don Cramer 0409 699115, <don@cramer.com.au>; SSO: Jason Reid, 0424 293922, <jasonr@aleda.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 516058; SSO: Rob Van Der Klooster 03 52223019, 0408 335559; Publicity Off: Harry Buckle 03 52214544, <monument@pipeline.com.au>. Meetings: 1st Fri/mth, venue see: [vhpa.org.au/dyna].

Melbourne Hang Gliding Club Inc.

PO Box 8057, Camberwell North VIC 3124; [www.hgfa.asn.au/~melbourne/], <melbourne@hgfa.asn.au>. Pres: Hugh Alexander 03 97101214 (h), 0417 355578, <wurundjerilane@bigpond.com>; Sec: Curtis Greenwood 03 96895322 (h), 0431 662089, <jfcg@optushome.com.au>; Trs: Greg Stroot 03 98443459 (h), 0402 473113, <greg.stroot@ozonline.com.au>; SSO: Adam White 03 94583780 (h), 0419 395844, <maxidog6@optusnet.com.au>. Meetings: 3rd Wed/mth 6:30pm Palace Hotel, 893 Burke Rd, Camberwell.

North East Victorian Hang Gliding Club

Pres: Heather Mull 0428 993125, <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, <membersh@nevghc.net>; Comps: Karl Texler 0428 385144, <brightvbt@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 Manningham Club, 1 Thompsons Rd, Bulleen.

Western Victorian Hang Gliding Club

PO Box 92, Beaufort VIC 3373, [www.WVHGC.com]. Pres: Phil Campbell <President@WVHGC.com>, 0419 302850; V-Pres: Glenn Bachelor <VicePresident@WVHGC.com>, 0419 324730; Trs: Stuart Coad <Treasurer@WVHGC.com>, 0408 524862; Sec: Lisa Miller <Secretary@WVHGC.com>, 0407 319397; Webmaster: Damien Georgiou <Webmaster@WVHGC.com>, <damaian@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, <vicepresident@cloudbase.asn.au>, 0411 423923; Trs: Colin Brown, <treasurer@cloudbase.asn.au>, 0407 700378; Sec: Lachlan Byrd, <secretary@cloudbase.asn.au>, 0439 922510; Committee <committee@cloudbase.asn.au>, 0407 9480 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 Breyley <richard.breyley@harmonygold.com.au>, 0427 778202; Sec: Andrew Talmage <jodandrew@bigpond.com>, 0413 992960; Trs: Nick Holthouse <nick.holthouse@harmonygold.com.au>; SSO: Mark Stokoe <Mark.Stokoe@health.wa.gov.au>, 08 90911297.

Hill Flyers Club Inc

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

Western Microlight Club Inc.

Pres: 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



Soaring Calendar

AUSTRALIA

Mystic Cup

25-26/2, 18-19/3 and 1/4/2006

Bright, VIC. B sanctioned comp, held on the weekends of 19-20/11/2005, 3-4/12/2005, 17-18/12/2005, 7-8/1/2006, 21-22/1/2006, 25-26/2/2006, 18-19/3/2006 and 1/4/2006. 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>.

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. If anyone is interested and wants to know more, contact Muz 08 9021 5771, 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 and payment details can be found on the competition website [www.fly-killarney.com.au]. See you all at Killarney! Email enquiries to <afact@gil.com.au> and CC <wendymugridge@gil.com.au> or contact the organisers on 0427 807516 (Andrew Horchner) or 0418 807516 (Wendy Mugridge) for further information.

NSW HG State Titles

5-11 February 2006

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

GFA National Coaching Program 2005/06

4-11 February 2006

Horsham, VIC. Ph: Peter Buskens 03 53671050, <pbuskens@melbpc.org.au> or Dave Wilson 03 98360683, <dwjcr@ozemail.com.au>. If you want to make progress in your XC 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.

Bright 321 – Australian Paragliding Open

11-18 February 2006

Bright, VIC. The Bright 321 Australian PG Open will be held in and around the picturesque town

of Bright. It will be a Cat 2 event and has a AAA 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 (includes GST). GAP parameters: 5km, 30km, 90min, 20%. Full details found at [www.bright321.net] or contact Geoff Wong <geoff@zikzak.net>.

Tocumwal Challenge

25-26 February 2006

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

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. Fee includes presentation dinner. HGFA membership, parachute, helmet and appropriate tow endorsements are mandatory. For more information visit [www.westernsoarers.com] or contact Rolf <rolf@machtherapy.com>.

Sky High XC Cup

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>.

Women in Gliding Week

4-11 March 2006

Kingaroy, QLD. 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, the event is open to any woman who is or wants to be involved in gliding. Contact Lisa Turner on 0419 776175 or <LisaHDK@hotmail.com>.

Manilla Pre-worlds 2006 Double Header Kiwi Open

24 February – 2 March 2006

Manilla, NSW. FAI Cat 2 + NZL PG League round. Entry fee: \$140 (\$170 after 1 Jan), includes hill transport, one 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 +61 (0)2 67856545, <skygodfrey@aol.com>.

Manilla Pre-Worlds

5-11 March 2006

Manilla, NSW. FAI Cat 2. Entry fee: \$170 (\$190 after 1 Jan), includes hill transport, 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 +61 (0)2 67856545, <skygodfrey@aol.com>.

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

Not the Manilla Open

4-10 March 2006

Corryong, VIC. FAI Cat 2 PG comp. Entry fee: a super cheap \$80. Given the large number of Aussie pilots that didn't get into a Manilla comp this year, there has been a late addition to the Cat 2 comp circuit. A good fun comp at the Cat 2 standard in Corryong, VIC. Corryong is 'Man from Snowy River' country and offers awesome XC flying and was host to the Aussie Nationals back in the 90's. See the website for all the info. Register now at [www.macpara.com.au].

Gliding Queensland Easter Gliding Regatta

10-18 April 2006

Chinchilla, QLD. Practice day 10 April. An entry fee of \$100 is payable by 1 March 2006. Please visit <boonahgliding.com.au> for an entry form or ph: Rob Izatt on 0408 016164. Beginners to hotshots all welcome!

Flatter Than The Flatlands

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 and are accepted on first come basis. Places confirmed on comp website after full team payment has been received. Following the 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).]

Dalby "Big Air"

23-28 April 2006

Dalby, QLD. Entries for this HG aerotow comp will be strictly limited to 50 aerotow qualified pilots. Entry fee of \$350 covers T-shirt, presentation dinner, strip and hangarage fees and all tows on comp days (practice days \$25 per tow). Saturday 22 April is the warm up day for the "Big Air". Due to the growing success of the "Dalby Big Air" comp, it is necessary to register your interests before 10 April. Enquires and registration to <daron@aqlad.com.au> or ph: President Boof (Daron) on 0431 240610. GAP parameters: AA grade sanction pending, 5km, 70km, 10%.



☎ 0414 332737

www.paraglidingheadquarters.com

equipment for pilots who know what they want

Craig Collings - the current Australian Champion

Ron McKenzie - multiple Australian Champion

Brian Webb - the man who probably signed your pilot license
and a lot of other pilots like you and me....

FLIGHT INSTRUMENTS
RESCUE PARACHUTES
FLYING SUITS
HARNESSES
COCKPITS
HELMETS
GLOVES

Also available from:
WA - WA Paragliding Academy - 08 92952820
NSW - Windworks Paragliding - 02 99139096
ACT - Michelago Paragliding - 0419 897005
QLD - Sunshine State PG Centre - 0438107518

GRADIENT

NEW!
Aspen 2 (DHV 2) available now!
<http://www.paraglidingheadquarters.com/aspen2.html>
UHF radios for PG and HG use
<http://www.paraglidingheadquarters.com/radios.html>

Classifieds

GFA

Single-seater Sailplanes

NOTICE TO ALL GFA ADVERTISERS

All advertisements and payment can be sent to:
The Gliding Federation of Australia Inc/Advertising
130 Wirraway Road, Essendon Airport VIC 3041
Ph: 03 9379 7411, Fax: 03 9379 5519

Email: <secretary@gfa.org.au>

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

ASW 22 BLE, VH-GWP. Quite simply the fastest glider in Australia. Self-launching at max weight, brand new Cambridge panel with PDA, Winter basic instruments. Refinished by Peter Holmes in 2002, latest winglets, excellent cond. throughout. All ground handling/ballasting equipment & Cobra trailer. I have something new coming & can't afford two! Ph: 02 67787345 or <brucetaylor10@bigpond.com.au>.

ASW27 VH-UIT, 700hrs, only 220 launches. In excellent cond, absolutely nothing needs doing. Wings resurfaced 2001 by Peter Holmes. C/w full instruments, Cobra trailer, ground handling gear. Ph: Graham Parker 0417 863061 or <grparker@bigpond.com>.

ASTIR CS, 2,288hrs, annual 2/06, basic instruments, good cond. \$15,000. Ph: Leigh Evans 0741535781 or <levans@interworx.com.au>.

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

GLASFLUGEL MOSQUITO A, VH-GKV, 15m flapped glider. Very well maintained & in excellent cond. Delightful handling glider. Good for long distance flights. \$29,950. Ph: Ian 08 81721675.

Kestrel 19 metre



Very good cond. Always hangared. 30-yearly completed. Radio, vario & GPS, etc. Fully enclosed trailer & ground handling gear. A dream to fly - currently based @ Tocumwal. 3,990hrs for 1,785 landings. Priced to sell \$26,000 Bargain - now \$17,500 all up. Ph: Richard: 03 58743431.

LS7 finished in two-pack polyurethane, recent Form 2, 2,000 hrs, Dittel radio, B100 nav system, Cobra style trailer all VGC. \$56,000. Ph: Darryl 0409 623310.

PW5 WORLD CLASS GLIDER, as new, owners retiring from the field due to age. Ph: Bill Collings 02 62901338 or <blix@homemail.com.au>.

VENTUS 2CM, ZBW. Finished in Urethane at 2 yrs old. Immaculate cond. 2004 Qld State & Nationals 18m Championship winner. B2000 full competition panel negotiable. Self launch at maximum weight. Excellent enclosed trailer. To make way for high performance two-seater. Ph: 07 4634 3006 or <wendoure@bigpond.com>.

Two-seater Sailplanes

ASK-21 refinished in Dulux 2K, ground handling equipment, one new canopy, Cambridge Nav & GPS/w rear screens, gap seals, 36:1, ideal XC trainer, factory spin-kit enabling identical spin characteristics irrespective of pilot weights, Lake Keepit, \$79,000. Ph: Michael 0427 108040 or <michael.shirley@bigpond.com>.

FOR SALE Two L13 Blaniks WUW & GGE \$9,000 each, one Pilatus B4 \$11,000, one Super Cub that needs some work \$30,000. Ph: David 02 42616316 (h), 02 42757458 (w).

Ximango 1997 model



600 total hours on Rotax 912 motor, 80 litre tanks, retractable undercarriage. Ph: 02 99587311 or 0413 963438, photos <adbin05@bigpond.net.au>.

JANUS B SAILPLANE c/w instrumentation. 18m span, 38:1 excellence. Fully refinished by Luciani. Full details available on inquiry to VMFG John Fawcett 03 94847453 or Roger Druce 03 94398947 or <rogdruce@optusnet.com.au>.

PUCHACZ XJ1. Bathurst Soaring Club is offering their Puchacz for sale due to a fleet upgrade.

XJ1 is in excellent cond, always being well maintained. It has a fresh annual & is just completing a major upgrade incl. a 1,000hr life extension at T&J Sailplanes. Ph: Brian Bailey 0409 302296 or <bcbailley@bigpond.com>.

Classifieds

Self Launching/Motor Gliders

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

Instruments & Equipment

AUSTRALIAN MADE CANOPIES: Dimona H36, Grob 103, Libelle, IS28B2, LS & others. Rails, windows. Blue tint now available. Email: <aamoulds@optus.net.com.au>. Ph: Ian & Cecilia Linke 08 82513780.

CONGRATULATIONS to the David McMannis & the Junior Comps! Having started gliding in my teens – almost 40 years ago I am proud to have contributed a half price Cambridge 302A logger & free Cambridge 303 display. <ianmcphee@aapt.net.au>, [www.mrsoaring.com], Box 657 Byron Bay 2481, ph: 02 66 (0428) 847642.

CAMBRIDGE Flight Computer Sytems – 302 vario/logger (\$3,500), 303 Nav Display (\$580) plus 302A flight loggers (\$1,320) all in stock. Great value for the best vario around. <brucetaylor10@bigpond.com.au>, 02 67787345 or 0428 787349.

TAPE – BOWLUS MAXI GAP TAPE. 36m x 1.0in rolls for \$15, 36m x 1.5in rolls for \$20. Very flexible & easy clean-up. Discounts for orders over 10 rolls. <brucetaylor10@bigpond.com.au>, ph: 02 67787345 or 0428 787349.

YASEU VXA150 VHF handheld transceiver \$485 while stocks last. Parachutes ATL 88/90 Short Pack \$1,925. ATL 88/92 Long Pack \$1,925. Airborne Avionics. Ph: 02 68892733. Fax: 02 68892933. Email: <hartley@avionics.com.au>.

General

Grampians Soaring Club Offers For Sale:

1 Astir CS	\$19,000
1 Jantar 3	\$32,000
1 Standard Libelle	\$19,000
1 IS28B	\$28,000

All with basic instruments, radios, various electric vario systems & trailers. For further information contact Trevor Hancock 03 52825143 (h).

Gliding Publications

AIRBORNE MAGAZINE: Covering all facets of Australian & New Zealand modelling. The best value modelling magazine. Now \$60pa for six issues. Plans & other special books available. PO Box 30, Tullamarine, VIC 3043.

AUSTRALIAN HOMEBUILT SAILPLANE ASSOCIATION: James Garay, 3 Magnolia Ave, Kings Park VIC 3021. Ph: 03 93673694, [www.geocities.com/capecanaveral/hangar/3510].

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

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

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

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

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

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

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

HGFA

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

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

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

All aircraft should be suitable for the intended use; this includes the skill level required for the specific aircraft being reflective of the pilot's actual rating and experience. All members must adhere to the maintenance requirements as contained in Section 9 of the Operations Manual and as provided by manufacturers. Second hand equipment should always be inspected by an independent person, an instructor wherever possible. Advice should be sort as to the 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.

Hang Gliders & Equipment

NEW SOUTH WALES

FLYTEC 4005 vario, \$350. Roochutes reserve 'chute, \$300. Icom 40S UHF radio, \$300. Located Sydney. Ph: Ian 0427 600102; <ian@dubbo.org>.

VICTORIA

MOYES XT165 PRO int/adv, speed bar, faired DTs & k'post, mylar LE, purple/l.blue US, white TS, EC, v.well maintained, 160hrs logged, batten profile, manual, spare DT, XC bag, \$1,500. Moyes Tracer harness, suit 6', EC, colours match glider (see front cover of Soaring Australia, 3/04), \$400. Ph: Paul 03 93833933 (h).

SOUTH AUSTRALIA

MOYES SX5 adv, less than 20hrs, still crispy, EC, c/w 2 spare DTs as it has never been crashed. Great handling, great quality, \$2,000. Ph: 08 82485823; 0431 038005.

Paragliders & Equipment

NEW SOUTH WALES

ADVANCE EPSILON 3, M, harness, reserve, Flytec vario, Icom radio, flying suit, Hanwag boots, stuff sack, Lazer helmet. All in EC, \$2,500. Ph: Bob 02 44470113.

ADVANCE WINNER harness, large, comfortable & very aerodynamic, fair cond, \$200. Ph: Enda 0412 445741.

NOVA RADON M DHV 2, orange/black/white, \$2,000 ono. Skyline Racer harness L, black/orange, EC, almost new, \$900. Ph: Ant 0412 271404; 02 42262226.

TASMANIA

COMPLETE SET-UP, suitable for beginner: Nova Syntak (M) DHV1-2, 10hrs use, in perfect order. New Evo harness (XL), with reserve. New Nova Lazer helmet (XL). New Uniden radio (UH-042+R). Used Digify VL10 vario. \$3,900. Contact: <Erik.Fitzgibbon@dfat.gov.au>.

Trikes & Equipment

NEW SOUTH WALES

AIRBORNE EDGE 582 T2-2365 Blue Top Wizard wing, 67hrs, immaculate cond, with radio, helmets, flying suits & custom trailer, \$19,000. Ph: John Parsonage 02 96245874 (w); 02 96296559 (h); <jparsonage@dermatech.com.au>.

WESTERN AUSTRALIA

AIRBORNE EDGE 503 T2-2799, Wizard wing II, 330hrs base, wing & prop approx. 40hrs, radio, comms, 2 helmets, VHF & UHF aerials, full covers, trailer with wing holder & 4 jerry can holders, GC, genuine sale, \$20,000. Ph: 08 95376204.

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

General

PARAGLIDER TESTING & REPAIRS

Comprehensive testing & repairs for all paragliders. Full written report. Harness repair & modifications. Certified Gradient Repair Centre. Parachute repacking. Orders taken from anywhere in Australia. Prompt turnaround. See full advert in HGFA Schools section (WA).

SELL OR BUY YOUR GEAR ONLINE FOR FREE

We have over 600 pilots per month buying & selling their used flight gear on our website [www.highadventure.com.au]. No mailing list, no commissions. Go to the Market Place link & join the other happy pilots that sell their gear on our website.

SPORT WINDSOCKS

Portable windsocks – self standing models available. Easy setup in two minutes. Sizes range from 90cm to 3.5m. Pivot kits available for permanent or portable mounting. Contact WINDWERKS for a fact sheet. Ph: 03 6352 3429, fax: 03 6352 3829, email: <windwerks@tassie.net.au>.

FIRST AID SURVIVAL KITS

Lightweight (470g) in zippered pouch. Ideal for microlights & ultralights as well as GA aircraft. Kit includes first aid instructions & survival hints, \$60 plus p&h. Ph: EMT Paraquip 02 49983376.

HGFA Schools

ACT/NEW SOUTH WALES



Learn to Fly in Canberra!

The Paragliding Capital of Australia and only three hours drive from Sydney. At Australian Paragliding Centre we fly all year round & are open seven days a week. Learn to fly in a friendly, caring environment with first class tuition & equipment.

- License & introductory courses
- Tandem flights
- Gift vouchers & group discounts
- Pilot Development Clinics for novice, intermediate & advanced pilots
- International flying tours
- Cross-country & towing tours
- Ozone, Airwave paragliders, harnesses, reserves, flying suits, GPS, UHF, EPIRBS
- Fly Products paramotor sales & tuition

**Contact: Peter Bowyer on
02 6226 8400**

<fly@paraglide.com.au>

Check out our new homepage!

[www.paraglide.com.au]

NEW SOUTH WALES

HIGH ADVENTURE Paragliding

Specialising In:

- * 1-day, Weekend, and up to 12-day Paragliding courses
- * Small Class Sizes
- * Learn both Coastal & Inland Flight Skills
- * Tandem Flights in Paragliding and Microlites
- * Australians Paragliding tour specialist
- * Paramotors, 2 Brands

**FLYING
SINCE
1978!**

4-Day Conversion Courses for Hangglider pilots!

Over 15 Flight Sites to choose from!

Buy the Finest European Products on the Market!
See Our Website Sales, "NO Fixed Prices"

We guarantee we have the best prices
on Paragliders and Accessories!

www.HighAdventureParagliding.com

(02) 6559 7177
or Mobile (0429) 844 961

NEW SOUTH WALES



- MT BORAH, MANILLA is the one of the top 10 flying sites in the world & has more flyable days than anywhere else in Australia. It has 4 large launches for nearly all wind directions & easy, safe top & bottom landings all around. Great ridge soaring & XC all in one place. HOST of the 2007 PARAGLIDING WORLD CHAMPIONSHIPS!
- YOUR CFI IS GODFREY WENNESS: The most experienced paraglider pilot in Australia. Over 5,400 hours airtime since 1988, World Record Holder – 335km (1998-2002), Longest Tandem Flight in the World – 223km (2000-03), Multiple National Records, National XC League Winner (inaugural 2001 & 2002), CFI, Instructor Examiner, Australian Team Member, Prototype Test Pilot, HGFA Safety & Ops Committee (PG), International Comps Organiser, & Owner of World Famous Mt Borah.
- NOVICE LICENCE COURSES: Our famous 9 day, live in, Novice Licence Courses, with genuine small class sizes (<6), go well beyond the minimum requirements & include thermalling, ridge soaring, safety manoeuvres & more. Over a week of the highest quality tuition by highly experienced pilots/instructors, using the latest techniques & equipment costs only \$1,320 (incl. accom.).
- THERMALING, XC & OTHER TUITION: We specialise in PG & offer personal one-on-one & group tuition in areas such as basic skills refresher, thermalling, cross-country, SIV safety clinics, & Intermediate, Advanced, Tandem, Motor & other ratings.
- HG TO PG ENDORSEMENTS: its easier than you think!
- ONLY QUALITY PRODUCTS FROM THE BEST BRANDS: Importer of Advance, Flytec, Hanwag and JDC. Stockist & service of all equipment, new & secondhand.
- CABINS & CAMPING ONSITE: Stay at Mt Borah – its nice & quiet! Cabins for just \$15p/n (\$100 p/w) & camping \$6 (\$35 p/w).

So come flying with Manilla Paragliding, where the person who shows you the mountain, owns the mountain!

Phone Godfrey Wenness on:

02 6785 6545 or fax: 02 6785 6546

email: <SkyGodfrey@aol.com>

"The Mountain", Manilla, NSW 2346.

BYRON AIRWAVES Hang Gliding School

- Lessons & full instruction available in Byron Bay.
- Over 25 years hang gliding experience with training all year round.
- Learn to fly safely & accurately with all skill levels catered for.

Phone Brian and Anne on

02 6629 0354 or 0427 615950,

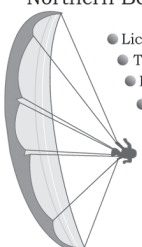
email: <byronair@optusnet.com.au>



Paragliding @ Sydney
Northern Beaches & Blue Mountains

- License and Introductory Courses
- Tandem Flights
- Inland Clinics/Progression Course
- Latest quality gear from Europe
- Glider test and Repair Service

**Contact Patrick Roser on
0412 109 752 or email
info@windworks.com.au**



Importer of:



www.windworks.com.au

NEW SOUTH WALES

Manilla Sky Ranch Aviation

**Hang Glider Aerotowing
Ultralight/Microlight
Gyrocopter**

Full or Part Time Courses/BFR/TIF
Aircraft Sales and Service

skyranch@gmx.net www.manillaskyranch.com

ph: 02/67697771

QUEENSLAND



RAINBOW PARAGLIDING APCO AUSTRALIA

Offering the full range
of APCO equipment

*APCO Aviation three years/250 hours warranty
for porosity. Gliders that are made to last unique
in the industry. Customer service and 100% satisfaction
guarantee.*

Test centre for APCO gliders [www.apcoaviation.com].

**APCO Australia and PWC winner
of the Serial Class 2000**

Established since 1996, Rainbow Paragliding is based on the Sunshine Coast and Hinterland. The school has access to 25 sites and holds a permit to operate in the Coolool National Park including Teewah and world famous Rainbow Beach. In the Sunshine State, we fly all year round, 60km cross-country flights have been achieved in winter!

FULL LICENCE COURSE – Strictly only four students per instructor, for quality personalised tuition at your own pace, between eight to 10 days.

REFRESHER COURSE – Groundhandling, top landing or asymmetric recovery techniques: Come learn with the experts.

INTERMEDIATE, ADVANCED, TANDEM OR PARAMOTOR ENDORSEMENT – We have the sites, the weather and the knowledge.

SALES AND SERVICES – New and second-hand, trade-in, maintenance and repairs.

YOUR INSTRUCTORS: Jean-Luc Lejaille, CFI and senior safety officer, paramotor pioneer (first licence issue in Australia), over 2,500 student days' experience, instructing since 1995.

Jean-Luc Lejaille CFI 45192

**Rainbow Paragliding – Apco Australia
PO BOX 227, Rainbow Beach 4581**

Ph: 07 5486 3048 – 0418 754 157

Email: <rainbow_flyer@hotmail.com>

[www.paraglidingrainbow]

VICTORIA



active air coaching

Enda Murphy, multiple Australian Champion is pleased to offer a new XC coaching clinic for all Australian Paragliding Pilots.

Announcing 2006 European Tour Dates!

Euro Tour 1: 27.08 – 09.09

Euro Tour 2: 09.09 – 22.09

For more info check out <www.activeaircoaching.com>



PARAGLIDING CENTRE

We are based in Bright, NE Victoria, widely renowned as Australia's best flying region. Bright has been host to numerous Australian & international competitions.

Feel confident that you are learning with the best, our CFI Fred Gungl (six times Australian Paragliding Champion) has been involved in paragliding since 1990 & instructing for over 10 years.

Courses

- Introductory & HGFA license course
- Thermal & XC clinics for all levels
- SIV courses
- Tow courses
- XC tandem flights
- Equipment Sales

We are now conducting SIV courses.
See website for details.

Test Centre for Paragliders

Looking for new glider & not sure which one to get? Do your research & narrow the choice down to three gliders. Let me know the make, model & sizes & I will endeavour to get them from the importers. Come to Bright & test fly the gliders in the same conditions. The only fair way to do a true comparison.

Demo Gliders

Glider	Size	Rec. t/o weight	DHV	Colour	Hours	Condition	Sell
Nova Mambo	L	100-130kg	1/2	Red	2	Excellent	\$4,000
Nova Pheron	S	76-95kg	1	Red	110	Good	\$1,200
Nova X-Act	XS	65-85kg	1	Red	120	Fair	\$850
Nova X-Ray	M	85-105kg	2	White	80	Fair	\$750

Dealer for all major glider manufacturers, Charly reserves, Insider helmets & various accessories.

Active Flight
Fred Gungl, ph: 0428 854455
www.activeflight.com.au



DYNAMIC FLIGHT
Hang Gliding School & Flight Park

Little over an hour from Melbourne
Australia's Largest School
Virtual Reality Hang Gliding Simulator
Introductory & Full Licence Courses
Tandem Introductory Flights
Ground & Aero Tow Endorsements
Cross Country Tours
Equipment Sales, Hire & Trade In



Ph/FAX: 03 53492845
email: dynamlc@netconnect.com.au
Rohan: 0409 678734 Paul: 0418 348948
Jim: 0417 366766 James: 0419 129234

DISCOVER THE FREEDOM !

VICTORIA

Alpine Paragliding

Bright Victoria



Intro and Full
Licensing Courses
Tandem Instructional
Flights
New & Used Gliders
Harnesses
BIOS Helmets
Radios
Varios
Garmin GPS
Reserves
Flight Suits
Flying Boots
Mystic Membership

NOVA



100 Gavan St Bright Vic 3741
03 57551753 - 0428 352048
www.alpineparagliding.com

WINGSPO RTS

- ♦ Paragliding & Hang Gliding Courses
- ♦ Coastal, Inland & Towing Courses
- ♦ Tandem & Cross-Country Tuition
- ♦ Accommodation Students & Visitors
- Fantastic Location for Pilots and Family

EDEL Australia

- ♦ Paraglider Sales/Distribution
- ♦ Accessories, Varios, Reserves



www.wingsports.com.au
hans@wingsports.com.au 0419 378 616
Apollo Bay VIC 3233 Fax: 03 5237 6486

SOUTH AUSTRALIA

Adelaide Airsports

Microlight Aircraft Specialist

All microlight flight training and endorsements available from beginner to instructor level and beyond.

Sales of new and used microlights, hang gliders, skyfloaters, powered hang gliders and all associated equipment.

CFI & EXAMINER – Larry Jones
Ph: 08 8556 8195 Fax: 08 8557 4113
Mobile: 0408 815 094
Email: <fly@airsports.com.au>
[www.airsports.com.au]

WESTERN AUSTRALIA

Australia Wide Services HGFA Approved Paraglider Testing & Repairs



- Comprehensive testing and repairs to all paragliders
- Fully equipped service and repair agents for:
Advance, Aerodyne, Airwave, Bio-Air, Gin, Gradient, Mac Para, Niviuk, Nova, Ozone, Paratech, Sky, UP
- Full written report
- Harness repair and modifications
- Certified Australasian Gradient Repair Centre
- Parachute repacking
- Orders taken from anywhere in Australia, New Zealand and Asia
- Prompt turnaround



PARAGLIDING
REPAIR
CENTRE

Paragliding Repair Centre
680 Traylen Road, Stoneville WA 6081
Office/Fax: 08 92952820, Mob: 0417 776550 Email:
<fly@waparagliding.com>
Web: [www.waparagliding.com]

Advertising – January 2006

Active Flight – Tycoon	33
Eco Watch	11
GFA Form 2	12
GFA TOST	23
Go Soaring	31
HGFA Sale	IBC
High Adventures	17
Lake Keepit Gliding Club	13
Microair Avionics	11
Moyes Delta Gliders	BC
OAMPS	13
Paragliding Headquarters – Gradient	45
Paragliding Repair Centre	7
Schempp-Hirth – Fibremites	21
Sportavia	BC
T&J Sailplane Services	IBC
Upside Down Airspace	31
Wild Turkey Adventures	35
Women With Wings	16

Major and minor repairs on FRP and metal gliders.
Tyres, tubes, wheels, brakes, perspex, seals, tapes,
Australian Agents for DG, LS and AMS Sailplanes

Two great gliders from DG and LS!



The **DG-808S Competition** has the widest wing loading range in its class. And with a max weight of 600kg it will handle the big days. The factory demonstrator will be in Australia this summer. Contact us for details.

The **LS10** continues to impress by winning or placing highly in every contest it has entered. And this was just the prototype! Production will commence soon. Contact us regarding delivery options.

HGFA/Soaring Australia apparel

20% Off

All T-Shirts,
fleecy jumpers,
vests, rash shirts
& beanies.

10% Off

Slouch & Peak Hats



Reduced

Limited Stock & Sizes
Get in quick!!

20% Off

2006 Calendars



E: office@hgfa.asn.au W: www.hgfa.asn.au P: 02 6559 2713 F: 02 6559 3830

For flying superiority the Litespeed S is hard to beat!

The Litespeed S series - built for optimum aerodynamic performance and superb handling. Choose from a range of carbon fibre options and Litespeed S size options designed to suit your flying needs.

Carbon Fibre Options

- o carbon fibre outer leading edges
- o carbon fibre leading edge inserts
- o carbon fibre batten sets
- o carbon fibre dive struts
- o carbon fibre high performance speed bar

Size Options

- o Litespeed S 3 50 - 60kg
- o Litespeed S 3.5 60 - 70kg
- o Litespeed S 4 68 - 78kg
- o Litespeed S 4.5 78 - 88kg
- o Litespeed S 5 88 - 98kg

MOYES LITESPEED S



MOYES
MOYES.COM.AU

For all service, parts, accessories and after sales support contact your nearest dealer or Moyes Direct -
Moyes Delta Gliders 1144 Botany Rd. Botany NSW 2019 Telephone 02 9316 4644 Facsimile 02 9316 8488 Email moyes@moyes.com.au



AUSTRALIA'S SPORT AVIATION CENTRE AND RESORT!



Sportavia. The largest fleet of privately owned high performance gliders in the world and now we teach ultralight as well.

GLIDING CALENDAR 05/06

- | | |
|---|------------|
| • Learn to Glide Training Week | All Season |
| • Out-landing Clinic | All Season |
| • Cross Country Training Clinic | All Season |
| • Sportavia National Fly In/Out
Fun weekend for all pilots run in
conjunction with Tocumwal town festival | 25 Feb 06 |

HANG GLIDING CALENDAR 05/06*

- | | | |
|--|---------------------------|----------------|
| • XC Tour | (Aerotow Moyes Dragonfly) | 10 - 18 Dec 05 |
| • Sportavia Top Gun Challenge | | 16 - 19 Jan 06 |
| • Sportavia International Hang Gliding Competition | | 21 - 28 Jan 06 |
| • XC Tour | (Aerotow Moyes Dragonfly) | 4 - 12 Mar 06 |
| • Intermediate Tour/Clinic | (Aerotow Moyes Dragonfly) | 1 - 9 Apr 06 |

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

For more information visit www.sportavia.com.au or contact Tove Heaney on 0419 681 212

Sportavia - Proud Sponsors of the Australian National Junior Gliding Team

Tocumwal NSW 2714 - Flatland Soaring Capital of Australia T- 03 5874 2063 F - 03 5874 2705 E - info@sportavia.com.au W - www.sportavia.com.au