



Soaring AUSTRALIA

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March 2006



Flying in
New Zealand



Doing it in
the Dunes

March 2006

- 1 GPS Tips
- 2 Travels with a Paraglider
- 4 2006 Multi-class National Championships
- 7 GFA News
- 8 Competing on the Kiwis' Home Turf
- 10 Doing it in the Dunes
- 12 Junior World Gliding Championships 2005
- 15 Sportavia Shootout
- 16 The Inaugural Australian Free Flight Festival
- 19 Letters to the Editors
- 20 Holy Flying Hangar Doors

- 22 GFA Life Membership Awarded
- 23 Master of the Wave
Nominations Sought for GFA Awards
- 24 Microlight Airspeed
- 26 South Australian Hang Gliding Championships
- 27 Soaring Calendar

- 28 Flying in New Zealand
- 31 Happened Recently on an Airfield
- 32 HGFA News
- 34 Paraglider Review: Swing Astral
- 36 Rooster One Day – Feather Duster the Next, Part 2
- 38 Code Yellow
- 39 Keith and the Golden Eagle = 100
Soaring Success
- 40 GFA Executive Officer's Report
- 42 Contact Addresses
- 44 HGFA General Manager's Report
- 45 GFA Badges & Certificates
Classifieds

Soaring AUSTRALIA



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

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

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

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

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

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

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GPS Tips

Daron Brinsdon (Article courtesy Airborn Magazine NZ)

BEING INVOLVED WITH COMPETITION COMMITTEES AND HAVING THE RESPONSIBILITY OF BEING A TECHNICAL DELEGATE WHO SCORES, I HAVE RECENTLY SEEN SOME TRAGIC MISTAKES IN SETTING UP A GPS PRIOR TO ATTENDING A COMP, WHICH CAN CAUSE PRECIOUS POINTS LOSS FOR A TASK. THE BELOW TIPS ARE SOME POINTS TO REMEMBER IF YOU WANT A STRESS FREE COMPETITION!

1. If you're thinking of buying a GPS, talk to comp pilots for their opinions and check local association or competition webpages for "approved lists" of GPS models. Approved lists show GPS models which are known to work with turnpoint and tracklog upload/download programs in use with your local competitions. The models with more memory provide more available time to record whilst flying and the ability to set closer time intervals between breadcrumbs. The advantage of this is the relatively shorter interval time between records, therefore taking less time to give "in sector" readings at a turnpoint whilst racing.
2. Make sure your batteries are charged! I suggest using good quality rechargeables (including spares) and recharging them every night during the comp. Having your GPS fail whilst on an epic flight can be gutting, and swapping batteries whilst battling thermals is hard work.
3. Turn up early at the first briefing if possible and get the entire waypoint list downloaded onto your GPS before leaving the comp HQ. I suggest backing up your GPS's previous waypoints onto a computer then erasing them from the GPS so there is no confusion about waypoint names when the task is posted.
4. Make sure you clear your tracklog before every launch! This makes it far easier for the technical delegate to score the flight at the end of the day. Remember, the technical delegate has probably had a big day in the air as well, and will be staring at a laptop screen for two hours each night whilst everyone else talks about their flights... (Note: some vario/altimeters with built-in GPS, like the Compeo and Competino, are able to separate their tracklogs automatically.)
5. If you are using a GPS that is not on the approved list, but is still useable for the comp, you MUST provide your own cable. It's not the responsibility of the technical delegate to provide the cable. If you provide a cable and it comes with a USB connection, you'll have to bring the drivers disk as well to install onto the scoring laptop.
6. Ensure the GPS is recording your tracklog. Garmin GPS's can be set to "simulator mode" as well as being able to be set to "not record tracklog". Check these settings are off and that you are actually recording something before launching.
7. Check the task board for the cylinder sizes of each of the turnpoints. If you can, set your proximity alarm on the GPS to warn you once you are inside (most cylinders are 400m, so setting the proximity alarm to 0.39km means you should be marked as being in there if your interval is around five to 10 seconds). If you miss a turnpoint, you will be scored only up to that turnpoint, even if it's just the first one.
8. Set the route correctly according to the task board. Make sure you have actually set your GPS to start navigating. If there are any tasks which have a route coming back to a previous turnpoint, the GPS might skip a turnpoint. Ensure you make all turnpoints whilst flying. If necessary, do a manual "goto" whilst in flight to step to the next turnpoint in the route.
9. Set the datum correctly on your GPS.
10. Set the measurements correctly for the GPS co-ordinates. If unsure, ask the technical delegate, competition organiser or one of the task committee.
11. If you have last used your GPS in another country you might have to wait for the GPS to reacquire. The GPS remembers where it last was, so if you last turned it on in the UK it will have to fully reacquire its position, which can take up to 20 minutes. On most of the Garmins (72 and up) you can use the map to choose where you are, which assists and speeds up the acquiring process.
12. Whether to set your GPS tracklog to wrap or stop when full is a personal preference. Best to make sure you have set the interval correctly for the memory usage.
13. When you have landed, immediately switch off your GPS. If you have set your GPS to wrap the tracklog and leave it on, there is a chance your start/beginning turnpoints will be wiped. DO NOT SAVE YOUR TRACKLOG. A saved tracklog cannot be read into the scoring program.
14. Hand in your GPS at the first available opportunity! Even if you don't think you did well, the overall scores for the day are reflected in the points available for the day. The more people who hand in their GPS's that have flown more than the bomb-out paddock, the better the points will be for everyone.
15. Mark your GPS so it's recognisable. Sometimes you'll need to leave your GPS with the technical delegate overnight for scoring. Most competitions issue stickers with your pilot number.
16. Setting fields on your GPS are a personal preference, but having distance to next turnpoint and distance to goal are handy ones to have up.
17. Get familiar with your GPS, even if it means taking it for a drive! Knowing how to navigate the menus naturally will help when you need to do just that in the air surrounded by 30 wings in the same thermal...

Bonus Tip:

Here's a link to a program which replaces the Garmin startup warning screen with a customisable screen, into which most people put their owner details: [www.milvang.no/gps/gpswarn_download.asp]. Use at your own risk.



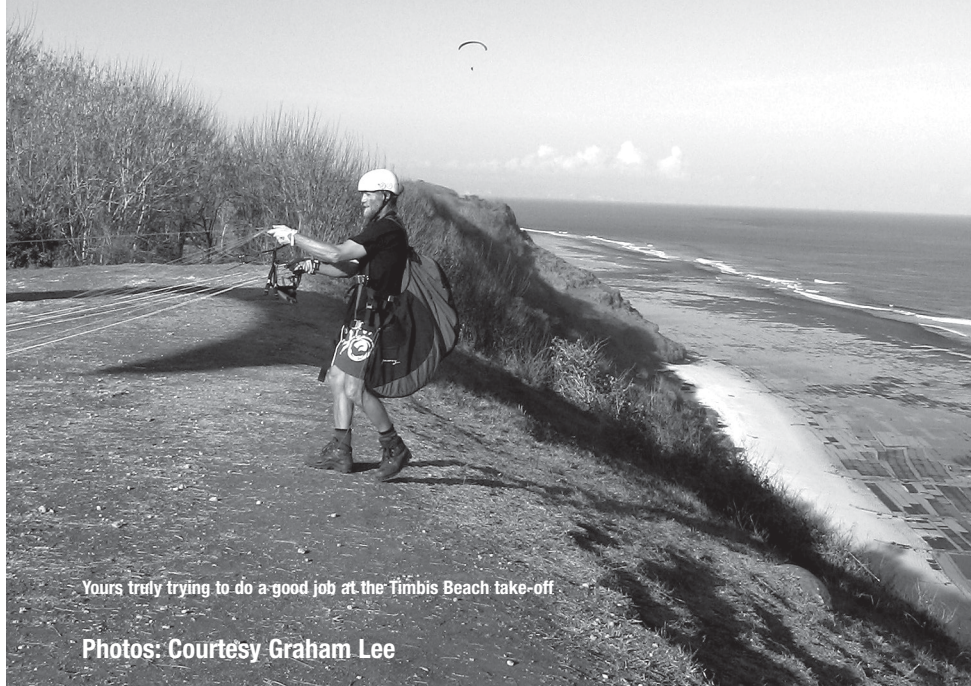
Travels with a Paraglider

Graham Lee

OKAY, I'VE BEEN LUCKY ENOUGH TO HAVE DONE

A LITTLE OF THIS BEFORE, SO BELIEVE ME

– YOU DON'T LEAVE HOME WITHOUT YOUR GLIDER!



Yours truly trying to do a good job at the Timbis Beach take-off

Photos: Courtesy Graham Lee

And there's not too much else you need, really. My travel packing list goes something like this:

Paraglider Essential

Harness Essential

Flying suit Quite a good idea, and you can wear it on other occasions, such as royal garden parties, etc.

Flying boots Necessary, and they can always travel on your feet to keep your luggage weight down. I also concede to a pair of thongs, otherwise known as "flip flops", being a good idea. In fact, there are places I've been where the locals recognise an Aussie by the footwear!

Reserve chute A necessary nuisance. Take it on as hand luggage if you're starting to exceed your weight limit.

Clothing Well, a case can be made for taking knickers, though going commando is an option as long as the harness doesn't get too painful.

Toothbrush Not absolutely essential, but it does help when meeting people.

Oh, and you'll probably notice that people do get a little excited if you rock up without your passport and visa – so put them on the list, too. (I've also received a few odd

looks from various border apparatchiks when instruments like radios, varios and GPS things fall out onto the customs desk...)

Next, before you go, troll through the internet. It's a magic way to locate people and places. It's pretty much my 100% experience that despite (or because of) the small total number of free-flyers in the world, they are seriously tech-savvy and welcoming of travellers.

So with that my wife and I were off! South Africa first. I've flown there before and Tristram, from Blue Sky Paragliding in Natal, was once again welcoming.

First stop was Beacon Hill, about 100km south of Durban. I'd tried to fly here previously, but at that time things in the area had been a little violent, so it was a no go zone. Now, with a degree of care and company, it is fine. The take-off is on the edge of a sugar cane covered plateau, looking out into a long, rugged and deep river valley heading back towards the Indian Ocean 35km away. Not the best place to get lost, as there are few roads other than tracks, but the bomb-out

about two kilometres below is fine and top landing is easy. It's a good flying site. Lift is easy to gain, and floating out over the edge above the valley gives instant height with amazing views down to the river way below and the scattered African villages across the little hills. On my first flight from Beacon Hill, two of us did land out in the bomb-out among the villages, and within minutes I had a giggling audience of dozens of little kids. Winter colds must have been doing the rounds to judge by the sniffing going on.

On another occasion a local pilot took me about 200km inland to a magical flying site called Bulwer Mountain. Wow! Acres of grassy take-off site, plenty of initial height and huge areas of potential bomb-outs stretching for many kilometres around. Obviously it is a favourite cross-country site, and getting up above the peak of the mountain at about 1,000ft above take-off gives a wonderful stepping point out to the country all around. We did an excellent day's worth of soaring in conditions too gentle to allow us to really get away from the hill. Again, the locals were very welcoming, and a local flying school proprietor was happy to assist and give clues. A nearby guesthouse come restaurant was rather neat, too!

Actually, driving home to the coast from Bulwer had its distinctly terrifying moments. Firstly, at least to me, an awful lot of South Africans suffer significant confusion between low flying supersonic aircraft and their own motor car. Certainly they seem to drive like the hammers of hell! Come to think of it, so do the French. Anyhow, evening closed in as we hurtled along a good secondary road homeward at 160km/h. My flying boots were busy implanting forensic evidence as imprints in the floor of the passenger seat. Over a hill we swooped – whoops – the car in front of us was only doing 120km... Right veer to overtake – no brakes! As we shot into the oncoming traffic lane around the slower vehicle, out in the dark beyond our headlights I saw a dim, blinking yellow light. Some idiot was rumbling along head-on towards us in the dark with only a blinking indicator for a headlight! Oh, my God. The imprints in the floor of the passenger seat got an extra couple of miles deeper, and my heart needs defibrillation just thinking about it!

There was a five week gap in my flying after leaving South Africa, as we wandered across wonderful Turkey. I had previously checked out Olu Deniz and Kas on the south Turkish coast. These are sites I ache to fly, but that still hasn't happened. This part of our trip was 'organised' through Turkey into Syria, Jordan and Egypt, and that meant no real opportunity to fly. In fact, we arrived in Kas just as the last tandems floated down to the beach from the mountains behind.

Kas is much like Olu Deniz, but according to the local pilots a lot less crowded. True, the main landing area seems a touch, um, interesting! Basically it is the yacht wharf. Substitute yacht masts for trees and you get an idea (sort of, whoops, who is that frigging in the rigging).

From Cairo we flew to Greece. Different story in more ways than one! Bankruptcy suddenly became a travel option... but flying first! Off to Thebes and Plateies, getting lost on the way, which is normal. We spent about four days based in the area. Once we met up with the local guys we had instant friends, and although the flying was never epic, the hill directly above the farmlands that once saw Greeks and Persians ripping each other's guts out is excellent. Behind the take-off the hill climbs a good couple of thousand feet up to a treed mountain escarpment, whilst in front, out over the battlefield, are horizons of cross-country routes and plenty of retrieve roads and thermic triggers.

Being rather pocket embarrassed, my wife and I found a beautiful little beach village (if I tell you it's called Agios Vasiliou, don't go and ruin it) where we simply dossed on the beach two nights. A magical place, with a nice little seafood restaurant just above our beach bed.

On the second evening, coming back from some site/sightseeing down the coast and without any planning, we came across a couple of paragliders flying down towards a beach at a place called Psatha. Great – off the road and we found their retrieve person just leaving take-off. I grabbed the glider, and although it was only an extended sleddie it was a great ride back to the beach. Being a pebble beach the landing was a surprise – noisy. Again, a site with great coastal potential along the ridges.

Generally we are only talking a radius of 200km from Athens within which the Greeks have these, and many more, great flying sites. One I would love to get to fly is at the name-sake of the olives, Kalamata, on the far south coast of the Peloponnese, near what used to be Sparta. Nothing of the old town there now.

Our last flying day ended slightly less well. I chickened out about beach camping for a third night, and we headed for a little hotel close to the Plateies bomb-out. Mistake! It would be a neat place with a little TLC and a serious blitz on the hoards – clouds, phalanxes – of mosquitoes, which struggle with each other for feeding space on every millimetre of skin. In the hot weather, and without either fan or airconditioning, it was impossible to take full cover beneath the sheets. In the end I took my sheet and lay on the cool concrete verandah so I could hide under the sheet. Not a good night, and expensive! Bugger!

March 2006

Then it was off to Bali, a wonderful place despite recent events. Lombok for the surfer is great, but flying-wise in the time we had, it had to be Timbis Beach on the cliffs between Nusa Dua and Uluwatu. I'm one of those excitable types, which often pans out as a total cock-up when it comes to ground handling a new site! You know the scenario; you may have been there! You and various para-coaches, punters, tandem passengers and para-hotshots! Always time for your best behaviour. Up goes the glider, run under the canopy, slide in the gravel, glider collapses and I'm on my red-faced butt in the dirt. Second try – same result! Third try, nearly again, but thanks to a timely push in the rear from my wife I got ahead of the drooping leading edge and into the air! I do hope the audience got over the very basic Anglo Saxon I was using and apologies to Basil. In fact, I do, periodically, get off first time. And in fact I managed to do just that on the other three – unaudience – days I flew the cliffs. On landing it took me a moment to get used to the idea that you don't fold up your own gear at Timbis. Enthusiastic and friendly locals do it for a small fee, and they do it well, so why not go with the flow? After nearly 10 years wishing to get there, I have finally flown over the Bali Cliffs swimming pool, and guess what? The bleeding place is closed for maintenance. Nonetheless, the cliffs are great fun, though not as high as I had expected. My ambition for my next visit is to get Ketut Manda (the local coach) to lead me off the mountain – Gunung Batur. Oh, yes, want a hair-raising experience in Bali? Try riding a hired motorbike between Kuta central and Timbis with a paraglider pack on your back in rush hour. Scary! Terribly, since we got back from Bali the bad guys have done it again. As they say in Bali, don't let



Flying out over the ancient battlefield at which the Persians were routed by the Greeks. The bomb-out below would have got you into very big trouble that day



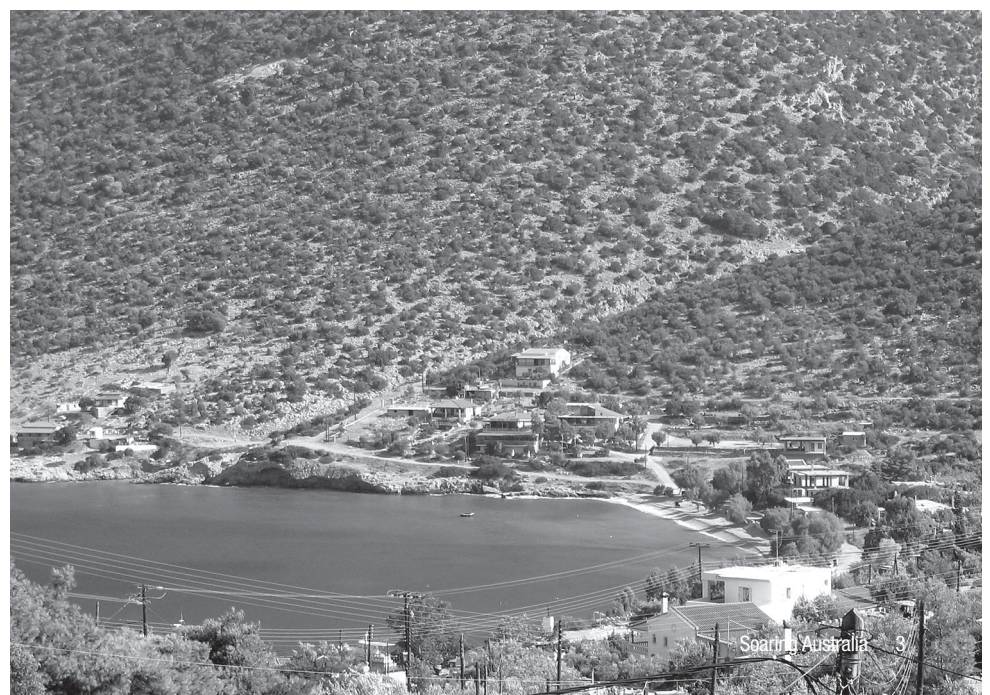
Flying towards the Greek beach resort at Psatha

the terrorists win, go back to Bali! Just avoid overcrowded places, I'd suggest.

And so, to save for the next trip! So many countries, so many great sites to fly. As I said, don't leave home without your glider!



Below: Our beach bed at Agios Vasiliou was in the far corner of this beautiful little bay



2006 Multi-class National Championships

Gawler, South Australia – 2 to 13 January

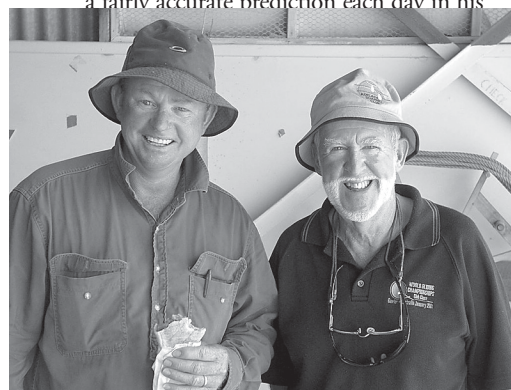
Ross McLean

IT WAS A LONG DRIVE TO GAWLER FOR SOME OF US, BUT IT WAS WORTH THE EFFORT BECAUSE WHEN IT'S GOOD, IT'S ABSOLUTELY BRILLIANT.

We had one day with 10kt on the averager all the way to 10,000ft. Consistent lift all day and no sea-breeze. Easily a 1,000km day if we weren't racing. Final glide was from 90km out. Boy we loved that one. Graham Parker won that day at 132km/h average speed.

Thanks to the presence of tropical cyclone Clare funnelling unusual conditions down into South Australia we also got some tough low days 3,000ft to 4,000ft with top speeds often only in the 70 to 80km/h range. Rough broken thermals that I swear were triangle-shaped! How we longed for those smooth fat round thermals with a core that you can centre.

Ever present in our minds each day on the way home was the famous Gawler sea-breeze. David Wilson was able to give us a fairly accurate prediction each day in his



Simon Holding and Aaron Stroop



The grid

comprehensive Met briefings, but it was a wise pilot that made sure they got to Kapunda Ridge before the day died else you will meet lots of friendly farmers, (most of us met a few). Simon Holding has that record though. Working hard to drive his Cirrus around the track each day, he managed to get home only occasionally. But in true Aussie style he didn't let that daunt his spirits, fronting up each day freshly rigged, smiling, and raring to go. Great effort mate, you earned the respect of everyone there.

The organisation of this competition was up there with the best. A dedicated hard working team of volunteers gave up their personal time and annual leave to put together a friendly, well run, well managed competition. On the grid a team of local junior pilots did an outstanding job running wings and tow ropes to get the fleet launched in record time. We all thank you. The Adelaide Soaring Club sports a separate bar, dining room, and barbecue together with a clubhouse and office. The dining room produced excellent meals and sandwiches each day, the clubhouse provided the daily briefing rooms and computers for downloading loggers and the bar had Penfolds Wines and Crown Lager! Can it get any better?

Scores for the day were usually posted before the end of the second Crown Lager. Impressive work from Sean Jorgenson-Day.

Prizes were generously donated by Penfolds Wines and through this sponsorship Michael Sommer and Graham Parker seemed to build up quite an impressive wine cellar over the course of the competition. Ah, if only they had drunk them each night the rest of us may have been able to get our hands on some of that lovely Penfolds' stuff too.

It was really pleasing to see the positive results of introducing handicaps into Multi-class racing a few years ago. This only started two Nationals ago at Gulgong then followed up brilliantly in Dalby. The 2006 Nationals at Gawler were a testament to that controversial but wise decision. The fleet included



Todd Sandercock

Cirrus, Pik 20s, and Ventus Bs. They competed head to head with LS8, Discus 2, Ventus 2CXT and DG808S. Guess what, the best pilots won.

Terry Cubley took out 15m Performance Class with a consistently strong performance in his LS3a from Graham Parker (ASW27) and Phil Ritchie (LS4). Tracey Tabart won 18m/Open in TT, a Ventus 2C with another demonstration of consistent flying, from Dion Weston (ASH25) and Lars Zehnder (Nimbus 4). Visiting pilots, Michael Sommer from Germany took out overall first place in 18m/Open in the DG808s and Mak Ichikawa from Japan came second outright in 15m Class flying an ASW27.

Now looking at the competition in a little more detail here is the tale of our daily trials.

Practice Day – 2 January:
15m and Open – AAT two hours, Blythe-Kapunda-Gawler, 287.3km

"Wow you should have been here last week, we flew a couple of 500km and 1,000km tasks!"

Well, not today. We flew out into a tough low day, maximum height around the mid-4,000s but mostly topping out around 3,000 and slow speeds all around. Good to get home but around one-third of the field chose to stop and talk to the local farmers.

Day 1 – 3 January:

15m – AAT two hours, Blythe-Eudunda-Gawler, 313.6km

Open – AAT two-and-a-half hours, Spalding-Eudunda-Gawler, 365.8km

Almost a carbon copy of yesterday but today the scores count. Low all the way around the task, rarely getting above 3,000ft indicated and very glad to be home. Slow speeds and about one-third landed out again.

4 January:

The day was cancelled on the grid.

Day 2 – 5 January:

15m – AAT three-and-a-half hours, Jamestown-Robertstown-Gawler, 41.1km

Open – AAT four hours, Peterborough-Mt Mary-Gawler, 522.6km

Still difficult conditions so another AAT was set and reduced to the 'B' Task on the grid.

This day had three distinctly different sets of conditions as we progressed north. The first one-third was "difficult" with weak lift and turbulent broken climbs to 3,000ft amsl, and required one to tiptoe out and tiptoe home. The middle sector was "interesting", with stronger more frequent thermals, still rough but now rising to 4,000ft amsl. It required a thoughtful but cautious approach to maintain height and a reasonable speed. The northernmost sector was outstanding by comparison with strong climbs all the way to a dizzying 5,000ft amsl

Day 3 – 6 January:

15m – AST, Hallett-Morgan-Gawler, 340.6km

Open – AST, Spalding-Waikerie-Gawler, 396.9km

Finally we had a day we could race and the field split into several small gaggles which worked together well and we all got home. Well, except for Simon, who met some new farming friends on the final leg, but he was getting the hang of all that by now.

The second leg from Hallett to Morgan was somewhat a test of character. Tasking over what could generously be described as "Donga", but is more accurately just remote, untracked, unlandable, desert wilderness, tested all of us who ventured cross it. No problem at 5,000 to 6,000ft but we were about 2,500ft agl for most of the way. We were all glad to see the beautiful Murray River and some strong climbs at Morgan. The final leg was fairly soft with the best technical pilots making the most of the conditions and winning the day.

Day 4 – 7 January:

15m – AAT four hours, Laura-White-Yarcowie-Gawler, 477.4km

March 2006

Open – AAT n/a, Melrose-Peterborough-Eudunda-Gawler, 559.3km

Another AAT but a good strong day. As usual, conditions were soft at the start but improved considerably as we flew further north. Good strong lift on the top sector but still with rough thermals that required strong concentration and effort to keep them centred. Personally, I had a great day today right up to the point that I got shot down about two-thirds of the way down the home stretch. That good old seabreeze huh! Met some nice farmers though and was glad to see my retrieve crew, (wife Laurie and Andrew Wright from the famous Terry Cubley swamp retrieve team).

Day 5 – 8 January:

15m – AST, Melrose-Orroroo-Gawler, 453km

Open – AST, Quorn-Carrieton-Gawler, 548.2km

Finally a boomer! What a day, Gawler was showing us what it can produce when it's good. Strong lift all the way from aerotow release to final glide.

Straight off tow into a six knot climb to 6,500ft which rapidly became 8,500ft shortly before the start gate opened. Cruising at 90 to 110kt with strong frequent thermals to over 9,000ft on task, this was a true racing day and everyone loved it. Top speeds were 132km/h average around the task and gave the good racing pilots the chance to show a clean pair of heels to the rest of us.

9 and 10 January:

Days cancelled.

It was too good to be true. Tropical cyclone Clare gave us a great day and then punished us with some unflyable weather to follow. The wineries did a brisk trade over these couple of days.

Day 6 – 11 January:

15m – AAT three hours, Koolunga-Eudunda-Gawler, 409.3km

Open – AAT three-and-a-half hours, Georgetown-Robertstown-Gawler, 442.8km

Now we were really struggling to get flyable weather and today was no exception so a short AAT was set with big circles. It was a particularly challenging day with broken thermals that were almost impossible to find a core. It felt like flying in a sea of bubbles, which it most probably was. Later in the day there was some streeting effect, both under clouds and, ...not under clouds. Basically, if you caught a street you ran with it but the clouds didn't necessarily work. Some clouds that looked quite promising just disappointed the hell out of you and yet others that looked no different worked a treat.



Michael Sommer



Swaantje Geyer



Briefing



Phil Ritchie and Mark Rowe



Sara Allen



Dion Weston and Aaron Stroop



Australian Open Class Champion Tracey Tabart



Pilots and their helpers



Australian 15m Champion Terry Cubley

15m Performance Class – First 10 overall results

No	CN	Pilot	Nat	Glider	Total
1	WVX	Terry Cubley	SA	LS3	6,069.9
2	CH	Makoto Ichikawa	JAPAN	ASW27	6,065.0
3	IT	Graham Parker	SA	ASW27	5,681.3
4	IZE	Phillip Ritchie	SA	LS4	5,586.5
5	36	Shinzo Takizawa	NSW	Discus 2	5,525.8
6	WUZ	Peter Temple	SA	DG-200	5,264.2
7	JS	Mark Rowe	ACT	LS6	5,217.3
8	HDL	Tobias Geiger	VIC	LS4A	5,183.1
9	77	John Nicholls	SA	Discus B	4,651.8
10	ZAE	David Wilson	VIC	ASW24	4,620.1

18m/Open Class – First five overall results

No	CN	Pilot	Nat	Glider	Total
1	83	Michael Sommer	GER	DG 808/18 600kg	6,658.5
2	TT	Tracey Tabart	VIC	Ventus 2CM	5,964.4
3	WA	Dion Weston	NSW	ASH25m 750kg	5,823.3
4	XY	Lars Zehnder	NSW	Nimbus 4	5,566.0
5	1W	Aaron Stroop	NSW	ASH25 750kg	5,439.7



It was difficult to get going and the day only improved marginally as we worked our way north. A slow and “character-building” day.

12 January:

Day cancelled on the grid.

Tasks A and B were set and even, valiantly, a task C was set on the grid but the sea-breeze won. Early launchers Tracey Tabart and Michael Sommer were able to work their way to the Kapunda ridge and got away for a day's free soaring but they were the only ones.

Day 7 – 13 January:

15m – AST, Hoyleton-Snowtown-Spalding-Gawler, 279.8km

Open – AST, Georgetown-Burra-Gawler, 306.9km

The final day of competition and a no-compromise speed task was set to separate the men from the boys. This it certainly did: one 15m glider outlanded before the start gate opened and suitably intimidated opted not to re-light, another, similarly inclined, abandoned the task part way down the first leg. One 18m ship outlanded two-thirds of the way down the first leg with an ASH25 outlanding (what?) some 170km to the north on the way home.

Once we had tiptoed out from Gawler as usual, the lift started to improve with consistent climbs to 3,500ft at three knots up to Hoyleton then strengthening to 4,500 to 5,000ft feet around Snowtown. The run to Spalding was good but then things went downhill rather quickly, or I should say uphill. The terrain rises sharply at the Clare Ridge just west of Spalding and our 5,000ft climbs became more like 1,500ft agl once we crossed the ridge and started to look for lift again.

The lift seemed to completely disappear with most gliders struggling to get home along the Clare Hills. It was low and slow all the way home with a slow final glide from only around 40km out. There were a few low saves and a number of loggers zapped by thermalling too close to a Telstra Mobile tower (!). We were glad to be home and yes, another one of those “character-building” days at Gawler.

TASMAN TROPHY

These Nationals were also host to a competition within a competition, the Tasman Trophy. Alternately, New Zealand and Australia host a pilot to their respective Nationals.

This year's battle was closely fought out between David Conway (AUS) and Terry Jones (NZ). Both pilots flew Ventus Bs in 15m Performance Class and seemed to be



Peter Temple

taking it politely in turns to each outland on alternate days. Eventually David Conway proved victorious, rudely not outlanding on his appointed day. Well done David, your Nation is proud of you for wresting the trophy away from those pesky Kiwis.

Terry Jones held up the Kiwi honour, not only by being a thoroughly nice bloke, but with his determined and skilled flying in some tough conditions that couldn't be more different from his home flying in ridge and wave lift at Omarama where he happily punts his beautiful LS8 around the skies.

Terry comments: *“A great opportunity to visit from New Zealand and have everything laid on by the local Adelaide Soaring Club. It was a great learning experience to fly in the blue thermals with Australia's top glider pilots, and a demonstration of how important thermal selection and centring is.*

All the club members were most supportive and offered their help and loan of equipment. I was also most impressed with the professionalism and standard of equipment at the Adelaide Soaring Club.

I felt quite at home with the competition as it was run under similar rules to New Zealand, even the pilots' meeting had similar discussion topics and arguments. In all a great experience to fly in Australia, my thanks to GFA for making it possible.”

A pleasure, Terry, hope to see you in Omarama one day soon, (got to get that Diamond Height).

The soaring was hard work but it was at all times a worthy challenge and provided involving flying which constantly tested all our skills. The Adelaide Soaring Club did an outstanding job at hosting the competition and I thoroughly recommend soaring from this excellent and challenging site. It was good to get around the task and home each day (almost), with that exhilaration which only comes from meeting a strong challenge. And, after all, as I was reminded after one trying day, it is The Nationals.



GFA Airworthiness Directive

GFA AD-633 – Issue 1

Types affected: LS6, LS6a, LS6b

Subject: Extension of service life to 12,000 hours.

2006 Australian National FAI Club Class Gliding Championships

Benalla – 16 to 27 January

Results – first 10 places

Pos	Name	Glider type	Total
1	Tom Gilbert	Std Libelle	7,180.4
2	Bruce Taylor	ASW22 BE	7,106.1
3	Terry Cubley	LS 3	7,043.1
4	Peter Temple	DG 200	6,931.7
5	Scott Lennon	Std Libelle	6,930.6
6	Tobi Geiger	LS 4A	6,924.3
7	Hank Kauffman	ASW20B	6,895.4
8	Lisa Trotter	ASW20	6,890.7
9	Martyn Wells	Discus	6,725.6
10	Peter Buskens	ASW24e	6,694.9

Long-time GFA Member Sent to the Antarctic

It's rumoured that the previous President of Southern Downs Aero and Soaring Club, Ivor Harris, is again attempting to set up the most southern soaring club in the Southern Hemisphere.

This is most probably not true as he has again been appointed Commander of an Australian Antarctic Base, this time at Mawson.

Ivor and his team will be down there for 10 months or, in some cases, more. Ivor is well known in the soaring community and he would all appreciate an email or two, especially items regarding soaring.

I'm readers would wish him all the best. Knowing Ivor, he might just start a soaring club.

GFA National Record Claims

Open Class

Pilot: Gerrit Kurstjens
Glider: Nimbus 4T
Registration: VH-YVW
Date: 27 January 2006
Take-off place: Narromine
Performance: 500km out and return 151.51km/h

Record claimed: Australian Open Class, 500km Out and Return speed

Pilot: Gerrit Kurstjens
Glider: Nimbus 4T
Registration: VH-YVW
Date: 28 January 2006
Take-off place: Narromine
Performance: 500km triangle 156.96km/h

Record claimed: Australian Open Class 500km Triangle speed

18m Class

Pilot: John Buchanan
Glider: Ventus 2 cx 18m
Registration: VH-ZBB
Date: 27 January 2006
Take-off place: Narromine
Performance: 500km out and return 146.32km/h

Record claimed: Australian 18m Class, 500km Out and Return speed

Pilot: John Buchanan
Glider: Ventus 2 cx 18m
Registration: VH-ZBB
Date: 28 January 2006
Take off place: Narromine
Performance: 500km triangle 152.27km/h
Record claimed: Australian 18m Class 500km Triangle speed

FAI BADGE NEWS

Application Forms

A reminder that application forms for all badge flights, Official Observer, Sporting Licences, along with price lists, are available on the GFA website [www.gfa.org.au].

Loggers

The list of approved loggers and approved barographs is available on the FAI website [www.fai.org].

Silver C Flights

Silver C distance is a flight in which one section of the flight is more than 50km. The flight may be flown in a configuration and it is not necessary for either a remote start or a landing from the place of take-off.

1,000km Flights

A bonanza of 1,000km flights took place in January 2006.

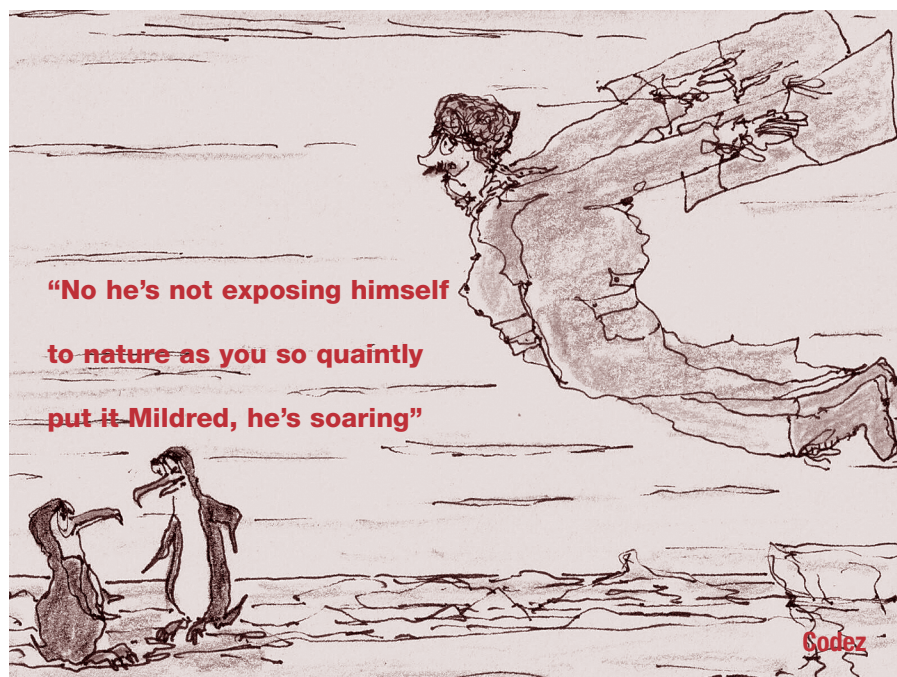
Tocumwal: Grant Heaney (Australia) flew a declared 1,000km.

Narromine: Tomas Suchanek (Czech Republic) flew 1,056km.

Corowa: Lubor Kuvik (Slovak) flew a declared 1,000km out-and-return at 122km/h, William Kubovnik and Pavel Rychtaric (Slovak) flew a declared 1,000km FAI triangle at 125km/h, Andreas Nies and Alex Ciliox (Germany) flew a 1,000km FAI triangle with the Duo Discus, Ruedi Herzog (Switzerland) flew a 1,050km triangle, Otto Dumke (Germany) flew a 1,045km polygon, Hansi Lange (Germany) flew a 1,020km polygon, Herbert Dressler (Germany) flew a 1,005km polygon, Manfred Karsten (Germany) flew 1,015km polygon, Berry Fennis (The Netherlands) and Peter Zander (Germany) both flew 1,040km.

Congratulations to all pilots.

Beryl Hartley



COMPETING ON THE KIWIS' HOME TURF

– the New Zealand Paragliding Nationals 2006

Brandon O'Donnell

PEER PRESSURE... DURING CONVERSATIONS WITH A BUNCH OF KIWIS AT THE CANUNGRA CUP ABOUT FLYING IN NEW ZEALAND, THE LURE OF CROSSING THE TASMAN TO COMPETE IN THE NEW ZEALAND PARAGLIDING NATIONALS BECAME MORE ATTRACTIVE, WITH TALK OF CRUISEY MOUNTAIN FLYING, HIGH CLOUDBASES, PRISTINE LAKES AND THE OCCASIONAL SWEDISH BACKPACKER! MY FLIGHTS WERE BOOKED THAT AFTERNOON.

Having spent the majority of my flying career in the mountains of Canungra, I arrived at Wanaka via bus looking out and up at these mountains like a gecko on a windowpane... they were huge!

Briefing that evening calmed the nerves a little, as a few familiar Aussie faces appeared in the form of JJ, Kevin, Sharon and Crannie.

JJ summed up my feelings with, *"Have you seen the size of these hills!"* "Uh huh," I replied, as I took another sip of my bourbon and coke.

The first two days were not flyable due to strong wind. With many activities at your fingertips in this region, someone mentioned going for a leisurely mountainbike ride around one of the local tracks. Sounds good to me.

I thought... big mistake. Four hours later we returned after going up and down mountain tracks with multiple river crossings. Suffice to say, I could hardly move the next day... let alone sit down!

Monday's briefing revealed an air of anticipation amongst the 51 competitors as the organisers sent us up to Treble Cone launch. We arrived to see the clouds drifting from the back of the hill at about 20km an hour. *"Surely they're not going to send us off the hill,"* I muttered to JJ. He shook his head in disbelief as pilots set their gear up and the task committee began writing up the task! Hmm... flying leese... kind of contradicts everything I was ever taught? The locals assured me it was a common occurrence. With that I was content to watch as the window opened for an 85km race to goal. Seeing that the gliders weren't being thrown around too much, I suited up, clipped in and launched.

Flying in this area is quite technical and unnerving at times, trying to figure out which direction the wind is coming from as you traverse valleys and deal with valley winds, lake breezes and general wind... then throw in 2,000m rock faces and bullet thermals...



Pilots thermal in front of Treble Cone launch

Left: En-route towards the next turnpoint

Photos: Brandon O'Donnell

brings a whole new definition to “active flying”! Once you get high though, the view is absolutely breathtaking! The day turned into an epic, with four pilots over-flying goal and flying more than 100km, and a tandem pilot setting a new New Zealand cross-country record!

The weather in this area does have the ability to change very rapidly. Waking up to fully overcast and raining conditions (any site in Oz would have been canned then and there) the organisers decided to re-brief at the bomb-out at 11am. JJ decided there was no chance and made plans for a glacial walk. Arriving at the bomb-out, cloudbase was below launch, but the locals were still giving the day an optimistic chance. They sent us up the hill, and conditions were very slowly improving. The task committee set a 45km task deep into the mountains with four turnpoints to keep us honest. I then jumped on the phone and frantically tried to contact JJ to tell him we were flying. Light conditions saw pilots scratching quite close to the mountain, but as the day went on and glimpses of sunlight hit raw shale rock faces, some blistering punchy thermals up to 9m/s kept even the most experienced pilot on their toes. Every now and then I managed to take in some of the most stunning scenery I have ever seen. Nine pilots made goal. After arriving in goal (walked) I spotted JJ. I thought, great, he got my message and flew! Only to find out he had just finished his glacial walk. I couldn't help but tell him of the awesome flight he had passed up on. In true JJ form he just shrugged his shoulders and muttered something about going to a pub?

During the week, four days were flyable with only two tasks being valid (both scoring 1,000 points) and two other tasks failing NZ validity criteria.

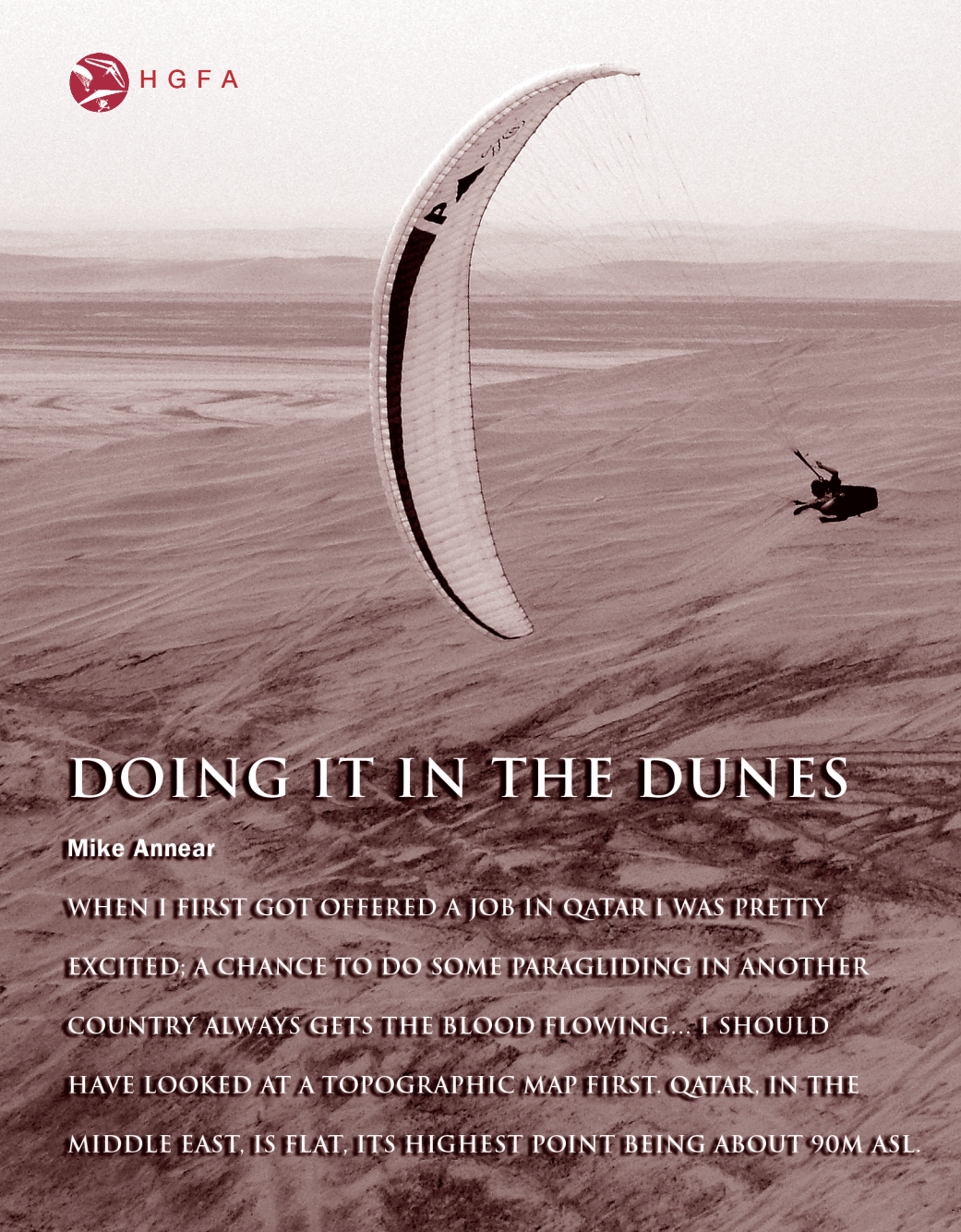
Presentation was awash with prizes and trophies. Angus Taper (NZ) was the overall winner, with Abe Laguna (USA) second and Grant Middendorf (NZ) third. Top female pilot was Harmony Gaw (NZ). The organisational committee, with the support of local pilots, made the experience of participating in the New Zealand Nationals truly memorable despite the few days of inclement weather.



Approaching Wanaka during Task One



Strategy required when negotiating the lakes



DOING IT IN THE DUNES

Mike Annear

WHEN I FIRST GOT OFFERED A JOB IN QATAR I WAS PRETTY EXCITED; A CHANCE TO DO SOME PARAGLIDING IN ANOTHER COUNTRY ALWAYS GETS THE BLOOD FLOWING... I SHOULD HAVE LOOKED AT A TOPOGRAPHIC MAP FIRST. QATAR, IN THE MIDDLE EAST, IS FLAT, ITS HIGHEST POINT BEING ABOUT 90M ASL.

I arrived in the capital city, Doha, and went about my job as a 3D designer for the 2006 Asian Games, creating an animated 3D “virtual rehearsal” of the opening and closing ceremonies. I work for the same guys who did the Sydney and Athens Olympic shows. About 300 of us are now working here in Qatar.

My glider arrived a few days after me, and it wasn't until a day or so after that that I started to hear mixed stories about the legalities and logistics of paragliding in the Middle East. Apparently, it was now “tolerated”. There had been incidents resulting in glider confiscation, but not recently.

A colleague organised a “Desert Day”



Mark Anning boating around behind his winch

Photo: Mark Anning

Left: Bernard Lacroix enjoying the strong conditions

— a trip down toward the Saudi border in two 4WDs. It was in the late afternoon, as the summertime midday temperature is well over 50°C.

This is where I got my first view of Qatar's desert sand dunes... absolutely amazing.

However, Qatar wasn't to be my first desert sand dune flying experience. Answering a forum post, someone sent me the name of an Aussie living in Abu Dhabi, who owned a winch and loved to fly every chance he got. I rang Mark Anning, and booked a flight to Abu Dhabi, about an hour's jet time from Doha.

Mark and his wife Soraya picked me up at the airport, and after a quick bite to eat, Mark and I headed south toward the Oman border, winch in tow on a trailer.

We got some great flying in over the next two days, both dune launching and some towing. I was blown away by the view from the top of the tow line!

Mark would have to be one of the safest and better prepared pilots I have ever flown with. He pointed out that paragliding can be a dangerous sport at the best of times, but add to that the fact that out here you really are in the middle of nowhere, with no organised rescue services, and the whole situation



Photos: Mike Annear

The desert sands in Qatar

can get pretty serious if things go pear-shaped. I had always heard that brake drum type winches were not very good, but this one of Mark's, made in South Africa, was a joy to use, with nice smooth tows.

Camping in the desert was a great experience. Mark knew how much I was missing pork based food (Qatar is a Muslim country), so he threw a mountain of pork ribs onto the BBQ.

After two days in the desert we headed north, with a quick trip up the vertical rock wall that is Al Ain. It rises sharply out of the surrounding desert, topped by a hotel and a local sheik's palace. It has been flown, apparently, but requires special permission and perfect conditions.

We went out to dinner that night at the Corniche (waterfront) and I flew back to Qatar the next day. I was very impressed with Abu Dhabi, and with Mark and Soraya's hospitality making for a wonderful holiday.

Weeks went passed, with a quick trip to South Africa breaking the monotony of day to day life on the Arabian peninsula.

Mark had told me that he knew of two paraglider pilots who were moving from Abu Dhabi to Doha, and after a little ringing around I managed to catch up with one of them, Pakistani pilot, Ahsan. The other pilot, a Canadian by the name of Dean, also arrived in Doha after a flying trip in India. Along with Spanish pilot, Lewis, and Belgium pilot, Bernard, we have all since managed to get some nice flying in on the huge inland dunes.

There does seem to be a catch to flying in Qatar. The south-east wind you need for flying the steep side of the dunes is in summer... when day time temperatures soar to 50 to 55°C. When it's cool enough to venture out into the desert, the wind is generally north-west (over the back, still soarable, but you have to find the right dunes out of many thousands to choose from).

I am pretty sure that with the huge numbers of ex-pats in the country (80% of the population!), and the growing acceptance of "aviation sports" in the Middle East, Qatar will become a great paragliding destination.



Mike's view of Lewis cruising along the ridge

March 2006



Mike Annear launching down the back of a dune
Photo: All

Background: Mark Anning soaring in the Abu Dhabi desert



Ahsan Niaz preparing to launch



High over the desert near the Oman Border



Lewis showing a local how it's done

Junior World Gliding Championships 2005

TWO MONTHS OF PARADISE!

Adam Woolley

AFTER THREE MONTHS AND 75 HOURS OF WEEKEND TEAM FLYING PRACTICE WITH MY TEAM MATE DAVID McMANUS, A FEW THOUSAND HARD-EARNED AUSSIE DOLLARS, 16,000KM AND 21 HOURS' FLIGHT TIME LATER, DAVE AND I LANDED IN THE WORLD OF THE GREAT BRITS. FULL OF ANTICIPATION, WE QUICKLY SHOT OFF TO BICESTER TO LEARN ABOUT THE INTENSE AIRSPACE, THE SMALL FIELDS AND THE LOCAL CONDITIONS. WE BELIEVE THIS GAVE US A HEAD START ON OTHER TEAMS ARRIVING JUST BEFORE THE MAIN EVENT STARTED: THE FIRST DAY OF THE JUNIOR WORLD GLIDING CHAMPIONSHIPS 2005, HUSBANDS BOSWORTH – UK.

After performing the great art of grid squatting since 1200, we finally launched at 1445 into a forever-changing sky. Many of the teams blasted off, running a street roughly 50-degrees south of track. Dave and I were about to start, but sight an upwind street forming. We decided to hang back and restart. Getting lower and lower, later and later, we finally got a climb to base. I couldn't believe it: it's 1550 on the first competition day with hints that it could shut down early. The sky looked wet with cu's



Adam, focused and ready to roll



Adam and Dave at a morning's task briefing

at 3,000ft and not much sun on the ground – murky as they say over there. My heart was thumping, racing even – 'here – we – go' I said as we crossed the line on day one! We departed for Earith under a nicely-formed soggy-looking street; shortly after we were joined by the young Brits in the first climbs and they were soon on their way. Dave and I, not so game, decided to hang on in one-and-a-half knots to get higher. We later found that they managed to find three knots and held that new distance on us to the end. After the turn, conditions improved and we're well on our way back, but 35km from home things were starting to look softer and marginal final glides were becoming the norm. Dave and I pinned our hopes on a small village 15km out and climbed to a 60kt final glide. A day that we went out to get within 100 points off the lead; accomplished.

Day 2, a smashing looking sky: four to five knots to 5,000ft, a beaut Aussie looking day. Team Aus, as with every day at the Worlds, started wingtip-to-wingtip across the line. This particular day we lined up a good-looking energy line on track, and were soon on our way, pushing hard for that elusive big climb. Unfortunately it never came: the locals stayed high and crossed this apparently well-known area of softer air. We soon found ourselves low, 35km from home with a number of others. We could feel our speed plummet, 20 to 25km/h for the day I would guess. Clouds became secondary as we tried to locate hotspots to get us away. "Dump some water, climb, climb." Dave got a small bubble and went skyward, soon pushing on, as discussed, to find us a better thermal. After some time, the so-called thermal built



Team Aus trailers and gliders, looking north

into four knots and quickly put our racing boots back on. After the extreme low spot, we were running with confidence and slowly pulling back on others. The sky then decided to pack itself in and made the rest of the journey slow, but we were high (well, for a time, anyway). Every now and then we'd get in contact with Mark Parker, but every decision point, going our own ways. By the last turn, we managed to pull 10km on Mark while the sky was spelling gloom and doom ahead. Dave and I decided on a route back home in the dying sky, and went for it. Somehow Parker managed to pull 20km back on his team mates in moments to finish home fast with the pack. If only we had known to wait for him! We received 450 points, but thankfully we got back – just.

Day 3, and the Brits took great delight at briefing in screening a weather map showing a large depression over the centre of Aus – due to losing the cricket and 450 points the previous day. We answered back in the best possible way. After a planned late start, with conditions predicted to go all day long, three to four knots to 5,000ft again – we decided to have some fun! On the first leg to Oxford East, Dave and I caught the Brits and decided to hang on for dear life. Unfor-

Photos: Courtesy Adam Woolley

unately, Dave missed a crucial climb. As we'd practiced in Kingaroy, I was able to pull him back 21km hard and fast by the second turn, Worcester. The Finnish team soon joined us, and the three teams formed a very fast moving gaggle. Ten to 15km from the turn, the Brits, Finns and us all made different decisions but met 40km down track later on. We hit a soft patch and slowed down accordingly, the Brits left first and the Aussies hung back before making the 18km dash to the next climb, the same place at the same time. Dave the 'Legend', sighted a street out to the east which curved back towards the control point; the Brits went for the big clouds on track. The street paid off and we had a great time sprinting for home in close proximity! Sixth and seventh for us that day – great fun!

Our team of one manager, three crew and a couple of pilots worked extremely well together, as one. We all had a great time and loved the atmosphere. This was Dave's and my biggest Championships to date, and we both agreed that we'd never been so relaxed. I put that down to such awesome support crew at the Worlds, and from everyone's tremendous support from here in Australia. The organisation was superb, I think they got the balance of fun and seriousness about right – congrats ladies and gentleman.

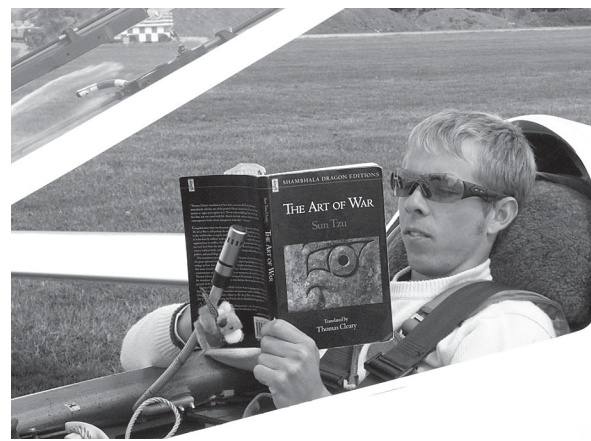
My favourite flight would have to be the day we spent in the blue. There were plenty of haze caps when in the right sun, and by just cruising on track at 80kt, you were sure to hit a climb sooner or later. Dave and I chose to start early due to the threat of a sea-breeze. A very slow leg to the north, we had visions of the whole fleet overtaking us, and I think they had. We hit a nice climb over the turn before heading south to Bedford, Dave and I flew closely and confidently in the blue, gliding, gliding, gliding until we were quite low, thankfully getting away from a good size town in a couple of knots. Then we ran into trouble; my radio packed it in and was only able to receive. Luckily, we had decided on a set of codes of 'clicks' to get us by. Turning the second turn, I got a ripper of a run in some good air, but unable to pass it on to Dave, I could only press on. Dave said that he could see my next couple of climbs after that, so then decided it would be best if we flew our own race on that one day.

I ran south of track via some villages, getting lower again, so I decided to chicken out and run for a gaggle. About a minute later, I looked back to where I had come from and saw a huge haze dome street running right down a valley into the third turn. I backed my judgment and went back to my original glide. Picking up 32km at an L/D of 72:1! The winning move of the day

March 2006

I think. Turning the third, I got a small climb to a safe working height, I caught up with the first of the Club Class lads. There were plenty of thermal markers out ahead, noting the WinPilot it was a case of gaggle munching after that! Just enough height then, and I was running to a well known thermal trigger, Didcot power station. Once there I was rewarded with a four knot climb. Then – chaos! My PDA failed and so I had no WinPilot for the remaining 120km in heavy airspace territory. Keep it cool, Adam! I managed to get it all back together and flew the rest of the flight via a M.A.P. and (unfamiliar) GPS2. Running along nicely, I picked up the lead Club Class gaggle and get onto final glide home, where my legendary crew, Max Kirschner, thought I'd received a top result for the day. Second place – 957points! I was delighted, and was now only one place off my new goal for the comp: 15th.

On the last day I managed to get to that, by 57 points. A very memorable Championships: I've certainly taken a lot home from this tremendous opportunity. I just can't wait to see how I measure up against you senior lot in Aus now – and if I can beat my father for once! The weather was so diverse and interesting in the UK, plenty of gear chang-



Dave, reading up on the 'Art of War'



The Australian Junior World Gliding Championships team of Paul Mander, Adam Woolley, Max Kirschner, Charlie l'Anson, David McManus, with New Zealanders Luke and Russ



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Team Manager's Position

The International Team Selection Committee is seeking applications for the position of Team Manager/Coach

of the Australian Team for the Junior World Gliding Championships to be held in Rieti, Italy, during 2007.

A Pre-worlds contest, called SpaghettiGlide, is to be held in the coming northern summer. Details of that contest can be found by following the links on the GFA website or on [www.wgciet.it/spaghettilglide/index.asp].

The pilots who will represent us in that contest are yet to be selected, but that process will be completed in the next few weeks so as to enable participation in SpaghettiGlide.

There is no GFA funding budgeted for any forthcoming Pre-world contests, but selected pilots are encouraged to attend where possible, as are team managers.

Those interested in this challenging and rewarding position should contact Paul Mander, 0417 447974 or <paul@mander.net.au>.



ing, sometimes blasting along, other times 'hanging 10' for the weather to change up track. In Aus it's fun, but very much cruise on, pull up, thermal away and repeat – all at 90 to 110kt! The atmosphere around the UK clubs and comps was awesome – no flies, lots of green grass and plenty of ladies!

I certainly wouldn't have had as much fun as I did without some key people and hundreds of supporters here in Aus. My team mate, Dave, we've done it mate – the first Aussie team ever sent to an international event to successfully team fly for the whole comp! I certainly enjoyed all our time together and the many laughs.

Our Manager, Paul Mander: You're a big kid mate! You did a terrific job of getting us to the Junior Worlds, keeping us on the go and semi out of trouble! Max Kirschner, thanks for being the most unreal crew I could've imagined, and for keeping me

relaxed and focused at all times. Our mate, Charlie, Charlie, Charlie, the feel-good man and crew chief for Dave was wonderful.

Thanks for the thousands of good times that happened while we were over there – I won't forget it for years. Luke/Rus/Kiwi, thanks for running around for us on the ground – see you in NZ sometime. And of course we certainly wouldn't have been able to be as competitive as we were without the generous usage of Derek Westwood and Ron Davidson's LS-8 (D4), and Clive Bruce's LS-8 (P8) – thank-you!



Sub-Note: Adam plans to share the five most important things that he learnt and thinks were/are crucial to success in competitions in a later edition of Soaring Australia. Also a general overview on the Junior Worlds, and the competition scene over there is to come.

The Aussie Junior World team that represented Australia proudly, would like to express its biggest thanks to the below companies and people for their superb sponsorship of an event that won't be forgotten for a very long time! Help support those who supported the Aussie Junior World Team.



Sportavia.com.au became a major sponsor months before Dave and I

were due to leave for the UK. If you're keen to out-do yourself, set some records, fly some big flights, enjoy a holiday with your mates, then Sportavia is a great place to Soar!



Thanks must go to the **Gliding Federation of Australia** for its sponsorship of the Junior World Team. Not only did

they help us out at the actual worlds, but also at pre-competition in the UK which helped us immensely. Thanks from all the team!

Gliding Queensland was also a major sponsor of the team. After running the Queensland Easter Competition 2005, Ralph Henderson announced that half the profits would go to the team, and the other half to Queensland juniors in general – Thank you!



If you're looking to enhance your business with a sleek and vibrant new design logo,

website or shirts for the next gliding comp – then I can highly recommend the excellent quality work that Kath at **katabatic.com.au** can produce. Thanks for making us look as 'one' over there! Thanks to Al Sim of **gosoaring.com.au** for printing the Aussie team shirts for us,



great quality! Check out Al's website

for most of your soaring needs.

NSW State Gliding Championships, 2004: All I can say is 'wow'; thanks very much for your very generous support of the team and in particular the three anonymous donors! I look forward to coming to your comps in the near future.

Waikerie Club Class Nationals, thanks to all that helped me out while competing, especially with getting into the spirit of the '\$2 fines' system, and the Club Class committee for their sponsorship.

Paul Matthews, thank you for allowing me to fly your LS-8 (LG) in JoeyGlide '04, and at the Gulgong Australian Squad Coaching Week. The time I spent in your '8' was a huge help when I was in the UK. Thanks!

Another thank-you must go out to all who put in a small donation towards Dave and I at the Worlds. It was very much appreciated. The juniors are now off to a flying start here in Aus now. I know that the current run of enthusiasm in the junior scene is always building and strengthening thanks to all the support we receive from everyone.

Thank you!



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:

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- For internet payments, deposit into:
BSB: 013-442 Account No: 304729562

A) DOCUMENTATION REQUEST

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- ☐ Please send me a change of registered operator document

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Registration marks VH –

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Name

Address

State.....Postcode

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130 Wirraway Road, Essendon Airport VIC 3041
Email: <Airworthiness@gfa.org.au>

Fax: 03 9379 5519

SPORTAVIA SHOOTOUT

28 November to 10 December 2005

Jo Pocklington

SPORTAVIA HOSTED ANOTHER GREAT COMPETITION AT TOCUMWAL FOR THEIR FOURTH SHOOTOUT. TONY AND I HAVE BEEN AT EACH AND HAVE ENJOYED GOOD COMPETITION FLYING AND MEETING UP WITH INTERNATIONAL AND AUSTRALIAN FRIENDS IN A VERY FRIENDLY ATMOSPHERE.

The rules give most points for distance followed by speed, so there are very good possibilities for distance flying in a competition environment. The glider is scored, not the pilot, so several pilots can compete in the one glider. There is no handicapping. All classes can compete in the Shootout and there are gliders for hire on site.

Using AATs combined with many out-landing options, the Shootout provides low stress racing. Comprehensive weather briefings and ground staff who help get gliders out of the hangar, off the ground and back in each day makes Sportavia an easy place to fly. Many flights of 800km plus are achieved with heights around 10,000ft. Badge declarations, flights and claims can be processed.

Competitors in 2005 included François-René Peraldi from France, and Jari Julin and Hannu Korhonen from Finland. Jari has been flying gliders for 32 years and has been on the podium with the Finnish Gliding Championships several times. Jari won the Shootout in 2003. Hannu has flown since 1968 and was the 1991 Finnish Champion in 15m Class; he now flies for fun. Hannu constructed the Pik 20 in the early 1970s. Ingo and Judy Renner shared a Discus. Terry Bellair from Bendigo Club competed in his second Shootout in his DG400. Terry started gliding in 1962 and then stopped for the next 40 years while he raced dinghies; he started gliding again about five years ago.

With the scoring system of dropping the two worst days, the final day became a close battle between Jari/Hannu on 6,515 points; Tony Tabart on 6,478 points; Peter/Harry on 6,318 points and Judy/Ingo on 6,278 points.

The 2005 Shootout was won by local farmer Peter Reid who shared his Ash 26E with Harry Wondergem from Holland. Peter has been flying at Sportavia for 15 years and this was Harry's third visit to Tocumwal. Defending champion for the second time, Tony Tabart, was only three points behind the winners. Tony missed the first day of the comp, but was able to drop his zero score under the rules. Tracey Tabart wasn't able to compete this year.

The two-week Sportavia Shootout follows Narromine Cup Week. Entry fee is \$195 which includes hangar space.

As well as flying with pilots from all over the world, Sportavia is a great site for partners and families. There's a pool surrounded by grass and trees, a restaurant and a bar. Tocumwal is a pretty town on the banks of the Murray River, with beautiful swimming holes. Some of Australian's best wineries are nearby as well as large towns and attractions such as Echuca. We love being there!

More information: [www.sportavia.com.au].



Photos: Joe Pocklington

From top to bottom:

Terry Bellair from Bendigo Club competed in his second Shootout in his DG400

Tony Tabart

Ingo Renner

Competitors in 2005 included François-René Peraldi from France

Hannu Korhonen was the 1991 Finnish Champion in 15m Class – Hannu constructed the Pik 20 in the early 1970s



THE INAUGURAL AUSTRALIAN FREE FLIGHT FESTIVAL BRIGHT, VICTORIA

Peter Bolton

THE FIRST AUSTRALIAN FREE FLIGHT FESTIVAL WENT OFF WITH A BANG. AFTER WHAT SEEMED LIKE MONTHS OF BAD WEATHER, THE SUN SHONE DOWN ON THE EVENT AND STRONG WINDS CALMED.

What made this event so special was the combination of both hang gliding and paragliding under the one umbrella. The Australian Free Flight Festival challenged both classes in both accuracy and open cross-country distance using the HOLC (DHV On-line Contest Rules) scoring system. As the name would suggest, the event was also as much a festival as a competition, including allied events with European/Alpine themes such as a fancy dress fly-in (as a fundraiser after the comp).

The four day event was organised by Bright local, and pilot of both disciplines, Carol Binder, along with Heather Mull as Competition Director. I'd heard what a great

job these two had done at the previous year's Bogong Cup and how much local sponsorship and support they had drummed up. For an inaugural event the sponsorship was excellent – \$2,000 prize money and many prizes and giveaways totalling around \$3,000. The event also attracted much publicity, with sponsorship from local radio stations, two television networks and endless website hits. The amount of work and commitment involved in doing this should not be underestimated, especially with sports as unpredictable as hang gliding and paragliding (not to mention their participants).

The festival outlined two parallel competitions: accuracy (spot landing) each morning



Comp Director Heather Mull gives a commentary as the day unfolds
Photos: Oliver Barthelmes



Pilots got up early each morning to have a go at the spot – the \$2,000 incentive helped
Photo: Oliver Barthelmes
16 Soaring Australia



Corinna Scwieggershausen gets painted
Photos: Oliver Barthelmes

Left: Oliver Barthelmes over Bright
Photo: Carol Binder

and open cross-country distance each afternoon for both classes (or in a nut shell, four competitions in one).

With luck, it was launchable at Mystic Hill everyday, making it easy for those taking part in both accuracy and open distance. With temperatures around 35°C each day, it became a competition of endurance until a rest afternoon (due to strong winds) came through on day three. As this was New Year's Day, no one complained too much...

Those who took part in both competitions had to be well organised with getting up the hill twice in the same day. The event was pretty laid back and relaxed, with pilots able to use easier gliders for the accuracy and their stealth fighters for the distance component. I noticed that, in particular for the hang gliders, a good strategy was to fly a floater in the spot landing and a topless in the cross-country.

The great thing with the HOLC rules was that there was no need to set or declare a task, or even fly around pre-determined turnpoints. The scoring system used software such as Compe-GPS or MaxPunkte, which analysed the pilot's tracklog then calculated the maximum amount of points available from it. A formula awarded higher numbers of points per kilometre for triangles than for open distance, etc. Compe-GPS also recognised dogleg tasks. I don't recall anyone being awarded an out and return flight, but there were several of the maximum-scoring FAI triangles (though I was not sure if the pilots were aware of this whilst flying).

Even though the scoring system was a bit of a "no brainer", the potential existed for some clever thinking and forward planning for those who could devise and memorise triangles of minimum side length 28%, then fly them. In this format, we were only racing the sun, and, in general, retrieve dis-

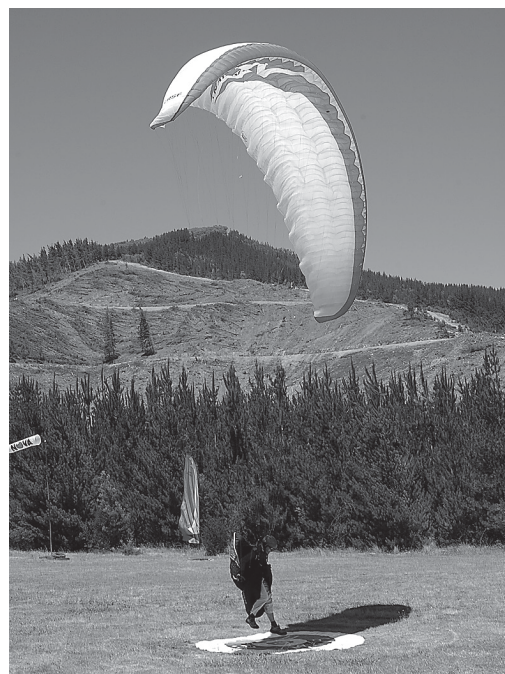


Comp Organiser, Carol Binder
Photo: Oliver Barthelmes

tances were minimised. Pilots were also able to bomb, then start again as many times as they liked. This was a great introduction for new pilots entering competition flying without having their egos hurt. In addition, if you saw the opportunity to fly to somewhere scenic (eg, the high Alps) you could do this at the time and get scored for it too. Quite a few flights were achieved to local ski resorts, something never really done in the higher level tasked competitions, with the paraglider open distance champion winning after landing on the Mt Hotham ski resort summit.

Many overseas pilots entered the event with fun on their minds, and as a good way to train for upcoming competitions. These pilots included top seed Oliver Barthelmes (world number 6), Davis Straub (Mr Oz Report himself) and many others from USA, UK, Japan, etc.

Presentation night was a screamer in an old historic hall (1903) in Wandiligong. A great selection of extreme sport DVDs were projected onto a huge screen, set to some great heart-pounding music. Also shown was some of the (positive!) media coverage obtained by the event, which even hit some main headlines on national TV... not common for Australia. Main sponsors, the Alpine and Star Hotels, were in attendance



Australian PG champion Craig Collins show's how it's done Photo: Oliver Barthelmes



Everyone got in on the fun

Photo: Oliver Barthelmes



Looking down on the Mystic landing zone
Below: Harrietville valley

Photos: Peter Bolton



Around \$3,500 worth of donated goods and vouchers were up for auction for the AFFF fundraising
Photo: Oliver Barthelmes



Looking towards Bright from Clearspot

Photo: Peter Bolton



Not a bad spot to camp...

Photo: Peter Bolton



Michelle Baptist

Below: Local radio Edge FM hosts a broadcast from the landing field

Photos: Oliver Barthelmes



Olli over Bogong

Photo: Oliver Barthelmes



Fairies Lisa and Monica

Photo: Oliver Barthelmes

to rehydrate pilots after the long and hot final day, and were so taken by all the hard work and enthusiasm of the pilots they've doubled their money for next year's event! This should take place, like this year's event, straddling New Years Day.

If all this wasn't enough, an after comp "fundraiser" was held the very next day, in aid of the local club who want to build a shelter, toilets, etc at the Mystic bomb-out paddock. This event was a Masquerade, along the lines of the well known European St Hilaire fancy dress fly-in-disguise, and was another great opportunity to attract more media attention. The day proved to be too windy for the paragliders to launch, and by the time I came in to land the auction was well under way, taking away from my fame

and bad taste costume. Well over a thousand dollars was raised...

Overall, I'd say it was the type of event we could do with more of – a great amount of fun content, both aerial and socialising. The opportunity was also there for some challenging Alpine flying. Admittedly, good weather helped, but Mystic proved consistent – flyable every day, even when moderate south-west winds were forecast and when it was 45C in the flatlands! A big thanks to Carol and the organising team – let's hope next year is just as good!

For more about this competition see [www.xcflight.com].

Results and other local info is available at [www.alpineinfotech.com.au/AFFF2005/index1024.htm].



RESULTS

ACCURACY – HANG GLIDING		T1	T2	T3	T4	TOTAL
1	Phil Schroder	40	27	95	54	216
2	Tony Kenney	34	34	95	54	217
3	Oliver Barthelmes	66	66	10	95	237
4	Scott Barrett	54	40	95	61	250
5	Kevin Carter	95	95	45	45	280

ACCURACY – PARAGLIDING		T1	T2	T3	TOTAL
1	Brian Webb	27	40	54	121
2	Patricia McCarthy-Henry	61	95	34	190
3	Kari Castle	95	54	66	215
4	Melanie Van Ree	27	95	95	217
5	Malcolm Marker	95	95	45	235

XC OVERALL – HANG GLIDING		T1	T2	T3	TOTAL
1	Oliver Barthelmes	141.60	164.50	218.20	524.30
2	Scott Barrett	190.60	101.00	188.80	480.40
3	Phil Schroder	182.40	94.75	81.08	358.23
4	Corinna Schwiegershausen	41.24	99.82	183.30	324.36
5	Sam Prest	42.56	146.30	68.55	257.41

XC OVERALL – PARAGLIDING		T1	T2	T3	TOTAL
1	Garrett Verway	33.93	70.01	46.77	150.71
2	Geoff Wong	38.11	37.16	43.01	118.28
3	Brian Webb	40.23	31.85	45.29	117.37
4	Johan Liliehook	19.21	34.21	52.56	105.98
5	Antje Daehler	37.39	25.67	40.44	103.50

Letters to the Editors



Attention to Detail

Just wanted to say how thankful I am to Richard Lockhart and Suzy Gneist for their prompt correspondence and attention to detail in relation to the articles I have submitted recently (Glory Days Parts 1 and 2, 12/05 and 1/06 issues). It means a lot to me to have my memories published with care.

Simon Plint

Why Do People Fly?

This is a response to John Jackson's call of "speak up..." regarding the need and value of having cheaper lower performance gliders in the club's fleet – Soaring Australia 1/06.

The answer to the original question raised in 1992 was, is, and probably always will be – basically and ultimately we glide for pleasure!

However, partially due to the imposition of the collective mindset, the drive for performance and competition flights have overshadowed the original aim of pleasure to an almost forgotten state. This is not to be taken wrongly. Many pilot, as I do, appreciate high performance flying. Merely I write this to lift the pleasure aspect to a more noticeable height for re-discovery.

Indeed, great pleasure and satisfaction can be experienced by soaring only five to 10km from home port. Just look at the landing smiles of pilots before they are bitten by the competition flying bug.

John's ideal of a self-launching ultra-light, ultra-cheap pleasure glider is great. It could be made with modern building methods, coupled with the evolved design concepts, resulting in an appreciable performance pleasure craft. It need not have a thousand plus dollars worth of bubble canopy, just a bent piece of acrylic for windscreen in front of an open top cabin, flying struts, and so on.

He urges manufacturers to take notice of all this. In case they do not listen, I call on any would-be entrepreneur to consider the unrealised possibility. The idea certainly would develop into a world market, especially since the ageing of glider pilots is also a worldwide phenomenon.

For an older pilot, his 500km cross-country flight is a pleasant memory like the once much-loved mistress whom time has left behind while he still seeks pleasure in life.

I guess the whole project could be started with only a couple of 10k dollars and the emerging fiscal needs could come from shares of a public company. Even I could contribute to it by developing my old idea of a small diameter high efficiency propeller.

To encourage initiatives, I finish by repeating John's call – "Like-minded pilots
March 2006

speak up," in order so this view may also become collective mindset.

Albin Gaspar Mullner

Inspired by the letter of John Jackson (SA, 1/06)

Kindly permit me to add a few words as well.

After three summers of gliding I can see two main streams of activity: one concerned with performance flying and the other concerned with nostalgia.

I have nothing but admiration towards the two, I just wish there was some sort of activity in between the two, more suitable to myself. I am interested in just being up there: a thermal at Benalla is the same as the thermal at Lake Keepit; the landscape from certain height is nearly the same everywhere; the technique to keep you up likewise, as are the rules. The means of getting up there are, however, messy and progressively more expensive. The tugs seem to be on their last legs, as are the basic gliders, the IS-28s and the Blaniks. The new power-assisted gliders are expensive and lean towards the high performance end.

What I would be interested in is a basic two-seater (with easy conversion to a single-seater) with an engine that could propel two people up at the rate of one knot. Performance should be a bit better than that suggested by John Jackson, maybe 25-30:1.

The airplane itself should be as simple as possible, easily transportable (a bi-plane to reduce the wingspan?), and simple to fly. In other words, a new way of thinking to be employed.

The engine should be quiet, unobtrusive, safe and simple to operate. What I have in mind is some sort of turbine, powered by, say, a motorcycle engine, with exhaust through an opening at the end of the fuselage, and the intake partly through perforations in the wings, to assist the aerodynamics. I regard availability of such a power-plant as a necessary first step towards development of such an airplane.

While not having knowledge to design, nor means to finance development of such power plant I, through my company, am able to develop the electrical system for such a plant. Anyone wishing to start a discussion can contact me via <cdpl@ozemail.com.au>.

Charles Hatvani, GCV

Investment of GFA funds

The January GFA Executive Officer report advises of a review of financial strategy and for planned member input.

One aspect of the GFA financial statements which has interested me for many years, is not the level of funds held, which

stand at about \$1 million, but in the way they are invested. For as long as I can remember these substantial funds have been placed in fixed interest deposits.

Safe you might say, but is this in the GFA's best interests? I ask you, if your superannuation fund manager or investment adviser left your assets in fixed interest, would you be happy? I very much doubt it. You would want your idle funds to be doing very much better than that.

There are basically three places to invest funds held on a long-term basis – fixed interest, shares or property. Of these possibilities shares have done the best over an extended period. As an example, the Australian share price index has increased over 500% since 1985 which means that the value of shares invested over a broad spectrum could be expected to increase in value by this amount. Compare this with assets held as a fixed interest investment. Based on CPI price movements, \$100 20 years ago would be worth about \$45 now as every year inflation takes its toll. But you might ask, can't share prices fall and severely erode the value of an investment? Certainly, but the biggest drop last century was at the time of the Great Depression of 1930. The Australian share price index dropped from its peak by about 30% but recovered this in less than three years and resumed its upward trend.

Had the GFA invested in rock solid industrial shares on a year by year basis rather than leave it in fixed deposits, a rough calculation of their current value would be about \$4 million and there would be an annual dividend income of about \$250,000 excluding imputation credits which may not be realisable. As an example, Commonwealth Bank shares would be about as safe and conservative investment as you could make. Ten years ago they were selling for about \$10 and the annual dividend was 76 Cents. Currently they are worth around \$40 and the annual dividend is \$1.97 excluding imputation credits.

Am I suggesting that the GFA immediately invest its \$1 million in Australian shares? Most certainly not. That would be a very big risk. However, a change of investment policy is worth some thought.

These notes are not meant to be a reflection on any current members of the GFA executive who, after all, have only been following process set in place years ago. The philosophy of GFA investments goes beyond just how they are held. Having a considerable amount just sitting there probably earning about six percent, half of which is eaten up by inflation, seems rather a pity.

Harry Medlicott

HOLY FLYING HANGAR DOORS

John Duffy

THE WIND STRENGTH STARTED PICKING UP. LOOKING OUT OF THE BYRON BAY GLIDING CLUB CLUBHOUSE WINDOW ONE PLEASANT JULY AFTERNOON LAST YEAR, I NOTICED AN OMINOUS-LOOKING SQUALL LINE APPROACHING TYAGERAH AIRFIELD FROM THE NORTH-WEST. JOHN WITHAM, OUR TREASURER, AND I WERE DOING SOME RENOVATIONS INSIDE THE CLUBHOUSE, WHICH IS ATTACHED TO THE SIDE OF THE HANGAR, WHILE IAN 'MACCA' MCPHEE WAS FIDDLING ON SOME PROJECT OR THE OTHER WITHIN THE HANGAR.

Our Dimona H6SDD was parked in front of the western side of the hangar, which had the doors on that side open. Inside was a Grob 109A, FFN, an almost completed Jabiru-engined B Falke, XJX (nearly completed after only three plus years!) and some hangar tenants.



The club's other hangar contained a B Falke 1700, GLC, and a Falke 2000, YHB, Ian's latest baby, plus a few ultralight tenants. There is also a privately-owned SF27, a Libelle and a Bergfalke 4 kept in trailers and used infrequently.

Our club is situated less than one kilometre from the coast, just north of Byron Bay, and we have found motor gliders to be a great compromise for these coastal conditions (also agreeable to aging backs!) enabling us greater flexibility to sample the differing types of flying available locally, quite apart from the wonderful scenic vistas available along the coast and the hinterland.

There is gently thermal soaring to about 4,000ft in light off-shore or south-easterly winds, ridge soaring in fresh seabreezes along approximately 10km of Coorabel ridge, which is about three kilometres behind the strip with heights of 600ft to 1,400ft available, depending on wind strength and direction, snippets of wave during winter in strong north-northwesterly winds around the Mt Warning area where there has been a couple of flights to 12,000ft with the goodwill of the Brisbane ATC, plus the opportunity to fly inland for better thermal conditions. The relatively new Summerland club at Casino, about 50 to 60km inland as the crow flies, experiences good flying around Casino, Lismore and Kyogle most of the year, sometimes with heights of over 8,000ft in summer.

With the squall line approaching rapidly we hastened to push ZZZD into the hangar. Meanwhile, the wind gusts were increasing in severity and all sorts of bits and pieces started blowing out of the open doors. Ian and John raced to shut the doors from each end whilst I attempted to grab some of the loose-flying objects tumbling about in front of the hangar.

John was pushing the door adjacent to where I was when I heard him yell. I looked

up to see the door flying towards me. I tried to fend it off with both hands and fell over backwards in the process, whilst having momentary visions of being soundly squashed! However, just before the door fell fully flat, the wind caught it and slewed it sideways off the both of us.

Lying on the ground I was momentarily stunned! I asked if John was okay, he replied, "Yes, but what's next?" Almost at the same instant the middle two doors on the other side of the hangar blew out. All the doors on this side were attached with security chains across their centres. Consequently these two doors bounced back into the hangar interior, and one was left hanging precariously over the nose of the Grob, held only by the security chain on each side.

We shut the remaining doors then raced to the other side and put some padding on the Grob's nose. I don't know what we hoped to achieve, but it seemed better than doing nothing. The two chains appeared to be holding.

Within a few minutes the wind dropped and the squall had passed, the whole incident lasting only about 10 minutes or so. Ian was running about yelling, "At least the planes haven't been damaged!" John and I 'gently' reminded him of how fortunate it was that no person had been injured also. He replied, "Well I saw you both get up after the door blew off you so I didn't worry about you!" Well, at least we know where Macca's priorities lay!

Looking at the photos we took just afterwards it would appear that the leading edge of the door may have landed on the overturned garbage bin, which allowed the wind gust to get under it and take it sideways. You can be lucky I guess! I have since heard stories of how some people have been seriously injured in incidents similar to this.

We realised that we would need assistance to replace the doors without damaging

the Grob, so we decided to ring the NSW State Emergency Service. Not having the number, we rang directory assistance who initially said that they had never heard of them! With a bit of prompting they came up with a number in Bellingen, near Coffs Harbour, over 250km away. We assured them there was a local Byron or Mullumbimby branch and eventually got through.

Commendably, the SES turned up within 15 minutes and four members helped us to remove and reinstate the doors onto their tracks. They assured us that it was all part of the service and not to hesitate to call if we had another problem. We are truly fortunate to have this service available in times of emergency.

This wasn't the first time that a door had blown off this hangar, though the other instance was not as dramatic as this. We have two identical 24 by 15m hangars, built about eight to 10 years ago. They both have six doors on each side. The whole weight of each door is taken on two metal, wheeled carriages, while the top is held in place with a length of threaded rod in a metal guide at each corner.

The only difference between the two hangars is that the doors on this one appear

to be too short and were lifted by metal box sectioned spacers between the wheel carriage and the C section frame. This possibly supplied additional leverage to the bottom C frame that was secured only by two end bolts and the metal skin, perhaps allowing it to twist sideways, dropping the door slightly and lessening the wheel's grip on the track, which is inverted angle iron.

In addition, the spacers had never been rust-proofed internally and some had weakened and distorted. Bolts used to secure the carriages to the frame were only zincalume and some had rusted to nearly one-third of their thickness. A poor choice of materials for the coast and a lack of periodic maintenance on our part.

The threaded rod at the top had nothing at its end to stop it pulling out of the metal guide. With a span of 24m, the roof most likely lifted in the gust. A combination of all these things then allowed the rod to come out of the guide – instant flying door!

We contacted the company that had built the hangars and asked them to replace the rusted spacers and bolts, gusset the door corners to reduce frame twist and to replace the threaded rod with another capped at the end to prevent it being pulled out of the



Dimonas over the Bay

guide. It was even suggested by others that some clubs have tie-down or anchor points at the centre of the hangar span so that a suitable chain or cable could be dropped from the roof truss to prevent it lifting. The company eventually completed these repairs using plastic blocks as spacers.

In summary, if a squall seems imminent, try to make sure the hangar is shut before it strikes, carry out regular maintenance and rust checks, ensure that the doors are not able to be too easily detached from the door frame and, above all, know when to duck the next time a hangar door takes to the air as they have the glide ratio and the impact potential of a flying brick!



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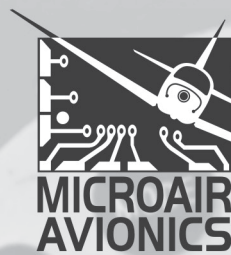
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Geoff Horwood is presented with his GFA Life Membership at a SAGA meeting held at Adelaide Soaring Club, Gawler SA by GFA Vice-president David Conway

GFA LIFE MEMBERSHIP AWARDED TO GEOFF HORWOOD OAM

GEOFF HORWOOD, OAM, HAS BEEN AWARDED LIFE MEMBERSHIP OF THE GLIDING FEDERATION OF AUSTRALIA. THE AWARD WAS PRESENTED AT A SAGA MEETING HELD AT ADELAIDE SOARING CLUB, GAWLER, SA.

In early 1954 Geoff made his first glider flight, with the late Brian Creer, in the Adelaide Soaring Club's Munn Falcon from a paddock near Blyth.

Hearing that he was an RAAF WW2 pilot, a group in Pt Pirie asked if he'd help start a gliding club.

A few flights at Gawler and a couple with Harry Schneider in the prototype ES52 saw Geoff on aerotow with Harry in the Pt Pirie Club's new (ES52) acquisition in the middle of July 1954.

With a dozen glider flights under his belt, 20 or so students under his feet and being the only instructor to boot Geoff had to learn a lot fast. Through the great help of too many to mention, he gradually progressed. Geoff attended all instructor and airworthiness courses, soon becoming a Senior Gliding Instructor.

Pirie club became a syndicate and Geoff was soon seconded by a group at Pt Augusta to form a club there. Again, a lone instructor, with a large student force! Living in Pt Pirie made his job somewhat challenging! His work transferred Geoff to Naracoorte just as he completed Assistant Instructor training for two, but he was able to keep the club going under a close weekly reporting system.

At Naracoorte Geoff soon found himself at the helm of starting another club. Keith Gliding Club was born. Thankfully an Assistant Instructor was occasionally to hand. Another great team.

In 1965 Geoff transferred to Pt Augusta, where he lived for 10 years. Holding a Private Pilot Licence he helped the club with aerotowing in March 1972 and then went on to training and endorsing tow pilots. His work with the Port August Gliding Club resulted in the awarding of Honorary Life Membership of that club.

Geoff finally moved to Adelaide and took out membership of Waikerie Gliding Club where he towed and instructed from December 1975 until 2004. He is a club past president.

Geoff restarted Scout Gliding at Blanchetown, whilst with the Waikerie club and simultaneously set up the Australian Air League Gliding Club there. This operated for 10 years after which he then set up the Blanchetown Gliding Club at the Scout airfield. The AAL finished the training of many good pilots at Waikerie. Geoff introduced over 3,000 Scouts to gliding over 19 years. He is a life member of BGC.

For family reasons Geoff had to leave WGC. He sold his Falke and handed over the Blanchetown Scout operations to G Marsh and C Turner in 2004. Geoff was awarded the third highest Scout award (Silver Koala).

ACHIEVEMENTS

GFA A Certificate 6/5/54; B 13/6/54; C 12/9/54.

FAI Silver Badge No 41

Gold Badge No 22

Diamond Goal 15/2/60 (an unofficial distance record in the late Fred Hoinville's (TG3a)

Diamond Distance 24/1/71 (in my own built HP14)

POSITIONS HELD

GFA; RTO/Ops SA; Airworthiness Inspector (the last 40 years)

Convenor World Pilots Selection Committee; National Gliding School (Level 3) Instructor since NGS inception

SAGA; President, Vice-President; Councillor to GFA; Staffed Instructor and Airworthiness courses; a regular SAGA meeting attendee for 50 or so years.

Owned six gliders (including two Falkes); flew his first Nationals at Gawler in 1961 and his last at Waikerie in 1984; missed very few State regattas.

For service to gliding received a Medal in the Order of Australia and the Hoinville Award.

Daughters Kaye and Marilyn soloed on their 15th birthdays, Marilyn was the youngest in Australia at that time. She attained Silver Badge and served 25 years in aviation flying training.

Currently a member of Air Force Cadets Gliding Club and Adelaide Soaring Club as instructor and tow pilot.

Amassed 6,000 gliding hours (4,800 instructing) and 2,000 hours of power flying



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MASTER OF THE WAVE by Terry Delore (with Rod Drew)

Published by Delore Enterprises, Christchurch, NZ (12/2005).

Reviewed by Dr Rick Agnew

It was just a matter of time before some of Terry Delore's story was put into one book. With the assistance of sports journalist, Rod Drew, this book is extremely readable and, I have to say, amusing and at the same time – informative.

The well-balanced book keeps the reader spellbound... a hard cover book, composed of 182 pages, the 19 chapters are accompanied with both black-and-white and colour photos illustrating some of the amazing achievements of the wave master – Terry Delore. The easy writing style conveys Terry's attention to detail, his mastery of soaring as well as his, at times, wicked sense of humour...

Some readers may recognise a number of the stories from John Roake (editor) of the famous New Zealand Gliding Kiwis magazine, however these stories have been expanded and more detail added.

As the book's dust jacket suitably states *'Terry Delore is one of the finest soaring pilots of all time... and continues to push back the barriers of soaring flight.'* As one who has had many seasons at both Omarama and in Argentina, I can attest to the vivid and accurate accounts of Terry's incredible flights over the most beautiful and rugged landscapes. The last Chapter (Appendix – World Records) lists his 26 (that's right, 26!) World records in gliding and that's only the tip of

the Delore iceberg.

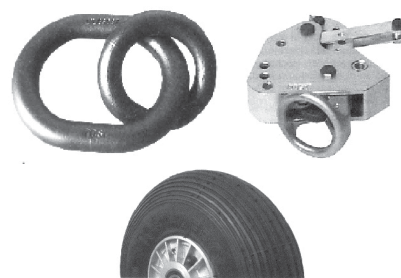
Adventurer and sometimes glider pilot, Steve Fossett, wrote the book's forward and states how he got infected by Terry's enthusiasm for speed and distance glider flying, and describes Delore as *"[t]here is no better glider pilot in the world."* This is high praise from a person who didn't get to where he is by just taking on anything, anyone or sitting on his butt.

The book describes, and brings to life, some of the gliding history being currently set by the Delore-Fossett team. This team has other incredible members such as the famous Bill Walker, Tim Harrison, Nick Reekie, Osvaldo M Ferraro and many others.

True to life, the book gives the reader an accurate sense of just how good Terry Delore is – not just as one of the best there is in soaring, but it draws out his attention to detail, the drive, his humour and generosity. As a champion, he is driven, but does recognise the so-called opposition (the famous German ace, Klaus Ohlmann) by stating *"He (Klaus) is one of the very best."* The reader also is privy to the ongoing friendly rivalry between the 'gun- pilots'... A rare insight into the elite end of the sport.

From what has been described as the 'Formula One' end of the gliding sport (speed triangles), to speed and distance tasks, as well as the more classical championship/

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competitive challenges, Delore stuns rivals 'with a rare blend of talent, determination, and instinctive flying'. This book describes the ups and downs of competition flying.

For the rest of us more humanoid 'humans' the book also describes, in the same fashion, the rise of Terry's ability from an early age when he flew hang gliders – of course, won, and become the best-of-the-best (World champion). The story here, even for me, a non-hang glider pilot proved fascinating and shows that even champions have bad days! (*"everything suddenly turns to custard and he [Terry] hurtles into a pile of apple boxes. The pain..."*)

You will have to read the book to see what happened!

The book is available from John Roake (editor) of Gliding Kiwi, How much? Who cares, but it is less than the cost of a launch (\$NZ39.95 plus postage).

This is a book that I, for one, will read and re-read over and over again – hoping that a little of the Delore-magic may rub off and help me. It is another book that will stay on my bedside table for many a re-read in those non-flying hours. It ranks up there with other bedside Bibles of mine such as *Riechman* and *Winning 2* (George Moffat)!

I can highly recommend Master of the Wave, it's a brilliant read – until next time – fly high, fly fast, fly long and fly safely.



Nominations Sought for GFA Awards

Nominations are requested by no later than 30 July 2006, for the following awards:

Bob Muller Memorial Award: For the most outstanding contribution to the promotion or publicity of gliding in the past year.

WP Iggulden Award: For outstanding service to gliding – administration.

The Ryan Award: For outstanding service to gliding – airworthiness.

The Hoinville Award: For outstanding service to gliding – operations.

The Wally Wallington Award: For outstanding service to gliding – sporting.

Nominations can be made by any GFA member and forwarded to his/her State association for initial selection. (Contact details can be found at [www.gfa.org.au/contact/regcommittee.php].

Each State association will short list the nominations they have received and forward these to the GFA Awards Convenor together with a summary of the nominee's achievements.

Final selection for each award is made by the GFA executive. The Awards are presented at the GFA Annual Council Meeting in September.

It is not uncommon for an award not to be presented, if there are no suitable nominations in any year.

It is helpful to provide adequate supporting background information to allow the GFA to make reasonable comparisons and to measure against previous recipients. Also, it is useful to remember that these are GFA awards and whilst gliding is rich with many dedicated and long-serving members who tirelessly contribute to our sport at club level, the purpose of these awards is principally to recognise those GFA members who have contributed to the sport in their way at a level which benefits gliding in total. Details of each award and past recipients can be found at [www.gfa.org.au/trophies/].

GFA Awards Convenor, Jade Palmer, ph: 0422 623658 or <littledevil_888@hotmail.com>

Microlight Airspeed

The Essential Importance of Airspeed upon Take-off and Landing in a Weightshift Microlight

Rodney Lynn

(THIS ARTICLE IS AN ADAPTATION OF A PILOT INFORMATION SHEET FOR STUDENT PILOTS ISSUED BY MIDCOAST MICROLIGHTS IN PORT MACQUARIE)

As a student pilot at Midcoast Microlights (and I'm sure most other microlight flying schools) you are taught to always attain an increase of airspeed when performing a take-off or landing in a flex wing microlight aircraft. This is a safety procedure that must be adhered to by pilots in command.

TAKE-OFF

When the aircraft is lined up on the runway and all pre-flight checks have been made, commence the take-off roll and maintain full throttle. Hold the bar out to the front pole at maximum angle of attack. This helps reduce the weight on the front wheel and enables shorter take-off roll.

Upon obtaining flying speed (lift off), pull the control bar towards you past the trim position and maintain a state of greater than trim airspeed until the aircraft has achieved a height of at least 200ft. Use throttle to control rate of climb. Ease the bar out to trim after attaining 200ft or more in height.

Why do we do this? Air moves faster the higher it is above the surface of the earth. On take-off we are climbing out of slower moving air and into faster moving air.

Maintaining an increased airspeed allows the pilot to compensate for this change in wind gradient and it helps maintain the stability of the aircraft.

It also increases safety in that should an emergency landing be necessary immediately after take-off, the aircraft has a store of airspeed that the pilot can use to more successfully achieve an appropriate landing speed and maintain control over the descent of the aircraft.

LANDING

When the aircraft is lined up on approach for landing, allow or cause, the aircraft to lose height. At the appropriate height pull the control bar inwards past the trim position to increase airspeed as part of the landing procedure. This ensures that the aircraft has an increased supply of energy to deal with wind gradient and crosswinds. It helps maintain control and stability.

In an Airborne Wizard wing the rule of thumb is to increase landing airspeed at about 200ft.

In an Airborne Streak wing the rule of thumb is to increase landing airspeed at about 300ft.

The amount of increased airspeed required will depend upon the landing conditions. In light air conditions, less airspeed is required than in more unstable or windy conditions.

Why do we do this? The microlight has a flexible trailing edge to its wing. The centre part of the trailing edge is distinctly more flexible than at the wing tips. This flex in the wing is a built-in part of the wing design, where the reflex of the wing allows the aircraft to naturally recover from a dive.

Your instructor should show you how this works.

The instructor will do this by climbing to about 3500ft and then putting the aircraft into a dive attitude. On a Wizard wing about 200ft of height will be lost before the reflex in the trailing edge of the wing will cause the aircraft to roll out level because the reflexing wing section causes an aileron effect. On a Streak wing about 300ft of height will be lost before the reflex causes the aircraft to begin to roll level.



-Pull on airspeed immediately after lift off



Release airspeed as you flare upon landing

Photos: Courtesy Rodney Lynn

Your instructor will tell you to start gently moving the bar out to the trim position as the attitude of the aircraft begins to roll out of the dive. Look at your altimeter and you will be pleasantly surprised to find that you have only lost 200 to 300ft.

When approaching a landing, the micro-light pilot should use the ability of the wing to roll out of a dive.

Pulling on airspeed creates a dive attitude. This also gives increased energy to the wing, so that the wing can cut through the wind gradient and instability that the pilot may encounter upon descent. When descending, the aircraft is moving from faster moving air into slower moving air. This procedure compensates for this factor.

Airspeed can be quickly dissipated from the wing upon flaring before touchdown.

Increasing and maintaining airspeed also means that the pilot has a sufficient store of airspeed should the landing not be achieved satisfactorily, and a "go around" for another attempt be required. It is a useful resource of energy should the landing be aborted and a quick climb out be necessary.

The instructor will ensure that this process is well understood by having the student pilot begin to learn throttle control, airspeed control, eye control, and wing control during low-level flight exercises.

At Midcoast Microlights flying school all pilots are trained in landing and take-off procedures that use airspeed increase to maintain control of the aircraft. This means that all pilots learn to undertake simulated power off landings before they are introduced to power assisted landings in their training. This process of learning ensures

that the pilots are confident of both their ability, and the aircraft's ability, to achieve a successful landing without use of engine power. It ensures an understanding of the importance of using airspeed.

"Airspeed is like a friend. It is great to have in a difficult situation, but very hard to find if you have not been maintaining it."

At Midcoast Microlights no pilot achieves a pilot certificate without having convincingly shown that he/she can perform simulated power off landings from at least the downwind leg of the circuit pattern. The instructor always remains in full radio contact with the solo student when they have progressed to the stage of performing this procedure without the instructor in the back seat.

Well, that is how the flying school where I learnt says it should be done, but when using any machine it is always a good idea to consider what the designer and manufacturer says about how the machine will best be used and how it should perform. So,

What does the manufacturer, Airborne, say about airspeed at take-off and landing?

The following quotations come directly from the Airborne Edge Series Microlights Pilot Handbook Issue 1.5:

Page 39 Section 7.3.3

Take-off

"... When the aircraft reaches the take-off safety speed the control bar should be pushed steadily forward until the trike lifts and rotates quickly on the main wheels. As the aircraft leaves the ground the control bar must be pulled back to maintain take-off safety speed."

... Climb out should be made on full power and with the control bar held in past trim

speed to maintain the take-off safety speed until a safe height has been reached. At this speed the aircraft would round out nicely into a glide should the engine fail.

When the desired flight altitude is reached the aircraft may be levelled out and throttle reduced to that required to maintain level flight."

Page 41 Section 7.3.10

Landing

"Landing should always be into the wind with a long straight approach."

An approach to the airstrip may be made with or without power, but in either case the airspeed should be maintained above the nominated approach speed. The optional Edge trimmer should be in the loose configuration.

The aircraft should be flown on final approach at this airspeed to allow for wind gradient, and to provide greater control ability in the rough air that may lie close to the ground.

Maintaining airspeed on final is very important for engine-off landings, allowing margin for round out before touchdown.

The glide path can be controlled precisely with small variations of power. Excess airspeed decreases fairly quickly, so the ground effect is short and spot landings are accurate. The flare should be initiated at a low level, and there must be sufficient speed to ensure that the trike rotates into a nose up attitude..."

CONCLUSION

Keep to the procedure and use increased airspeed when landing and taking-off. It is the safe way to fly a weightshift microlight aircraft.



SOUTH AUSTRALIAN HANG GLIDING CHAMPIONSHIPS

Peter Bolton

AFTER BEING MISSED TWO YEARS OF THE LAST FOUR, THE SOUTH AUSTRALIAN HANG GLIDING CHAMPIONSHIPS WERE RE-INITIATED FROM THE HILLS OF SOUTH AUSTRALIA'S MID-NORTH THROUGHOUT LAST SPRING. MARTIN SIELAFF, ONE OF MY FORMER HANG GLIDING STUDENTS, WAS COMPETITION DIRECTOR.

The comps were held over a series of four weekends between October and December. Although using GAP, the scoring system was to use each pilot's six highest scores (from eight rounds) for the final result. This was to give a realistic chance of success to pilots who couldn't make it to every round. In the end, the first round was unusable and one other was worth next to nothing, so there were only six meaningful rounds anyway.

As we don't currently have a large enough all-year-round tow paddock, and not all of us are set up for towing or had no drivers, it was to be a hill launch competition. Also, due to the acute lack of drivers and helpers in general, we had unmanned goals and goal time was feet-on-ground time.

South Australia's hills are not high – typically 500 to 600ft a.s.l. This means needing at

least a moderate wind to make it easy to get up. When winds are light, it can mean waiting for the onset of the nearby gulf sea-breeze, or taking a chance on it. This latter option can mean a fair chance of bombing out, but in order not to miss a later second attempt, a carry back up the hill is often the best option.

Due to most pilots' knowledge of the above, it has led in past years to near interminable "hang waiting" on launch. The record was about six hours by Anthony Cross, Blenkie and Brent Telford, who waited until 6:30pm, but still got away, got high and got further than anyone else, landing due to darkness approaching! Many years ago, Dermot Meaney was once hooked in and ready for five hours and never launched!

In order to provide an incentive against this, all the tasks set were straight races to goal (no elapsed times recorded). In the end, this seemed to work well and goal was achieved on six of the seven useable days. Distances of goals were between 40 to 100km. Spring time is harvest time, and we were often grateful for tractor thermals or even just "windicators" from watching crops blown by the wind. Height gains improved as the days got longer and hotter and the ground dried out. We always kept below our 10 grand ceiling, but on the last round (December) some of us were able to get close to it.



Pilot briefing taking place in the SAHGA "club-house" at Illawarra Hill before the final 99km task
Photo: Helen McKerral



Two pairs of scraped knees (no names) gained after finding no ground effect in the paddock...
Photo: Helen McKerral

The last round was notable as it also had the longest task, about 100km, and our star floater pilot, Andrew Taylor, made goal. We believe this may have been the longest cross-country flight in South Australia on a single



Southern tip of the South Flinders Ranges – looking towards the Beetaloo Reservoir. En route to goal at Booleroo (81km)
Photo: Peter Bolton

OVERALL RESULTS

Pilot	Task 1	Task 2	Task 3	Task 4	Task 5	Task 6	Task 7	Total
1 Kelley, Paul	580	1,000	932	473	985	22	1,000	4,970
2 Bolton, Pete	200	569	801	982	985	22	831	4,368
3 Cross, Anthony	459	914	742	726	722	22	724	4,287
4 DeJong, Miguel	678	553	678	634	344	13	316	3,203
5 Blenkinsop, Steve	462	681	971	28	706	13	0	2,848
6 Papai, Steve	414	677	246	363	672	13	444	2,816
7 Taylor, Andrew	166	126	122	0	134	0	664	1,212
8 Grose, Peter	166	0	0	571	134	13	311	1,182
9 Noel, Phil	0	458	0	349	169	0	0	976
10 Svens, Birgit	166	126	122	0	134	0	96	644
11 Brown, Stu	0	126	0	349	134	13	0	609
12 McKerral, Helen	166	126	122	0	134	0	38	586
13 Swart, Rob	224	0	0	0	189	13	98	511
14 McClure, Stuart	0	0	0	469	0	0	0	469
16 Sielaff, Martin	166	126	0	0	0	0	0	292

surface glider. I myself encountered light winds en route and it took me three hours. Paul Kelley won the day, making it his third day win. On one round, Paul Kelley and I touched down together for a dead heat! On another round he was just pipped at the post by Steve Blenkinsop by only seconds, flying an old Kiss. I won one other round – an 81km goal north to Booleroo Centre. The most consistent pilot throughout was mid-north local, Anthony Cross, who made goal every achievable day. However, his times weren't fast on an old XS and he had to make do with the kingposted sub-class victory.

The final results had Paul Kelley as our new State Champion, a mere 22 years since he last won it! I was second, Anthony Cross third (first in Kingpost Class), Miguel DeJong fourth, Steve Blenkinsop fifth (second in Kingpost Class), Steve Papai sixth (third in Kingpost Class) and Andrew Taylor seventh (winner of Floater Class). Full results can be found in the accompanying table (the many zeroes recorded are where pilots have been absent; there were, of course, “bomb-out” points for presenting at launch in glider and harness while the window was open.)



Overflying the silos at the centre of Booleroo

Photo: Peter Bolton

Soaring Calendar

AUSTRALIA

Mystic Cup

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@alpinshire.viv.gov.au>.

WA Championships

25 February – 6 March 2006

Wyalkatchem, WA. The Western Soarers invite all HG and PG pilots to compete in this event. The WA championships are always a lot of fun and are an ideal opportunity for Restricted pilots to gain experience in a supportive environment. Although there will be fierce competition amongst the champions, we also encourage those who just want to fly for the fun of soaring across WA's vast and beautiful wheatbelt. In several recent competitions new Restricted pilots have beaten the pants off some of the more seasoned (and relaxed) contenders. Scoring will use GPS and GAP 2000. Entry fee before 1 Feb: \$110 for WS members and \$120 for non-members. A late fee of +\$10 applies after 1 Feb. Entry fee includes presentation dinner. HGFA membership, parachute, helmet and appropriate tow endorsements are mandatory. For more information visit [www.westernsoarers.com] or contact Rolf <rolf@mactherapy.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 Flatter Than The Flatlands XC towing comp 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. 12 tow strips, two held in reserve for SA teams until 16 February. To enter, ph: Ian Rees 03 97621364.

Paragliding State of Origin

14-16 April 2006

Mt Borah, Manilla NSW. This competition is aimed at bringing novices into comp and XC flying in a fun and safe way. It's about the promotion of skills and safety. The comp is based on flying crews (five pilot teams, made up of at least one adv and two nov pilots and then two other pilots), so get your crew together. Handicapping is used for scoring. C grade sanction (pending). Many prize categories. Reserve, UHF radio and at least three hours of XC flights are required. Register: 7pm Thursday 13 April at the Royal Hotel. Contact: James Thompson on 02 49468680 or <james.b.t@hunterlink.net.au> for info or pilot pack.

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 22/4 is the warm up day for the comp. Due to the growing success of the Dalby "Big Air", interest has to be registered before 10/4. Enquires and registration to <daron@aqlad.com.au> or ph: President Boof (Daron) 0431 240610. GAP parameters: AA grade pending, 5km, 70km, 10%.

[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).]

FLYING IN NEW ZEALAND – It Takes Your Breath Away

Bernard Eckey

AS MOST READERS WOULD REMEMBER, SCHLEICHER DECIDED TO SEND AN ASW28-18E DEMONSTRATOR TO AUSTRALIA AND NEW ZEALAND DURING THE PREVIOUS SOARING SEASON. EVERYTHING WENT ACCORDING TO PLAN, WITH ONE EXCEPTION. THE GLIDER WAS SNAPPED UP BY AN AUSSIE PILOT AT THE END OF ITS AUSTRALIAN DEMO TOUR AND NEVER MADE IT TO KIWILAND.

Keen to ensure that New Zealand's pilots were not missing out I asked the Schleicher boys to send another demonstrator to the land of the long white cloud. Their agreement was conditional on me looking after it but I decided that worse things can happen to a gliding addict like me and promptly agreed. The glider arrived in New Zealand just in time for the soaring season. While our sub-agent Theo Newfield arranged transport to Omarama my wife booked flights and accommodation and we were off to a gliding holiday to New Zealand's beautiful South Island. Sorry, I meant to say I travelled to Omarama to introduce the ASW28-18E and convert interested pilots to this new glider with sustainer engine.

The visit to Omarama started with the usual: *"You should have been here last week"* story. A regular British visitor took his ASW24 around a 1,000km task in wave at a speed of 177km/h. It sure puts us flatland pilots to shame and shows what is possible when you are in the right place at the right time.

The next morning my friend and fellow ASH25 owner, Theo Newfield, suggested that I hop in the back seat for a familiarisation flight of the area. Of course, he did not

have to make the offer twice. We were hardly off tow when Theo started pointing out possible outlanding sites and emergency landing strips. Well before getting to cloudbase Theo headed west and soon we found ourselves surrounded by breathtaking scenery. The brilliant visibility of the clean air and a recent dusting of new snow provided picture post-card views of mountains in every direction. Thanks to my wife I had my camera on board and was able to capture the beautiful scenery and the long bending wings of the ASH25 in the same frame.

Although cloudbase was hardly 1,000ft above the peaks Theo pushed on deeper and deeper into the mountains. At times I had to bite my tongue when he was heading straight for a mountain ridge and it was obvious that we would only clear it by a hundred feet or so. However, on crossing the ridges we had splendid views of yet another valley underneath. It provided a safe escape route although landing options were few and far in between. Local knowledge combined with the experience of a pilot with several world comps to his credit was clearly showing. At times it seemed we could touch the snow of the glaciers below but the top skills and superior knowledge of my front seat pilot made me feel very safe at all times. We even got a quick look at the Tasman Sea before Theo headed for Mount Aspiring and then made use of the ASH25's performance for a long glide towards Lake Wanaka.

Conditions deteriorated towards the south due to the inflow of colder air. We descended much too low for Theo's liking and were eventually forced to take a rather weak climb. After we got up again we turned north for a closer look at the Mount Cook area. With the afternoon sun warming the mountain ridges we adopted a mixture of dolphin flying and ridge soaring tactics which allowed us to make very good progress

indeed. However, a real threat of over-development was looming further north and although we had the base of New Zealand's highest mountain well in sight it was becoming obvious that the peak would be hidden by clouds.

Airborne for almost three hours already we decided to call it a day only to find the strongest thermals on the way back to the airfield. From 9,000ft we enjoyed splendid views of Lake Tekapo, Lake Pukaki and the township of Twiesel and the excess height on arrival at Omarama was used to play with the incoming seabreeze for a while. On landing I was still on cloud nine and very grateful to Theo for a fantastic coaching flight packed with extremely valuable information and full of sightseeing delights. Our 320km round trip made for a first class introduction to gliding in New Zealand and gave me the confidence for flying on my own amongst some of the tallest rocks in the southern hemisphere.

A GOOD DAY FOR FISHING AND TOURING

Opening the curtains on day two of our visit to Omarama revealed light drizzle from low clouds. The faces of the assembled glider pilots from around the world got longer and longer during the 10am briefing which concluded with a remark that the day would be good for fishing and touring. I decided to get my check flight out of the way but to my surprise bumped into a five knot thermal under a sky with hardly a hint of a blue hole. Obviously the cold south-easterly air was very unstable, raising hopes for another good gliding day. The airbrakes came out without delay and the ASW28-18E demonstrator was pushed out of the hangar immediately after landing.

With aerotow charges of NZ \$9 per minute I pulled the yellow knob on the very first



The Australasian Schleicher agents, Bernard Eckey and Theo Newfield

Photos: Bernard Eckey

sign of lift. Down low I had to be content with two knots but the lift got stronger with increasing altitude and even reached six knots near cloudbase. Not bad for a day only good for fishing and touring I thought and proceeded to trace the flight path of the previous day. However, with a cloudbase at least 1,000ft lower I soon chickened out and opted to stay over lower and less threatening ground. Still the flying tactics adopted on the previous day proved correct once more resulting in an easy and memorable flight over new but equally beautiful countryside. The very nice handling and the tremendous agility of this modern 18m glider added to the enjoyment and I was beginning to think that an 18m span represents the ideal compromise between performance on one hand and handling on the other. The only problem was with my camera, or more correctly with the operator of it. Failing to erase the pictures taken on the previous day meant that I was unable to take more shots of beautiful Lake Benmore from above the approaching seabreeze clouds. As a good mate of mine in Germany always says: *"If you don't get it right – it's usually wrong."*

SPEEDING UP THE AGING PROCESS

If ever I aged 10 years in a single day it was on day three of our trip. Cumulus clouds to 6,000ft were predicted rising to 8,000ft later in the day. Theo thought it was a good day for going "into the high country" and he invited Roger Sparks to occupy the back seat of his ASH25. Still fairly new to this mountain flying game I decided to take it easy and try an out-and-return flight to Wanaka. Initially everything went very well. After a good climb to 8,000ft in Lindis Pass I could see Wanaka quite clearly but cloudbase was significantly lower there. Although I was over relatively benign country I didn't like the look of the clouds on track and when my suspicions were confirmed by weak and broken lift I decided to turn tail.

Fortunately my luck changed when I spotted Theo's ASH25 on the way home. He called me shortly afterwards and suggested to follow him for a while. This was the perfect opportunity to compare the performance of the ASH25 with the ASW28-18. I promptly agreed, not knowing that this decision would terrify me like no other flight before, but at the same time provide me with the most memorable experience in my 25 years of gliding.

We were heading in a south-westerly direction and with a much lower wing loading of my ASW28-18 I was able to gain in the climbs that I lost in the glide.



Above cloudbase in the ASW28-18E



New Zealand's mountains – even more beautiful when viewed from a glider



Not much of a gap between the top of the mountains and the clouds



The rivers are just as impressive

Needless to say, I was quite pleased, and more than happy for two reasons. Firstly, I didn't spoil Theo's day by holding his ASH25 back too much and secondly I didn't have to worry about navigation. All I had to do was to follow my leader. We crossed Lake Hawea without any trouble but when Lake Wanaka appeared underneath Theo sensed my apprehension by the much higher tone of my voice. *"Just follow me and don't worry,"* he said, *"cloudbase will be close to 10,000ft on the other side."* With the sun and the wind on the slopes we had a magnificent ride

Correction

An editing error occurred in an article by Bernard Eckey, Teaching Advanced Soaring – Part 3, published in the January 2006 edition of Soaring Australia.

The last paragraph under the subheading *"Angle of bank indicator"* should have read:

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

My sincere apologies to Bernard...

Anne Elliott, GFA Sub-editor

along stunningly beautiful mountain ridges with equally impressive rivers and valleys.

Although cloudbase was indeed 10,000ft, the mountains were also much taller meaning that our clearance of just over 1,000ft from the rocks was barely retained. As a flatland jockey I kept asking myself whether I was mad or outright stupid venturing into country like this. No way would I have even considered going there without Theo as my coach. He was just great. Very reassuringly he pointed out landing options in the valleys below and kept me going. In a stroke of luck I managed to dig out an exceptionally strong and high climb which put us in the box seat for a first class view of the glaciers in the Mount Aspiring region. The adrenaline was pumping like never before and my heart was well and truly in my mouth, but despite of all the excitement I got my camera out. Sure, I did not want to fall behind but nothing was going to stop me from capturing such breathtakingly beautiful scenery and share the results with my friends later.

When I finished taking photos the ASH25 was much further ahead than I would have liked and already well into the Shotover River region. We were now flying over even more horrible-looking and extremely terrifying mountains. Yes, there might be plenty of valleys below but not knowing which of them led to a safe out-landing spot had me extremely worried. We were well and truly in the "high country" and I wasn't ready to die just yet, but Theo wanted to turn at Glenorchy – a small town at the top of Lake Wakatipu. Having gone this far I decided that another 15km would not make a great deal of difference and reluctantly followed the big bird around the turnpoint.

At least we were now on our way home again but that did not alter the fact that we had to get back over the same threatening rocks. Nice cumulus clouds marked the lift reasonably well, but halfway up a very welcome thermal I was beginning to doubt my eyes. Only two turns earlier I saw Theo well below me but suddenly I spotted the ASH25 about one kilometre ahead and at least 1,000ft higher. It seemed that this guy knew something I didn't and with some reluctance I left a good climb to stay on his tail. After all, I wanted him to lead us out of what I considered suicide country and sheer hell on earth at the time.

Luckily the very next thermal solved the puzzle. What I spotted earlier was another one of the five ASH25s based at Omarama. Fortunately, Theo must have seen me wandering off and followed me for a while only to join underneath again. Now the ASW28-

18 was sandwiched between two ASH25s in a thermal that got all three of us back to cloudbase. Oh – what a feeling!

As we worked our way back into lower country my blood pressure dropped to slightly more normal levels again. After all, I had been there on the way out and learned to locate the best lift in relation to the mountain faces. After some long glides and a few more good climbs I figured that I could just make it home by sneaking through Lindis Pass. Fortunately it wasn't necessary as good lift on track provided ample height for a safe crossing of the 5,000ft range south-west of Omarama airfield. With the last obstacle behind us we both put the trim fully forward and soon had the world going past at speeds close to V_{ne} . I was hardly back on terra firma when Theo walked up to me and said: *"Bernard, how did you like that?"* *"It was truly awesome, Theo,"* I replied *"but I'm sure the flight made me age at least 10 years."*

It was obvious that flying on the following two days would only be an anti-climax. Because the ASW28-18E was supposed to be a factory demonstrator, and other glider pilots from around the world were keen to hire the aircraft, I opted to stay on the ground and sit in on the lectures of the Gavin Wills Mountain Soaring flying school. Highly individual coaching as well as group flying is available over some of the world's most beautiful terrain. Every day starts with an up-to-date weather assessment at 10am which includes daily lectures and detailed task briefings. Guided by professional coaches, aspiring and experienced glider pilots alike can fine-tune their flying skills and learn to make the best of the truly excellent flying conditions in New Zealand's Southern Alps. No doubt, Gavin's efforts have enhanced Omarama's reputation as a first class address for glider pilots keen to get on a steep learning curve [www.GlideOmarama.com].

The wide range of accommodation options range from chalets overlooking the runway to a hotel located at the entrance to the airfield. Even campers are well catered for. The neat caravan park is only a stone-throw away from the new terminal and clubhouse.

What did I learn on this trip? Well, more than in any other part of the world, successful flights in New Zealand's Alps depend first and foremost on a constant and correct assessment of the combined effects of wind and sun. Quite reliable and strong lift can be found above mountain ridges which are not only facing the sun but also the wind. Staying high is the key to success. Dropping below ridge top level almost certainly results in working weaker and less organised thermals for a while. In fact, dropping much

Dropping below the mountain tops

below 5,000ft in New Zealand mountains should make the alarm bells ring and one is well advised to head for the few safe landing places. The wind direction at the bottom of the valleys can be vastly different, making it very difficult to assess the conditions correctly and to find a climb. The numerous large lakes create a micro climate of their own and on top of all that there is the effect of the seabreeze. It results in a rather strange airflow at lower levels which complicates the issue further. On the other hand, it creates useful convergence lines which knowledgeable pilots often use to extend their flight and/or make it home in the evening.

Finally, a word on safety. Yes, I was very alarmed at times but that is quite normal when flying over such tricky terrain for the first time. Although the working height is significantly reduced in the mountains there is always the option of an escape into the valleys below. Knowing where the many ag strips (called "top dressing strips" in NZ) are allows outlandings with the same degree of safety as a paddock landing in Australia's flatland regions. There are enough strips for almost unimpeded cross-country flying but staying within safe gliding distance and finding them without lengthy reference to maps is paramount. Forget your GOTO function on the GPS. The nearest airfield might only be a few kilometres away and you might still be at 5,000ft but that doesn't help you much when there is a 6,000ft mountain ridge in the way.

Then there are other issues such as severe downwash in the lee of mountains, seabreeze effects and rotor turbulence on wave days, but pilots with a fair bit of cross-country experience have no reason to fear flying in New Zealand. Having said that, I hasten to add that these mountains need to be treated with respect. A course with Gavin Wills or at least a thorough familiarisation flight (or two) is an absolute necessity.

In conclusion, flying in New Zealand's mountain country is certainly nothing for the fainthearted but it does wonders for your concentration and it is packed with sightseeing delights. Although the famous New Zealand wave eluded me on this occasion I will be back – probably sooner rather than later. I might even ship my ASH25 to New Zealand for a while. The application is with my boss already – I personally put it on her desk as soon as I got back.



HAPPENED RECENTLY ON AN AIRFIELD

Martin Feeg

Two world class pilots are in a competition. The turnpoint is a bit ill-designed as the tracks are an out-and-return. They know from earlier radio communication that they are separated by about 20km. As the second pilot is only 15km away from the turnpoint he has a particular good lookout knowing the other will have turned and used the fast run of the cloudstreet. Almost instantly a white streak flashed past the cockpit.

Both discuss the situation in the evening, both agreed they had been looking out extremely well, yet saw the other one when it was too late. I know them both very well and know their lookout is phenomenal. At a closing speed of more than 500km/h have they had a chance?

AAT, last turn area, everybody has final glide; it is just a matter of finding the right point when to turn for home. In this case it was pretty much a 90° turn. Some turned earlier a bit further away from home others flew the second last leg a bit longer staying closer to home. High potential for a mid-air and then it happened. The pilot on final (called One) saw the other aircraft (called Two), dived and cracked the airbrake, crunch avoided by a mere five metres while Two dashed over his canopy. Pilot Two reported he didn't see One, but was on high alert assuming that aircraft might approach just from this particular direction as some would turn further away from home. Additionally, he had set his glide computer to peep at him as soon as it was time to turn. At no time within the turn area he had his head in the cockpit.

I have no reason not to believe him, again he is known to me as a very conscientious pilot. Pilot One estimated his speed to about 230km/h.

Close shave? I'd say we all would say YES.

Looking through my series there are a number of stories revolving around lookout, while some are based on stupidity or obvious neglect others might come down to physiological shortcomings of our eyes. Years ago radios were fitted into gliders to improve safety, now we have a more sophisticated instrument at hand, for a fraction of the price. Is there anybody out there who wants to argue uselessness of radios? Well, then we should not argue about the other device – it's called FLARM.

Just because both incidents happened throughout a comp does not mean leisure flying hasn't got the same potential to create similar situation. Areas of lift for once always draw glider pilots in. Nothing will replace good safe airmanship, but some things are a great support. Safe soaring!



HGFA Calendar – Now on Special

HGFA's 2006 Calendar – 28 page, full colour glossy, month to a page, filled with HGFA competition dates and great Australian photographs of the sport you love – now at the reduced price of \$10 including postage. Contact the HGFA Office on ph: 02 6559 2713, fax: 02 6559 3830 or <office@hgfa.asn.au>.

Competition News

Courtesy Moyes Gliders

The Bogong Cup finished with excellent results for Moyes Gliders.

Seven tasks were flown with Litespeed S's winning every day.



DAY WINNERS

Task 1	Attila Bertok	Litespeed S 5
Task 2	David Seib	Litespeed S 5
Task 3	Steve Moyes	Litespeed S 4.5
Task 4	Attila Bertok	Litespeed S 5
Task 5	Gerolf Heinrichs	Litespeed S 4
Task 6	Gerolf Heinrichs	Litespeed S 4
Task 7	David Seib	Litespeed S 5

Attila Bertok is on fire! After winning the first day he never relinquished the lead throughout the whole competition, finishing 423 points clear of second place. Congratulations, Attila!

FINAL RESULTS

1	Attila Bertok	Litespeed S 5
2	Gerolf Heinrichs	Litespeed S 4
3	Olli Barthelmes	Litespeed S 4

After combating the extreme elements of the Australian Outback, four valid rounds were had at the Inaugural Sportavia International Open. Congratulations to Jon Durand Jnr for taking out first place, ensuring his fourth

consecutive year as Australian National Champion.

Litespeed boys produced another fine effort, taking out nine of the top 10 places:

FINAL RESULTS

1	Jon Durand Jnr (Aus)	Litespeed S 4
2	Balazs Ujhelyi (Hun)	Litespeed S 5
3	Kraig Coomber (Aus)	Litespeed S 4

CLUB NEWS

Blue Mountains Hang Gliding Club

Weekends during December only gave a few flyable days, although on one of those days Jim got away for a good flight to Lidsdale and Allan and Stefan didn't technically land in the bomb-out paddock. Other pilots have been out to Table Rock and Alan also got away from Blackheath for a nice flight to Walerawang. I've also heard about some good mid-week flights with Aaron and Quentin managing to get over Victoria Pass at 7:30pm one evening at 5,500ft in abundant lift.

Congratulations to the Newcastle Club on organising and hosting a successful Corryong Cup for 2006 – it was great, with the week getting better by the day despite the forecast storms. It was good to see the Blue Mountains pilots down there having a good time and getting some good XC's.

There are a fair few events coming up over the next few months – monthly club competition rounds, interclub competition rounds hosted by the Newcastle Club in February and the Canberra round being held at Tumut over Easter, towing events, water landing night, etc. Check out the club website for details: [www.bmhgc.org.au]. All the comp rounds are a great way for any level of pilot to come along and have a great time as there are usually many pilots who turn up.

On a sad note, the Blue Mountains Club offers our sympathies to Sandy and his family as he recovers from a crash at Stanwell Park. We hope that he has a complete recovery.

Any Blue Mountains news can be sent me at: <dtoulalan@hotmail.com> or <rek.toulalan@ozemail.com.au>.

Derek Toulalan

Central Coast Sky Surfers Club – It's not just "all about flying"!

I don't think anyone would differ in their opinion about the comradeship found in the sharing and participation of a "common interest" amongst a group of people... the friendships found in the fraternity of "flying".

I, myself, certainly wouldn't travel all the way to a remote inland site, or even drive to the local take off, to fly alone...

That's what's nice... the people you meet, the sharing of the goal to make the "distance" and the height, the laughs, the willingness to help each other and see that we all get "off" the hill and "land" safely.

It just isn't as enjoyable to do it alone...

That's what's made the Central Coast Sky Surfers Club being formed special... It's created an interactive base for all to tap into, to chat, relate, and extend towards continued learning.

Paragliding, hang gliding and microlight pilots... all with a common passion and a respect of their chosen wing... coming together.

It's new... and it's up... though... it's still in the making, but... up and coming events are posted on our website [www.centralcoastskysurfers.com]. There is a gallery of fun and event shots (as we all love to see ourselves in flight and amongst the "experiences" we have encountered). There is product information, products for sale, local flying sites, weather, safety officer contact details, a notice board, reports from the HGFA and rules and regulations... just to name a few forums!

Out of area pilots are welcome, and all local pilots of the surrounding area are encouraged to become members. Meetings are held first Thursday of the month at Erina Leagues Club.

New members registration and general enquiries can be directed to Javier, the President of Central Coast Sky Surfers, on 0418 116 681. Events co-ordinator, Lynda Stanley, can be contacted via the website to register for events.

Paraglider Safety Officer contacts are Paul Cox (0417 355897) and Maderson Ford (0416 002244). Hang glider Safety Officer is John Harriott (0412 442705).

Microlight enquiries, including instruction and introductory flights, can be directed to Len Birger on 0404 808853. Be safe and have fun...

Maderson Ford

CCSSC members on a Thermal/XC Clinic at Manilla
(left to right): Mario, Paul, Glen, Tom, Marika, Marty, Maderson, Pip, Shrek, Dave, Little Pilot (Linda)



NEW PRODUCTS

Unique Hang Gliding Tiles Poster

The HG Tiles Poster is made out of 1,700 HG photos, collected over the past two years from all over the world (including pictures from the latest World Championships in Australia!). This unique A1 (60 x 85cm) poster calendar costs only €5 (A\$8.75 at time of printing). Discounts are

Women's Skills Clinic

Hello ladies! We are inviting all hang gliding and paragliding women to join us for the Women With Wings skills clinic to be held 27-31 March in Bright, Victoria.

The clinic is all about you – encouraging women pilots of all levels whether you are experienced or newly licensed; with current hours, or looking for motivation to step into the air again. Our clinic is designed to help you further develop your skills and to provide a supportive environment in which to deal with any issues you may be experiencing flying.

For five days you'll be learning from some of the country's most experienced instructors and pilots. Topics will range across such things as:

- setting up and adjusting your gear;
- understanding weather info on the net;
- improving your thermalling;

- extending your cross-country flights;
- dealing with fear; flying competitions;
- balancing family and flying commitments;
- managing your physiology; and more...

There'll be weather briefings, daily workshops, team flying, and plenty of socialising in the evenings.

And as for the blokes – of course they can come too. Someone has to drive the retrieve vehicles! Seriously though, the guys are most welcome. The workshops and team flying activities are only for the girls – it is the whole point after all. But there's nothing to stop the guys flying alongside if they wish or joining us socially when the day is done.

Further info and on-line registration is on our website [www.womenwithwings.info] or contact Carolyn Dennis 0427 555 063.

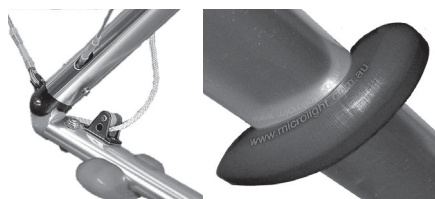


available for multiple purchases. Payment can be made via bank transfer or Paypal. For full ordering details and further information please visit [www.svs-design.nl/poster.html].

Sander van Schaik

Little Green Skids

At last a solution to fitting wheels on an airfoil basebar – Little Green Skids were developed to clip directly onto a F.A.S.T bar



without the need to dismantle the A-frame. Lightweight (55g) they easily pack up with the glider or simply unclip.

Essentially a 150mm diameter wheel with the top cut off, Little Green Skids are a cheap, aerodynamic and effective way to reduce the cost and pain of that occasional not-so-pretty landing by allowing the A-frame to skid to a halt rather than digging in.

Made from ultra high molecular weight polyethylene, this incredibly durable material is extremely slippery and will slide easily on just about any surface. With sideways loads the skids will slide along the base bar. \$39.90 + P&H. Available from [www.microlight.com.au] or Dynamic Flight <Rohan@dynamicflight.com.au>.

Gordon Marshall, Sky Sports Flying School

March 2006

FAI NEWS

FAI Environmental Commission

The FAI Environmental Commission held its Annual Meeting on 13-14 January 2006 at the Olympic Museum in Lausanne.

The FAI Environmental Commission will make available to the world air sports community in 2006 a series of important scientific articles in English, on how to protect the environment. One article focuses on the potential for flying sites to provide good habitat for wildlife; another focuses on the effects overflying aircraft have on birds; others deal with matters specific to particular air sports, such as the impact of hot-air balloons on roosting geese. These articles, due to start appearing in the spring, will be helpful for all those air sports people who want to protect the environment whilst enjoying their sport.

The Commission has also started work on the development of recommendations to event organisers and flying site managers on how to structure their activities in an environmentally friendly way. This help and advice will supplement the guidelines already available in the FAI Environmental Code of Conduct [www.fai.org/environment/code_conduct].

Presidential Visit to 23rd FAI World Grand Prix, Al Ain

Mr Pierre Portmann, FAI President, attended the 23rd FAI World Grand Prix in Al Ain (United Arab Emirates) 13-15

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] or contact Carolyn Dennis

0427 555 063

January, at the kind invitation of H.H. Shaikh Sultan Bin Tahnoon Al Nahyan, President of the Higher Organising Committee, Al Ain Aerobatics Show.

The visit offered an excellent opportunity for the FAI President to witness the rapid development of sporting aviation in the United Arab Emirates, and to have discussions with the President of the Emirates Aviation Association and other leaders about how FAI can help promote further growth in the area.

At the closing banquet of the Air Show, Major General Khalid Bin Abdullah Mubarak Al Bu-Ainain, Commander of the UAE Air Force and Air Defense, pledged his commitment to making the Al Ain event an annual show-case for sporting aviation at the highest international level. In his reply, the FAI President said "I am very impressed by what I see here. FAI is very pleased to see that the United Arab Emirates are playing a leading role in promoting sporting and recreational aviation. We thank you for your initiative and congratulate you on what you have already achieved."



Paraglider Review:

SWING ASTRAL 4

Hakim Mentes

PARAGLIDER SPECIFICATIONS

Make:	Swing
Model:	Astral 4
Size:	26
DHV:	2
Cells:	57
Take-off weight (total):	85-115kg
Aspect ratio:	5.55
Glider weight:	6.7kg (67 Newton)
Trim Speed:	38km/h
Claimed Top Speed:	53km/h

REVIEW FLIGHT SET-UP

Harness:	Edel ProLight
Riser separation:	40cm
Overall weight in flight:	95kg

CONSTRUCTION

Construction of the Astral 4 is very similar to its small brother, the Mistral 3. The build quality looks pretty good, with a lot of attention to detail. It utilises all the qualities of a modern paraglider, including:

- *Full internal stitching*
- *Cross bracing*
- *Reinforced strips (only at the trailing edge though)*
- *Reinforced eyelet stitching*

The traditional four risers system, with split A-risers and floating C-risers, is chosen to connect the glider to the harness. Lines and risers are colour coded for easy identification. Rubber O-rings are used to minimise line slippage over D-mallions. If my memory doesn't mislead me, this is the first time I've

seen D-mallions used in this application; triangular mallions are the more common method. I guess the usage of narrow risers justifies this approach.

A small opening, kept closed by Velcro fasteners, on the trailing edge of each wing-tip is very handy to remove debris trapped in the wing. Unfortunately the opening is only on the very last cell on each wing, so there will still be some fiddling to get rid of debris accumulated in the nearby cells, however this system is still far easier than none at all.

FLIGHTS

The glider was tested at inland and coastal sites to get an appreciation of its handling in both environments.

My first decent flight with the wing was at round one of the Mystic Cup. At the morning briefing, it was highlighted that the previous few days were a bit rough and typically spring is not the smoothest season for flying. They were right, the weather was rough and the thermals were strong, but I did not experience any noticeable collapse or any nasty behaviour during my two and a half hours of flight. The wing stayed over my head the whole time and behaved itself.

Coastal flights took place at Portsea and Flinders. I was able to test the wing's responsiveness to control input and weightshift.

TURNS

The response to control line input is as expected from a DHV 2 wing. It is responsive and turns quickly. The response to weightshift is better than most wings in the same class.

CONTROL (BRAKE) LINE FORCE

Control line resistance is progressive; actually, too progressive for my liking. I prefer a little bit easier control lines effort. After two and a half hours of flying, my arms were a bit tired. Mind you, I hadn't had a flight for the previous three months, so that could have been one of the contributing factors. That is a good characteristic for novices upgrading from their first wing. My recollection of the Mistral was of it being softer, but that was eight months ago at the end of season, so I was more practised at that time.

TAKE-OFF

I had a good chance to practice ground handling with this wing: it was pretty impressive, a real gem. Although I didn't use it, split A-risers allow you to pull up the centre of the wing first.

ASYMMETRIC COLLAPSE

In Bright, I was too busy competing, so did not think to test the asymmetric collapse characteristics of the wing. An opportunity presented itself while flying at a coastal site. I have to admit my attempts were a bit half-hearted, as good height was difficult to obtain that day. The Astral 4 did not show any great deal of diving characteristics to pick up speed to recover. Its recovery characteristics were surprisingly tame. It changed direction approximately 90 degrees when 50% asymmetric was introduced.

BIG EARS

The split A-risers design makes life a lot easier when it is time to use big ears. They could be a bit closer, but no reason to complain. Once initiated, they stay tucked in. I believe this is the proper behaviour for DHV 2 and higher ranking gliders.

SPEED BAR

I found the speed system on the hard side; it could be softer. Initiation is not an issue, but when you need to use it for more than a few minutes you need strong legs. The Mistral 3 definitely had a softer speed system.

It is a medium travel speed system, therefore a two step speed system is recommended for efficient utilisation of full range.

Colour coded risers





are those I've found easy to repeat and compare, hence I've avoided rating things like speed and sink rate. Secondly, the ratings are of course my own subjective measurements, and should be taken as such.



GLIDER	FEATURE	SCORE
Swing Astral 4	Control (brake) line	
	Effort (force)	8
	Response	8
	Weightshift response	9
	B-line stall	
	Reach	6
	Entry	7
	Stabilisation	6
	Holding effort	8
	Exit	9
	Efficiency	9
	50% Asymmetric Collapse	
	Direction change	7
	Recovery	6
	Height loss	8
	Take-off	15
	Inflation	8
	Stabilisation	7
	Speed Bar	
	Initiation	7
	Holding effort	6
	Travel distance	7
	Build quality	
	Stitching	10
	Reinforcing strips along edges	6
	Cross bracing	10
	Attachment points	10
	Risers colouring	8
	Big ears	
	Reach	9
	Holding effort	10
Average Score		7.83

To test fly the Swing Astral 4, contact: Andrew Polidano, Poliglide, <info@poliglide.com>, mobile: 0428 666843 or office: 02 66843510.



An opening on the trailing edge of each wingtip allows accumulated debris to be removed

Photos: Hakim Mentès

B-LINES STALL

Again, the B-line stall characteristics of the wing were tested at Flinders (a coastal site), so I did not have the opportunity to hold on too long. The rate of decent looked very promising. B-line stall initiation is not difficult, and holding it down in position is even

easier. It is a bit reachy for my liking; I had to sit up to be able to reach high enough for a proper B-line stall.

CONCLUSION

I include here a table where I've scored various wing characteristics on a scale of 1 to 10.

I provide this as an assistance to help you decide whether the wing might suit your needs or not. However, two points need to be kept in mind. Firstly, the characteristics I've rated



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Grimshaw had an unbelievable dislike of flies



ROOSTER ONE DAY – FEATHER DUSTER THE NEXT (CONTINUED)

Ian and the Blanik in the paddock

Photos: Adam Bland

Part 2 – “Feather Duster”

Ian Cohn

ON THURSDAY, TOWARDS THE END OF NARROMINE CUP WEEK LAST NOVEMBER, PETER TOWED THE BLANIK OUT TO THE LAUNCHING AREA ON NARROMINE RUNWAY 04 WHERE ONE OF THE PAWNEE TUGS WAS WAITING. WITH NO TIME WASTED I CLIMBED ABOARD AND AT 11:55 LAUNCHED INTO A SKY WITH ABOUT ONE OKTA OF FLUFFY SHALLOW CUMULUS.

Releasing downwind of Narromine at 2,500ft agl I encountered weak lift. I blundered around for a while and gradually sank down to 2,000ft or 1,300ft above ground. There was a significant north-easterly breeze so I had already drifted out of range of the airfield. “*What a pickle,*” I thought, having visions of landing only 10km from Narromine.

Out of desperation, I finally willed about one metre per second out of the scrap of lift I was blundering around in and started to gain altitude. At least the breeze was drifting me in the right direction. I climbed to about

4,000ft, still well below cloudbase and promptly fell out of the thermal. Being a bit fed up with the inconsistent thermals I decided to push on, on track to Lockhart, and again got uncomfortably low before finding more lift.

However, eventually the lift became more consistent and I climbed to around 6,000ft never quite getting to cloudbase. Mark Bland caught up and passed me in the Libelle abeam of Peak Hill. Further south the clouds were starting to overdevelop and things were not looking good. I climbed eventually to around

6,500ft and set off under a big band of over-developed cloud aiming for a slightly sunny patch just to the north of Bogan Gate.

Getting no lift under the solid cloud I continued to descend and eventually picked out a fallow paddock just north of Bogan Gate, noting the power lines on the approach end. Approaching the paddock there was a brief and weak bubble so I threw a turn. It promptly disappeared, so I continued on downwind and landed over the power lines in the at least 1,000m long paddock. I was 105km south of Narromine with 258km to go to Lockhart.

I called Mark on the radio and he let my crew at Lockhart know that I had landed. He was busy avoiding a premature landing so I could not relay my position. Dragging out my trusty CDMA phone I tried to call Lockhart, only to find that there was no signal.

While I was contemplating my position, the owner of the paddock, Brian Lees, drove up in his well-equipped 4WD truck, and kindly asked me whether I needed any assistance. I explained my circumstances. He had a high-power CDMA phone in the truck and suggested I use that to phone Lockhart. It worked very well and I spoke to Grant Johnson giving the glider position coordinates and arranging to meet my retrieve crew, Mike



A wet and muddy crew at the Forbes Maccas

Pobjoy, Adam Bland, and Nathan Johnson at the Bogan Gate pub.

After tying down the Blanik, and Brian attending to some tidying up after he was so rudely interrupted, he drove me into Bogan Gate pub to wait for the retrieve crew. By this time the sky was getting darker and a few spots of rain were falling.

Brian pragmatically decided that further work on the farm was out of the question due to the approaching thunderstorm and that the pub was the best place to spend the afternoon. So we settled in and exchanged life stories over the next four hours while the electric power went off, the rain came down and the lightning flashed. However the publican did a magnificent job keeping the beer cold and the customers happy.

In due course my crew turned up at about 7:30pm. Saying farewell to Brian, we set off to get the glider. We drove a little way in to the paddock before realising that it was now a sea of mud. We quickly made a decision to park the trailer and get the car back on the road. It was obvious that we would need assistance, so I started driving back to Bogan Gate to see Brian. He had come to the same conclusion and we met halfway.

Returning to the paddock in the driving rain, he hitched the trailer to his 4WD truck and proceeded to almost get bogged himself. However, by skillful manoeuvring he managed to escape and park the truck and trailer on less boggy higher ground. It was dark by now, and we pushed the Blanik through the mud and the rain to the trailer.

We eventually got the glider in the trailer, got it hitched to the car, again said farewell to Brian and, thoroughly drenched and mud bespattered, finally set off for Lockhart. We caught the Forbes Maccas just before closing time and dropped water and mud all over their pristine floor but really enjoyed their fare.

Finally we arrived back at Lockhart at 2am, a feather duster after my adventure travelling to Narromine.

If you ever have to land out, I would thoroughly recommend the Brian Lees' "airfield" just north of Bogan Gate. Brian's friendliness and hospitality is fantastic.

March 2006



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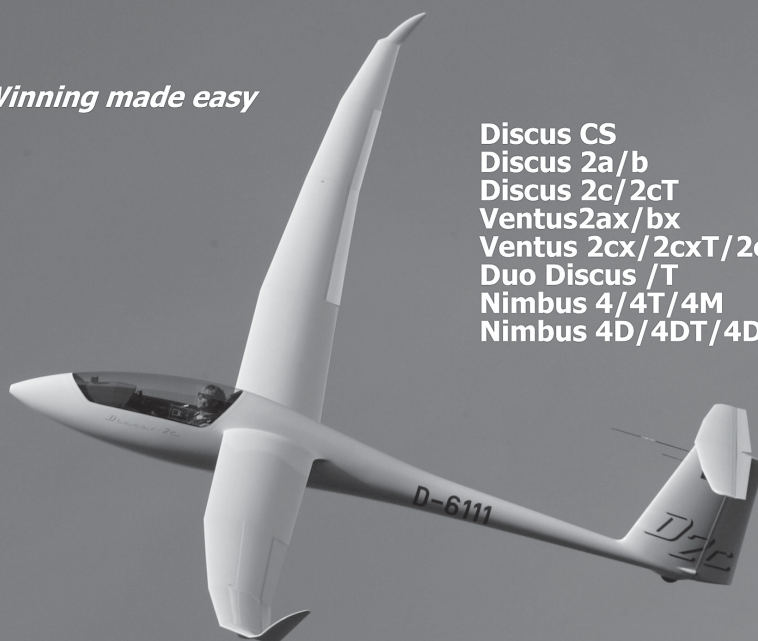
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CODE YELLOW

Emilis Prelgauskas

ENTHUSIASTS FOR VINTAGE SAILPLANES THIS YEAR GATHERED AT THE BORDERTOWN AERODROME AND WERE HOSTED BY VINTAGE GLIDERS AUSTRALIA AND THE BORDERTOWN KEITH GLIDING CLUB.

At present the definition of 'vintage' is wooden airframes. This covers types from Golden Eagle, which comes due for its 70th birthday in two years, through to Foka5 of which two attended this rally. Wooden airframes extended through to homebuilt types including the Duster. Modellers from these backgrounds also participated, in particular after gliding operations finished for the day.

Owners and operators of metal and plastic airframes will eventually develop their own rally formats for pilots who want to fly in such environment rather than the traditional contest format.

Eighteen sailplanes attended at various times during the week-and-a-half of this rally. The rally's traditional one week duration thus extended by people coming early, for part or whole of the time, even to some staying on beyond the wind up dinner.

Vintage sailplanes tend to be splashed in colour, not being restricted by structure/temperature reasons to be white surface colour as are other constructions. While tradition has red as the usual visibility marking, other

colours are used. The Kookaburra, ESKa6, Kingfisher, Super Goose and several Boomerangs follow the tradition. The Olympia mixes orange, red and yellows. The Ka4 mixes green and yellow. The Duster and Fokas, blue and cream. The dominant tone for this rally however was yellow, sported by Golden Eagle, Dart, Super Arrow and Boomerangs, some for the full fuselage.

Bordertown airfield features well-developed clubroom and grass extending across the outdoor congregating, camping and tie-down areas and onward to the operating area. A pleasant place to fly. The club provided and manned the winch, as well as supplying all meals and support. This was much appreciated by the visitors and thus we hope, in return, the small country club got a well-deserved injection toward its ongoing health.

Participating pilots were expected to meet operating norms, and generally this was achieved without extending to formality.

In nine consecutive days 260 flights involving 300 hours and 3,000km cross-

country in proficiency flying was generated despite the weather not being suited to long distance flights.

This caused pilots in League 2 to use turnpoints close to home, with Leigh Bunting in Grunau VH-GDN placing highly against Golden Eagle and Kookaburra. In League 1 Ian Patching achieved 160km in Boomerang VH-GTR in the two hour limit permitted by the proficiency format.

The Kookaburra Performance Soaring Team members contributed by wearing their team colours. These were red, in line with visibility marking tradition.

Amongst the socialising, pleasure and proficiency flying, there were also other activities. Bordertown township resources and regional attractions were visited.

On the airfield a small woodwork course ran under VGA aegis, with Keith Nolan, Kevin Sedgman and other icons providing practical and theoretical information alongside participants making parts as a component toward later airworthiness ratings.

This option for sociable flying moves progressively to locations around Australia to be the annual national gathering where vintage glider matters are dissected, including the wider view toward a national gliding museum which is to cover not just vintage but also contemporary sailplanes, as do such collections elsewhere.

In Victoria regional rallies and old-timers week are also held at other times of the year at venues such as Benalla, Bendigo, Bacchus Marsh. This may also evolve in other parts of Australia. Homebuilders too have their dedicated gatherings.

Together with events elsewhere of traditional regional and national contest flying, coaching, seminars and conferences this gives the sport a cohesive diverse target range to maintain the interest of glider pilots beyond just floating around the circuit.



**Photos: Courtesy
Emilis Prelgauskas**

Keith and the Golden Eagle = 100

Keith Willis has continued his flying career by setting progressively more goals as each preceding one has been achieved. Such achievements have thereby grown from proficiency badges and glider ownership onward to include being team manager to Australian overseas pilot participation, 1,000 hours flown in his PW5, and so on.

One such forward goal has been to progressively accumulate 100 sailplane types flown, and to make this keypoint a significant type. In this he has been parallel with a number of other pilots (Rob Moore being the close by kin).

On 14 January 2006 Keith made the benchmark with a number of new types flown. The 100th type then became the

Golden Eagle with a flight to wind up the Bordertown rally.

The Golden Eagle is the oldest continuously airworthy and operating glider in Australia, and amongst few such known around the globe.

Designed and built by Geoff Richardson in the late 1930s, it is now owned and operated by Alan Patching.

Keith's types flown have accumulated all around Australia and some flown whilst overseas.

In accumulating the first 100 types Keith built himself some leeway by having thought some of the types flown were similar, when they should be counted separately.

On recount he separated out the metal constant chord wing Puchatek and the fibre-glass Puchacz.



The Golden Eagle

Photo: Courtesy Emilis Prelgauskas

In the same vein he had flown the Skylark 2b, and didn't as a result approach the later Dart (also by Slingsby) at Bordertown.



SOARING SUCCESS

Elizabeth Harford – A Very Proud Grandmother

HAVE YOU EVER WANTED TO FLY FREE LIKE A BIRD? TO SOAR EFFORTLESSLY ON THE AIR AND FLIRT WITH THE CLOUDS? OR TO SURGE UPWARDS IN A THERMAL THAT SPIRALS YOU THROUGH CLOUDY LAYERS TOWARDS THE CLEAR SKIES ABOVE?

All of these magical experiences are yours if you go gliding. There's nothing quite like it. A flight in a hot-air balloon comes close, but that is powered flight.

When gliding, once the pilot has released the handle and you watch the tow rope snaking down to earth, you are on your own. Silence enfolds you until you hear the subtle harmonics of the wings vibrating in the wind – like some hidden angelic choir. The variations in terrain below and air temperature determine whether you lift or sink. The skill is finding the elusive thermal that will give you the adrenaline rush as you spiral upwards.

Late last year at Beverly, my grandson Joel went solo on his 15th birthday – the earliest legal age. He stayed up for over an hour – 73 minutes to be exact! Possibly

a record? Definitely a thrill! But that was not all! On the same day his father, Graeme, qualified to take a passenger. So he took his father-in-law, Michael and followed Joel into the same thermal. Three generations finding the same lift and soaring free together. That surely must be a record?!

This new involvement with gliding reminded me of when we lived in the country. Every Friday afternoon I would drive our son Andrew up to Narrogin and leave him in the care of the gliding club. He too went solo at 15. At the time (some 30 years ago) he was the youngest in the state to achieve that status. He did not pursue gliding when tertiary studies took him to the city. My husband, Michael, on the other hand, was a regular tug pilot when he became a chief instructor with the Air Training Corps.



Joel, following his first solo

He flew at both Beverly and Narrogin. Joel is also an air cadet.

It was at Beverly that I had my one and only flight, but I never aspired to learn to fly. I enjoyed watching the graceful silent flight of these giant birds as they were towed up to specific heights and left to find the air that would either lift them up or force them to sink more or less gracefully to earth. Perhaps the most spectacular memory was watching the many gliders take advantage of the waves of hot rising air created by the abrupt features of Bluff Knoll. Summer heat and the sheer north face of the Stirling Ranges, north of Albany, produced ideal gliding conditions.

Now our connection with gliding has come full circle as we rejoice vicariously with our grandson.



GFA Executive Officer's Report



GFA Executive Officer John Welsh

I'm writing this on my laptop in the Trekker's Rest at Benalla after one of the best days flying I have had. My personal perspective on the Club Class Nationals is included in this article.

Misfortune at Stawell

I am sad to report that GFA's Senior Technical Officer (Operations), Kevin Olerhead, lost his house and possessions during the recent bushfire at Stawell. Kevin and his family were visiting Deniliquin when the fire went through his property, so life and limb are safe. He will be staying with family until his house is rebuilt. I'm sure you will join me in wishing a better 2006 to Kevin than the terrible start he has had. Nationals' competition pilots have been very supportive to Kevin with some generous donations towards replacing his contents.

Insurance

Another heads-up for you is that it is my intention to write an article on the GFA insurance policies, updating on Bryan Blackburn's excellent article a few years ago. The major GFA policies are up for renewal in April, so it is important that members understand what they are insured for, and what the limitations are.

The Ultimate Cross-country

One thing that the four-day drive towing Mike Yankee in its trailer from Perth to Benalla convinced me of, is that Australia is a big country. Some of the things noteworthy on the way were the 250km ridge from Madura to Eucla at right angles to the prevailing southerly wind, the runway markings on some sections on the highway for emergency flying doctor usage, the great seafood at Ceduna, and the exorbitant cost of everything on the Nullarbor Plain, petrol price peaking at \$1.59 a litre.

One of Beverley's juniors, Adam Howell, accompanied me as crew. Adam has an ASW15 and had not been further east than Meriden, so it was a bit of an adventure for him.

Multi-class Nationals at Gawler

I stopped overnight in Gawler on Friday (thanks to Bernard and Chris Eckey's

hospitality) on the way through for the Multi-class National's wind-up dinner, and caught up with most of the Board, who were participating in various roles. GFA President Daryl Connell had a good comp as Competition Director.

Terry Cubley in his LS3 cleaned up on the last day to win 15m class, while visiting pilot Michael Sommer won Open Class with Tracey Tabart second declared Australian Open Class Champion.

GFA Vice-president David Conway narrowly retained the Tasman Trophy from the New Zealand pilot, also winning on the last day in his Ventus.

The OzFlarm trial was successfully completed and the results will be the subject of a separate article in Soaring Australia soon.

We also stopped in at Waikerie on the way over and caught up with Alan and Marie Hudson for a couple of pleasant hours. Alan is a former Beverley member and is now a Waikerie resident and owns an ASW20. He showed us the Glasair that he is constructing, which is taking shape and should take another two years of work to finish the 9.5 hour endurance/192kt aircraft.

Mike Yankee and crew arrived at Benalla under total overcast and spotty rain flowing out of ex-tropical cyclone Clare.

Ian and Kim Russell from GCWA also completed the long trip; Mike Yankee and Whiskey Uniform Oscar were rigged, registered and ready to go, but the forecast was not promising for the practice day, which was canned because of threatening rain. This allowed me to arrange some welding and replace a tyre on my trailer. The local businesses bent over backwards to help me and I thank them for that. You just can't beat Benalla hospitality.

E02: Benalla 2006

Club Class Nationals Benalla 2006 – A Personal Perspective

Day 1: (Tuesday) was excellent flying, with cu's and four to eight knot climbs. Sixty gliders launched, a great sight on the grid, first launch to start gate open was one hour 15 minutes. The task was AAT Deniliquin-Rand. Bruce Taylor absolutely creamed us all in his ASW22. I had a great run to Rand, but messed up the final leg into wind and had to take a few three-knotters to get home for about 421km at 97km/h, which isn't too shabby, but in this company put me mid-field.

Day 2: Three Hour AAT Elmore-Katamatite. The tuggies did a great job again, launching the fleet in about an hour. Good four to six knot climbs to six grand under well-formed cumulus to start with. Visibility was hazy, so you had to keep that neck twisting to spot traffic. The cu-line stopped

70km out of Elmore and the inversion was 4,000ft. An eerie feeling of impending doom, gliding at 55kt above the inversion and only two to three knots underneath, so I only went into the bare minimum into the 50km circle and headed back for the cu-line. Met up with Sarah Allen in her Libelle, who very kindly showed me the way into an eight-knotter on the airmass boundary, then a race up to the far 40km boundary north of Katamatite. Flirted with the boundary of a towering cu there, which earned me a seven-knotter to 6,000ft, with an arrival ETA of five minutes over the time; naturally, conditions only got better and I arrived home three minutes under time, which knocked my speed back one knot to 86kt for the day. Twentieth (sigh!) Bruce cleaned us all up again, we're going to have to tie a bucket to that ASW22's tail.

Day 3: Three hour AAT Deniliquin-Urana, downgraded from four hours because of high altostratus holding the temperature down. When it cleared, cumulus formed quickly, 13:15 first launch, gate open 14:30. Mike Yankee was in a gaggle of about 25 gliders pre-start. Raced an ASH24 up the first leg, I was pleasantly surprised to keep up with him. Cloud-hopping took me over Tocumwal, with a good view of the grid launching of the HGFA competition there. The strong, tight thermals went to 7,000ft or so, and the wind was a 14kt northerly. Coming home from Urana was like flying an open ship (129km/h for the leg). Two minutes early due to strong lift 30km out. An improvement – 93km/h – 16th! A great day's flying.

We received the sobering news of a fatal accident involving a hang glider pilot at Tocumwal on this day. Our thoughts and deepest sympathy go to friends and family.

Day 4: Two-and-a-half hour AAT Shepparton-Berrigan-Corowa; a difficult decision for the Comps Director, Colin Turner, and tasksetters, as the weather was a bit iffy, with strong north-westerly winds aloft, and maybe an airmass change. Three-and-a-half knot climbs with mammoth gaggles pre-start. I started just after 2:pm and headed south-west, initially, towards some cu's, met up with Bruce in his ASW22 for a thermal. That 22 just looks sensational airborne! Turned north shortly after entering the arc, hoping for some streeting and cloud hopping, but it was a bit of a struggle with lots of gagging. Thermals were tight, strong and broken. Turned east as soon as over the Murray to get a bit of tailwind into Corowa, got low, headed for a ridge at right angles to the wind, and got the resulting thermal to over five grand before it vanished completely. There were a

couple of farmers doing something very dusty in a paddock north of Cowora airfield, which generated the best thermal of the day peaking at eight knots to just short of seven grand. My trusty whiz wheel told me it was time to turn for home at Corowa, and I had a great run home, topping up to final glide height at six knots. Two minutes over time, 87km/h, provisionally eighth for the day!

Benalla City Council hosted an excellent barbecue for pilots and crews that night, interrupted by the news that the trough had gone active and was causing 30kt winds and rain at Loxton, 40km away. I spent an anxious half hour pegging down everything tight, lots of rain and lightning but luckily, not much wind.

Day 5: Three hour AAT Rand-Jerilderie-Katamitite. Variable surface wind, gridded for runway 08, but moved to runway 26, delaying the launch. Finally away at 13:30, got up to 7,000ft in a bit of wave, but smoke came over from a bushfire to the far west and inhibited the thermals. This resulted in some rather large gaggles, and a start arc was trialled today, 129km from Rand (the first turn point) between 020/030 degrees true. This gives a start line of 20km long, more or less centred a couple of kilometres south of Benalla. It was quite workable, however the only comment I would make is that the pre-start gaggle was noticeably larger than previous days with assigned multiple start points, but it may have been just the conditions on the day that caused that.

I got low just before the start gate opened and had difficulty getting up under the thickening haze, so at 3pm, started at just over 4,000ft, not good, but it was getting late. I went straight down to 2,000ft agl without hitting a thing so had to take a two-knotter to get back to 4,000ft. The Kilo Libelle team of Tom Gilbert and Scott Lennon then swept overhead, so I latched on to them and was very quickly into race mode, and up at a reasonable height. Tom and Scott's team flying is awesome to observe. I will try and get him to write an article on the principles they use, as they are very effective, just look at the results.

Outside the haze shadow, conditions were superb, with six knots average to well-formed cu's in streets. I left the gaggle just after Rand as I was concerned that I was going to be over time. I hit the best thermal of the day halfway along the second leg, peaking at 10.2kt on the averager to just short of 10 grand. Turning south just on entering the Jerilderie arc, I was faced by deteriorating cu's under the haze, but

March 2006

successfully cloud-hopped to the Murray, where I had a long glide from seven grand to top up under a couple of cu's to final glide height, six minutes over time. A total of 311km/100.5km/h equal 19th place! This competition is red hot; the first 22 places did over 100km/h and were, of course, unballasted.

In passing, I must mention the excellent organisational effort that the Gliding Club of Victoria has put into this competition. The State Centre is a magnificent facility, and the briefings, scoring and catering have been outstanding. A site at which is a pleasure to compete.

Day 6: Three-and-a-half hour AAT Rand-Deniliquin. One of the best days I've flown, straight to 10,000ft off tow under beautiful cu's, start arc again, but no pre-start gagging evident today. Pedal to the wall all the way up the first leg, then the clouds thinned out on the second leg, however, got one thermal to 10,000ft which peaked at 12.7kt on the averager. Turned in the Deniliquin sector with 120km to go to Benalla with 50 minutes to go, on final glide spot on time, yet arrived four minutes early, with 120kt, the wheel down and half dive-brake to get the Hornet to descend. Mike Yankee did the last leg at 159km/h. A total of 387km/speed, knocked from 113 to 111km/h due to an early finish, 19th on provisional results. Terry Cubley whacked everyone with 125km/h handicapped speed. Wow! What a day! The first 35 pilots did over 100km/h. I was wrong, this competition is white hot!

Please have a look at the results, pictures and downloadable IGC and KML (Google Earth) files on: [www.clubclass 2006.com.au].

Day 7 was canned due to an airmass change that was forecast and arrived shortly after lunchtime, bringing southerly winds and low visibility from the Victoria bushfires. The pilots' meeting was held under the chairmanship of Tim Shirley, and the rest of the day is for rest and recreation, much



appreciated as I have flown nearly 30 hours in the last six days. It gives me an opportunity to finish this article as well. Looking forward to some promising days later in the week, more on that next month.

Keep looking out (I've been doing a lot of that recently) and "Under 700 feet, Land Safely."



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Caboolture Gliding Club

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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/Ts: 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/Ts: Stephen Clark (Hobart HG pilot), 0419 997550, <secretary@thpa.net>. Northern Tas info: Richard Long (Burnie PG pilot), 0438 593998, <northern@thpa.net>.

Victorian HG and PG Association

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

Clubs

NEW SOUTH WALES

Blue Mountains HG Club Inc.

[www.bmhgc.org.au]. Pres: Neil Evans 02 47878027, <dream2@tpq.com.au>; Sec: Andrew Paterson, 02 96395461, 0425 305 984, <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 0428 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 <suzismit@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, <clean@smarchat.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, <crezji@lineone.net>; SO: Graham Roberts 07 3676662, <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@centrepntfinance.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/Ts: 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@nevnhgc.net>; V-Pres/Ts: Isla Christian 0418 385933, <vicepresident@nevnhgc.net>, <treasurer@nevnhgc.net>; Sec: Brian Webb 0417 530972, <secretary@nevnhgc.net>; M/ship: Simon Taylor 0428 333617, <membersh@nevnhgc.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/~nevnhgc/].

Sky High Paragliding Club

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

Southern Microlight Club

[http://home.vicnet.net.au/~stclub/]. Pres:

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

Western Victorian Hang Gliding Club

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

WESTERN AUSTRALIA

Albany HG & PG Club

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

Cloudbase Paragliding Club Inc.

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 08 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 Holthouze <nick.holthouze@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.



HGFA General Manager's Report...

With a great sense of sadness I report another fatality within our membership. On 19 January 2006 James Simpson was being aerotowed in his hang glider. Shortly after a successful launch something went wrong while still on tow. Spectators heard a loud bang and looked up to see his hang glider fold up and spin to the ground. James made an attempt to deploy his reserve but there was insufficient height for it to have any effect. Investigation into the cause has found that the towline had managed to knot itself around the side wire, causing the structural failure of the wing. At this stage (end of January) there is no clear explanation as to why the tow line had become wrapped around the side wire. Findings will be published as soon as the reports are finalised.

Melbourne Commonwealth Games – March 2006

For the safety of aircraft and the public, a Temporary Restricted Area (TRA) will be declared within 40 nautical miles of Melbourne from 5pm until midnight on the days of the opening (15 March 2006) and closing (26 March 2006) ceremonies of the Melbourne Commonwealth Games. Information regarding flying restrictions around Melbourne during the time of the games can be found on the HGFA website News page or via the normal sources of Airservices Australia.

Hang Gliding at Tocumwal

Over the last half of 2005, the owner of the Sportavia Soaring Centre, Richard Cawsey, and his CFI for hang gliding, Tove Heaney, have been working to provide hang gliding operations at the Tocumwal aerodrome where the Sportavia facility is located. Locals have raised a number of objections to the development of hang gliding operations at an aerodrome which already incorporates GFA soaring and GA movements, although there is support coming from the local council. Objections are based on the ability, or rather the perceived inability, of our membership to conform to NAS2 requirements for flying at and around a non-towered aerodrome. It is therefore important to understand the NAS2 requirements and to always pilot in accordance with those requirements. Should the facility succeed, it will provide an excellent venue for pilots of various soaring disciplines to come together and expand their knowledge and competency in their respective disciplines and offer the chance to cross into new disciplines of aviation all at the same location. If we as sporting enthusiasts want this facility to succeed, it is absolutely necessary to learn and abide by the local procedures.

Pilots will need to demonstrate their air-manship in accordance with NAS2 protocols for flying at non-towered aerodromes and

adhere to circuit procedures as described in the Sportavia manual of operations. The future of this venture very much rests in the hands of the pilots who attend it. Learn what you need to know regarding operations at this location before you arrive, and practice those operational protocols while you are there.

Further information on Sportavia can be found at [www.sportavia.com.au].

Message from AusSAR

The Australian Search and Rescue services (AusSAR) were recently contacted by a motorist who witnessed an incident involving a weightshift microlight. The microlight was seen to ditch into a lake near the highway. The motorist, thinking to be doing the right thing, immediately notified the authorities. A search and rescue operation was then initiated, placing a helicopter on standby and dispatching ground crew to investigate the scene. It was later found that the pilot had been experiencing engine problems and needed to make an emergency landing. The lake foreshore, being covered in rocks and tree stumps, was not suitable for a safe landing, so the pilot put the craft down in the water near the lake's edge. The landing was good and the water shallow. The craft came to a stop and tipped gently onto its side without damaging the aircraft or injuring the pilot. The pilot, feeling much relieved to be safely back on the ground, pulled the craft out of the water, stored his flight gear on the craft and headed off to get back to his car. He was totally unaware that any rescue call had been made or was indeed in operation.

The incident, being a bit more than just another out-landing, highlights the perspectives of the community regarding our operations, and it suggests that we might be more aware of the potential that others who are observing from afar might do the right thing (based on their view of the scene) and call upon the authorities for assistance (even though it may not be required). We in turn can assist by getting to know the details of our S&R services, and if possible notify them when an incident is likely to require their services, or, conversely, notify them when a situation is under control and the resources can be stood down. Details for the Australian Search and Rescue Coordination Centre can be found at [www.amsa.gov.au/Search_and_Rescue/]. The 24 hour emergency contact number is 1800 815 257 (Aviation).

Booti Booti

A new agreement for access has been established for Booti Booti National Parks in the Nelson Lakes area (NSW, north of Newcastle). The agreement and the conditions of access, including the contact name, is posted on the HGFA website. Please ensure that you read

this agreement and make contact with the representative prior to hang gliding or paragliding operations in the area. Any breach of this protocol could see the site lost to further use.

HGFA Board Meeting

Dates for the HGFA Board Meeting, scheduled for March, should now be posted on the HGFA website. Please see the website for further meeting details.

Air Displays

A number of pilots have been requested to operate at Air Displays over the summer. Pilots wishing to fly these events require Display Pilot Endorsements. A Display Manual describes the various requirements to obtain this endorsement, as well as listing the regulations covering display operations. The manual is on the HGFA website.

Accident Report

Pilot: Intermediate
Experience: 180 hrs total,
10 hrs last 90 days
Aircraft type: Intermediate hang glider
Pilot injury: Bruised thigh, strained right shoulder
Aircraft damage: Broken downtube and leading edge
Location: Inland
Conditions: Headwind of 10kt, 28°C, moderate turbulence

Description:

Pilot was coming in to land in large mown hay paddock. At about 20ft agl, with one hand on the base bar and the other on an upright, the right wing suddenly lifted about 45° and the glider nosed down. The glider continued to turn and dive until it was facing downwind and impacted the ground. The wind lifted the trailing edge and flipped the glider over.

Comments:

This type of accident is very common and often goes unreported because pilots get away with minor injuries and minimum damage to the glider. The main cause of these incidents is encountering the release of thermals and their effect on the glider during landing. A secondary cause in these situations is often a lack of airspeed while coming in to land. Airspeed provides the ability to control and correct any effect that thermals might have on the glider during the landing phase. Pilots should also be aware of the potential changes in the air due to either thermic conditions or mechanical turbulence close to the ground.

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>

GFA Badges & Certificates

FAI BADGE CLAIMS

To 31 January 2006

A BADGE

Trist, John Arthur	11156	Albury/Corowa
Weller, Daniel Bjorn	11158	Qld Air TC

B BADGE

Walmsley, Hannah	11141	NSW Air TC
Butler, Daniel Glen	11106	Adelaide SC

A & B BADGE

Sweeney, Vaughan T	11160	Bathurst SC
Vlok, Marcel	11163	NSW Air TC

C BADGE

Parry, Stuart Matthew	11050	Qld Air TC
Taylor, David Hugh	11028	Mangalore GC

B & C BADGE

Field, Gavin Clark	11126	Darling Downs SC
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A, B & C BADGE

Munzinger, Michael	11153	Canberra GC
Milsted, Paul Ian	11154	Southern Cross GC
Parham, David John	11155	Bendigo GC
Ridd, John Edwin	11157	Kingaroy GC
Black, Adrian John	11159	Byron Bay
Carter, Ewyn Allan	11161	GCV
Dugan, Timothy J	11162	Southern Cross GC
Baker, Dion Stuart	11164	Waikerie GC
Head, Roger Cameron	11165	Southern Cross GC
Ongay, Salvador	11166	Alice Springs GC
Wier-Smith, Mark D	11167	Bathurst SC
Ogden, Bruce James	11168	Southern Cross GC

SILVER C BADGE

Niksic, Branko	4605	GCV
Penrose, Scott Dustin	4606	GCV
Dillenbeck, Christopher F	4607	Bathurst GC Loxton,
Benjamin	4608	VMFG
Found, Dayle Martin	4609	Narrogin GC
McLean, Ross William	4610	Narromine GC
Cook, Ian Hunter	4611	Beverley SC
Steventon, Ian Michael	1612	Hunter Valley GC

GOLD C BADGE

Hunt, Jeffery Walter	1601	Hunter Valley GC
Brackley, Peter Andrew	1611	Hunter Valley GC
Maddocks, Julie E	1612	Boonah GC
Fox, Peter Julian N	1613	Canberra
McLean, Ross William	1614	Narromine GC
Cook, Ian Hunter	1615	Beverley SC
Codling, Michael	1616	Darling Downs SC

DIAMOND GOAL

Brackley, Peter Andrew	Hunter Valley GC	Found, Dayle
Martin	Narrogin GC	
Fox, Peter Julian Nicol	Canberra GC	
McLean, Ross William	Narromine GC	
Cook, Ian Hunter	Beverley SC	

DIAMOND DISTANCE

McLean, Richard	Beverley SC
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600KM DISTANCE

Russell, Iain Andrew	95	GC of WA
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800KM DISTANCE

Sweeney, Geoffrey A	11	Bathurst SC
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Claims for all badges and certificates to:
FAI Certificates Officer Beryl Hartley
PO Box 275, Narromine NSW 2821
Ph: 02 6889 2733 (w), 02 6889 1250 (h)
Fax: 02 6889 2933,
Email <hartley@avionics.com.au>.

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



Adam Bland of the RAAF Richmond Gliding Club in the club's Grob Twin Astir, VH-KYN, on finals for the 'western grass' at Richmond
Photo: Frank Burt

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.

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

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

PW5 World Class Glider, as new, owners retiring from the field due age. Ph: Bill Collings 02 6290 1338 or <blix@hotmail.com.au>.

STD CIRRUS. In excellent cond. after refurb & Form 2 just completed in 2/06. C/w enclosed trailer, basic instruments, tow-out gear & some spares. Ph: John 08 83563038.

STD JANTAR 3, VH-HNI. Excellent cond, Cambridge S-NAV, oxygen, tow-out gear, water ballast gear, auger tie-downs, 4,000 hrs. Enclosed tandem axle trailer. \$28,000. Ph: Wal 02 49432074 or

0427432074.

VENTUS 2CM ZBW. Finished in urethane at two years old. Immaculate cond. 2004 Qld State & Nationals 18m championship winner. B2000 full competition panel negotiable. Self launch at max weight. Excellent enclosed trailer. To make way for high performance two-seater. Ph: 07 46343006 (days) or <wendoure@bigpond.com>.

WANTED: GOOD HOME for VH-GYG BG12B (two-piece wing). All wood, homebuilt from factory kit. Basic instruments, new harness, 40-year survey completed. New Maintenance Release. Good trailer which needs to be finished inside with permanent fittings. Measured L/D 32:1 No Airworthiness Directives. Email: Mike Burns <glomic@bigpond.com> for pictures & more information, ph: 03 58742914.

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.

Two-seater Sailplanes

GROB 109B. 1984, excellent cond, maintained to professional standards, engine 700 hrs, airframe 1,550 hrs, ICOM & Dittel VHF radios, King 76A transponder, intercom, G meter, great fun machine! Price neg. Ph: Petar 0428 864425 or <pnovakov

@bigpond.com>.

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 1,000 hr life extension at T&J Sailplanes. Ph: Brian Bailey 0409 302296 or <bcbailey@bigpond.com>.

TWIN ASTIR-IKD, X-C (1:38!), VG cond. Microair radio, trailer, B-50 varios, oxygen, fixed wheel, photos: [www.narroglinglidingclub.org.au]; deliv. ex WA poss. at min. cost. Reduced to \$39,500 firm. Ph: Hilmer 08 92918949 or 0429 900016.

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 top trailer, tow-out gear, one-man rigging, transponder, recent upper surface re-finish, EGT gauge, located Omarama NZ, much more. US\$65,000 neg, contact: <jonludgater@yahoo.com.au>.

Ximango 1997 model



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

Classifieds

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.

BLANIK NEW ONE PIECE CANOPY, never used, still in box. NO REASONABLE offer refused. Ph: David 02 66216495 (w).

TOUCH SCREEN PANEL MOUNT systems from a well-known maker are out. Ask <ianmcphee@aapt.net.au> or ph: 0428 847642 or [www.mrsoaring.com.au].

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

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 ph: Trevor Hancock 03 52825143 (h).

KIDS HAVE OUTGROWN FAMILY FLEET. Selling DG100, Nimbus 2. Also Grob-103 & Grob-103 Acro. Ph: 0408 195337 or <maddogs1@optus.net.com.au>.

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, Kluywegweg 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

All aircraft should be suitable for the intended

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.)

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

AIRBORNE FUN 190 nov, 35 hrs, GC, c/w Aussie Skins harness, \$1,500. Ph: Phil 0412 688847; <psharple@bigpond.net.au>.

VICTORIA

AIRBORNE C4-13 adv, fl. green/blue US, microdrag A-frame, EC, available 3/06, \$5,500. Moyes Matrix harness, black/silver, suit pilot 175cm OH, 151cm SH, 108cm chest & hips, only 12 mths use, \$1,700 ono. Ph: Phil 0407 042634.

AIRBORNE SHARK 156 adv, orange/blue/white, 40 hrs max, crisp sail, EC, speed bar, faired DTs, Flytec 4010 vario, Danny Scott harness (about 6ft), new parachute, Icom IC40 radio, fast charger, helmet with radio fittings, \$3,300. Ph: 0408 052062; 03 93370553.

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\$250. Also Paratech harness, S-M pilot, \$75.

Ph: Stephen 03 97283130; 0425 792630.

GIN BOLERO DHV 1, medium, 80-95kg, with Advance Progress harness, Charlie Revolution 2 reserve, Flytec 4005 vario. Canopy has around 40 hrs UV exposure & all is in EC. Ideal for safe novice flying. View gear in Melbourne, \$2,500. Ph: 0428 223277.

NOVA PHERON DHV 1, small, royal blue colour. Supair harness with front mount Charlie reserve. Only 5 hrs airtime & all in EC. Suit pilot around 70kg. Giving away sport due to time restraints, \$3,800. Ph: Wayne 0400 153125; 0417 056393.

PARAMOTOR PAP TD1400 for sale with Top 80 competition engine. C/w dust cover, carry rack, blade covers plus extras. Can accommodate large pilots. Situated in Cranbourne, Vic. Offers over \$4,000 considered. Can send pictures via email. Ph: 03 59954694; 0414 756477; <frank_sydown@hotmail.com>.

SIGMA 4 DHV 2-3, white with orange leading edge, to suit intermediate pilot up to 120kg, VGC, 180 hrs, \$1,200 incl. tandem carry bag. Ph: Tony 0413 593054.

SOL MAGIC RIDER PG harness, 2 yrs old, EC, \$800 new, sell \$500. Ph: 0415 389330 (Sydney).

TASMANIA

Complete set-up suitable for beginner, Nova Syntak (M), 10 hrs use, in perfect order; new Evo harness (XL) with reserve; new Nova Lazer helmet (XL); new Uniden radio (UH-042+R); used Digifly VL10 vario. \$3,500. Email <Erik.Fitzgibbon@dfat.gov.au>.

Trikes & Equipment

NEW SOUTH WALES

AIRBORNE EDGE EXECUTIVE T2-2423, Streak wing, 582 engine, 455 hrs, Icom radio, Raptor headset & helmets, customised trailer, \$10,500. Ph: 02 65597702; 0407 466036.

AIRBORNE EDGE EXECUTIVE 582 T2-2674, electric start, new Wizard 3 wing, new gearbox, new Brolga prop, all instruments, fuel gauge, helmets, headsets, radio, comms, trailer, fuel panniers, training bars, maintenance log book. Everything you need to take away & fly, \$12,000 ono. Ph: Marty 0408 575903.

AIRBORNE OUTBACK S T2-2960, Tundra wheels, stoneguard, Raptor intercom, GPS, VXA 150 radio, exhaust silencer, 340 hrs on base with 40 hrs on Wizard wing, \$21,000 ono. Ph: 0413 900299.

AIRBORNE REDBACK rego 324070, 23 hrs, Wizard 3 wing never folded, stoneguard/travel bag, \$19,000. Ph: 0418 628443.

WESTERN AUSTRALIA

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

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NEW SOUTH WALES



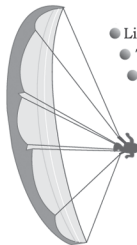
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- NOVICE LICENCE COURSES: Our famous 9 day, live in, Novice Licence Courses, with genuine small class sizes (<6), go well beyond the minimum requirements & include thermalling, ridge soaring, safety manoeuvres & more. Over a week of the highest quality tuition by highly experienced pilots/instructors, using the latest techniques & equipment costs only \$1,320 (incl. accom.).
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**Phone Godfrey Wenness on:
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QUEENSLAND



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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!

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Advertising - January 2006

Eco Watch	21
GFA Form 2	14
GFA TOST	23
Go Soaring	41
HGFA Sale	IBC
OAMPS	13
Paragliding Headquarters - Gradient	IBC
Lake Keepit Gliding Club	22
Microair Avionics	21
Moyes Delta Gliders	BC
Schempp-Hirth - Fibremites	37
Sportavia	BC
Tribal Flight Paragliding	35
TST 10M	37
Women With Wings	33

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