

Soaring **AUSTRALIA**

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August 2006



**Easter
at Tumut**



**Paragliding State
of Origin 2006**



**From Low Flying
to High Gliding**



**Ropes at
Rhylstone**

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If you qualify, please call Ernest Shackleton – sorry, call Ron Cameron (Pres) on 0428 659 637 or Ian Roache (Vice-Pres) on 0414 305 405



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

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HGFA EDITORIAL CONTRIBUTIONS

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

HGFA SUB-EDITOR

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

HGFA OFFICE & SALES

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

GRAPHIC DESIGNER/PRODUCTION EDITOR

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

Articles

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

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GFA EDITORIAL CONTRIBUTIONS

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

GFA SUB-EDITOR

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

GFA OFFICE & SALES

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

GFA ADVERTISING REPRESENTATIVE

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

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

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

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Easter in Tumut

Peter Wilson, CFI Air Escape



Dick and Pete with the opening plaque

Photo: Courtesy Tumut Adelong Times

Richard Lockhart drives a hard bargain. If you don't know who Richard is, he's the HGFA sub-editor of *Soaring Australia*. I sent him an article, which was printed in our local paper, and asked if he would reprint it in this magazine. Richard said, "Write your own version" because "newspaper-style articles don't fit into the style of *Soaring Australia*." So here we go...

My name's Peter Wilson and I have the privilege of claiming to be Dick Smith's flying instructor! Wow, now there's a claim to fame! No, not really, I didn't teach him how to fly; fly, just converted him to micro-light flying.

A few years ago I ran an advertisement on Canberra television in the hope of encouraging microlight (trike) flying in the district. The advertisement cost well in excess of \$2,000 and I only received one phone call! But, that one call was a good one. It was from Dick's farm manager, Ben.

Dick owns a modest little acreage on the outskirts of Canberra and from all reports has always been interested in trike flying, with a view to getting a decent view of his farm. So in September of 2000 Dick began his trike flying career with Air Escape in Tumut.

Where's Tumut? Pretty well in between Sydney, Melbourne, Wagga Wagga and Canberra. It's a fantastic place to fly, with

a lovely little airport, friendly country town, and calm winds.

Initially Dick began travelling to Tumut in an assortment of craft, which was brilliant for me, because he usually invited me and whoever else was around to climb aboard and come for a lap of the district. I can honestly say that I've sat right seat in a Citation corporate jet, left seat in an Augusta twin turbine helicopter, and right seat in a Cessna Caravan.

Dick's conversion to trike flying was natural, and, thank goodness, uneventful, even considering the fact that with trikes all controls are reversed, and some on the wrong limb! But I believe that was half the challenge for Dick; not only to fly slowly in an open cockpit to survey the layout of his farm, but also to experience what he calls 'Real Flying' in an aircraft that was to him, at the time, unconventional.

Dick took over two years to learn to 'fly'. Not because he was a slow learner, but because he must be one of the busiest, motivated, and mobile men I have ever been fortunate enough to know. During the course of his training, I remember Dick jokingly say, "You have to make sure you look after me, otherwise **you'll** be the most famous instructor in the country!" (For all the wrong reasons!) Rest assured that statement was always in the back of my mind.

Eventually Dick purchased his own trike through Air Escape (which justified the TV advert!) and his training then continued from his farm. Don't think we were bashing the circuit from a bumpy grass paddock – far from it. Dick has a 1,200m tar runway, almost the same as the one at Tumut (ie, long, black, straight, white lines...). So instead of Dick flying to Tumut to learn to fly, I had to fly to Canberra to teach him! Being one of the few instructors of both fixed and flex wing sports aircraft in Australia, this didn't pose a problem for me, and was even a bonus. I'd hop in the trusty Gazelle or Jabiru and fly from Tumut to Dick's place, then jump in the back seat of his trike for training, then fly back to Tumut again in the fixed wing. Plus, I got to invoice him for the trip! All at standard rates of course! (Honest, Dick!)

Anyway, to cut a long story short, it was a real privilege and honour to teach, and be friends with, one of Australia's icons of aviation and to have the opportunity to accept his hospitality, generosity and mateship.

After consolidating his new skills in trike flying, and logging 150 or so hours in his trike, about six days before Easter this year it was time for Dick to submit to his biennial flight review as required by RAAus. Whilst at Dick's farm and following the check flight, I asked Dick if he'd consider opening the new Air Escape hangar and flight training facility in Tumut. In true fashion, he gladly agreed and a time and day was set.

For the last five years, Tumut has been the venue for the NSW and ACT hang gliding association's Easter fly-in and aerotow clinic. Tumut is a perfect venue for hang gliding, triking and aerotowing, with grass airstrips, hill launch sites, light winds and all the necessary infrastructure to accommodate aircraft and visitors alike. Tumut also has its own sports aviation instructor and resident tug pilot (me), not to mention plenty of hangarage. Each year, with the expert organisational skills of Michael Porter, Scott Barrett and Tove Heaney just to mention a few, the Easter fly-in and tow clinic has been getting bigger and bigger.

This year was no exception. (Not everyone goes to Narromine!) So on Easter Saturday when Dick arrived in the Augusta helicopter there was quite a crowd of onlookers and participants on site to welcome him back to Tumut. Dick gave a great speech on



Tow clinic. Candidates qualified for a grant from the NSW & ACT Hang Gliding Association to get sponsored for their aerotow endorsements



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the advances of the sports aviation movement and the increasing popularity of trikes. He spoke of how much he enjoyed flying his trike, and on more than one occasion referred to trike flying as 'Real Flying'. All present were enthralled with Dick's relaxed, witty and informed style of public speaking.

Then he handed over to me... a big mistake. I bumbled something about flying, tripped over my tongue, blushed, got a severe case of stage fright, and as quickly as I could, thanked Dick and everyone for coming, and 'signed off'.

Dick then unveiled the plaque to commemorate the occasion, and tea and bikkies were served in the Tumut Aero Club. Dozens of autographs were signed, even more photographs were taken, and after a sit-in and briefing on the new Airborne

Windsports XT 582 trike, Dick said his farewells and took off for... you guessed it, Narromine. So, on behalf of all sports aviators and Air Escape, thanks Dick, for your enthusiasm and involvement in our chosen sport, your inspiration to achieve our goals, and for being a great Australian.

Sub-ed note: Wow! How's that for a story? Can you believe I had to push him for it? From the newspaper article it looked like Dick had just turned up for the hangar opening, a paid appearance or something. I nearly fell off my editing chair when Peter sent me the real story above. And speaking of 'real' things... if there are any hang gliding or paragliding instructors out there who want to teach Dick real 'Real Flying', I'd be more than happy to receive a story about it!



Billo shows Dick his brand new XT 582

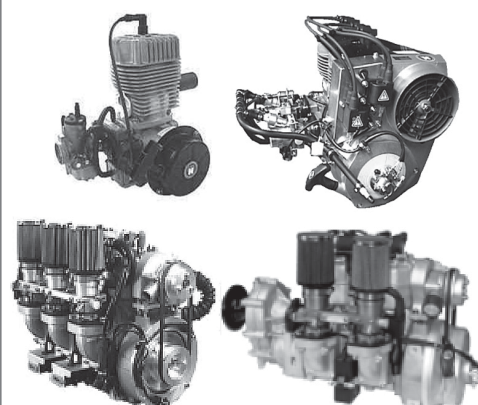


Locals and pilots look on

All photos: Courtesy Tumut Adelong Times

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FLYING AND POLITICS

Steve Donehue

LANDSCAPE WON'T BE FOUND ON ANY MAP. IT'S A SECRET. WELL, MAYBE NOT NOW, BUT IT SEEMED TO BE WHEN I WAS INTRODUCED TO THE SITE.

That was in 1990. I was younger, but just as keen. My brother-in-law David introduced me to hang gliding and to the local hang gliding club who met at a pub once a month. At first the club was a social club, but then it grew. And eventually was hijacked to become a different club. This is just part of that story.

My first sojourn to Landscape was in Dave's 60-series Landcruiser. He's just a mess when it comes to navigation, so it took a circuitous route to get there. Dave had been there once or twice before with the 'Secret Seven' – those with the privilege of keeping the secret of flying sites amongst themselves. He was a 'chosen one'. That's how he got to try the site. The route then was through a number of fenced and gated properties. The site was called 'Landscape' because you couldn't find it on a map. If they wanted it found, they would have called it Meadows Hill. The anonymity offered control. The location was doled out as favours to those who had earned the favour of the 'court'.

Both Dave and I flew Moyes Mission 170's then. Dave couldn't remember the location of the launch, so we guessed. Wrongly, as it turned out. But not fatally so. We launched 100m east of the real north

launch. Dave first. I followed a few minutes later. It was a mild but windy day – a good 25kt. After half an hour my arms were going numb pulling the bar back. And, with all the worry of working out where to launch, we forgot to discuss where to land. From the air the paddock for top landing looked pretty flat. And with the wind I thought this was going to be a soft snack. Wrong again. I let my glider be blown about 300m back while I was roughly 300ft above the paddock. I pointed into the wind expecting to just drop slowly down almost vertically. Instead the glider bucked all over the place. It was all I could do to keep it pointed into the wind. At about 200ft the glider dropped like a stone – all the way down to 20ft over the paddock. I thought I was dead, but the glider mushed out and I landed on my gut about 15ft behind a fence.

By then, some of the club officials had turned up. Dave was still in the air so I became their target. I was blasted because I wasn't allowed at the site, because I had launched from the wrong spot, because it was too windy – especially for a Mission – and because I landed in the wrong spot. It was plain that I wasn't welcome. Before things got too heated, Dave landed – not

quite as dramatically as me, but still without panache. He then became the target of the group that moved towards him. But on inspection they recognised him as one of 'the chosen' and all was forgiven. Dave and I packed up and called it a day.

As time went by and I attended club meetings I was at least given passing nods. It was made clear that this was a 'sacred site' and its use hung in the balance. But only those in the know had any idea why. The club grew rapidly over the next couple of years. Meetings were 'called to order'. The Committee was formed – of course by the 'Secret Seven'. Committee meetings were held at secret locations and decisions were handed down at meetings and sites. 'Mt Fuji' was added to the secret site list. I was never invited to go there and no one was allowed to tell me where it was. But I was told what a great site it was. Years later I found out this it was in fact Mt Concord, and not that great a site either. Ha Ha.

Landscape became a more popular site. An alternate route was found that bypassed the private and gated properties. The new route had one gate though. A keyed gate. With keys only held by the 'Secret Seven'.

Left: Richard Schlenstedt flying at Landscape, March 2006

Photo: Steve Donehue

However, their power base was beginning to crumble with the influx of new members. Eventually the key was left near the gate. Later on the gate disappeared and the site became an open site. At times we had 20 or more hangies. It was great. We held working bees to give better definition to the north and west launches. My kids even lent a hand. There was even talk of buying the land and setting up a bar on the hill. It would have done a terrific business!


Landscape is a plateau roughly 1,350ft agl with a northerly aspect. There's a spine each side of the north launch. In summer both of these trigger thermals which usually join at about 1,500ft above launch. We had two good years where even in winter it was worth a look in. But the membership of the club gradually changed. We wanted to repair the track in, but again the 'Secret Seven' were at work. It was decided no work could be done there without getting the landowner's

permission, but no one was allowed to ask the landowner in case he decided he didn't like the hang gliding going on. This was in the face of the landowner and the lessee actually visiting us and giving us carte blanche to knock out trees, etc.

The membership became disenchanted with the site because of its sensitivity. The club eventually folded, to be reborn as a different club. A member of the club whose dad lived near to Landscape thought he'd give it a go. After all, it was very handy for him. He tracked down the landowner and decided he would help out by re-gating the track in. And he went to the trouble to confirm some of the bottom landowners didn't want us landing there. He had a key to the gate. And so did a few of his mates. No one else could get in. Eventually more keys were made and now the site is 'semi-open'. I've had a few flies over the past year or so. A few more hangies are showing interest. Perhaps history will repeat.

What lessons can be learned? Perhaps no matter how tightly you try to control a site, if it has a perceived value by the flying community eventually they'll gain access. The closer you keep it to your chest, the more attractive it'll be. The site will then become open again. So perhaps look at these

things in the longer term where instead of resisting pressure from other hangies, it's better to try and open it for everyone from the beginning. If more people did this, there'd be more sites and less pressure on each.

That's how I looked at it when I re-opened Thistle Hill (Mt Broughton). It's worked fine – no arguments from hangies, no hassles with the landowner. 

General Manager's note: Steve's article does represent widespread sentiment in regards to how local flyers and clubs feel in relation to their special local sites and illustrates why they guard these types of sites. The sentiment is somewhat different for the larger more frequented sites which generally have established permissions for ongoing access. The syndrome that Steve talks about relates to the smaller fragile sites that do have a real need for tight access controls. Landowner permissions can be tenuous at best and is largely based on a trust established with those local pilots that have negotiated the access privilege to the site. To preserve the access privileges to many private land sites it is imperative that visiting pilots respect any and all local controls. No such site should be flown without firstly contacting the locals and thereafter abiding by whatever constraints are asked of them.

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BASIC SAILPLANE AERODYNAMICS

Part 7: Motion Forces on Sailplanes

Col Vassarotti

THE AIRFLOW EFFECTS ON A SAILPLANE (SEE PART 6 IN THE APRIL AND MAY ISSUES) ARE ONLY PART OF THE EQUATION. NEWTONIAN FORCES ARE ALSO A FUNDAMENTAL INFLUENCE IN SAILPLANE AERODYNAMICS. IN THIS PART WE LOOK AT STRAIGHT AND LEVEL FLIGHT, TURNING AND SPINNING.

STRAIGHT AND LEVEL FLIGHT

To all intents and purposes, the load factor on a glider in straight and level flight is 1g (force of gravity), so the total amount of lift required is equal to the weight of the aircraft. Manoeuvring, however, changes the picture very significantly. In contrast to the equilibrium of straight flight, manoeuvres such as turning, pull-ups and aerobatics all involve acceleration forces of varying degrees. These change the loading on the airframe of the sailplane, and have aerodynamic consequences.

TURNING

When a sailplane is banked, the lift component is no longer vertical; but, the weight component still acts vertically downwards. Therefore the lift needed in a turn must exceed the weight of the aircraft, otherwise it will slip sideways and lose height. The extra lift needed to establish a balanced turn is produced by increasing the angle of attack. Figure 16 shows how this works. The vertical component of lift must still equal the weight of the aircraft, and the horizontal component of lift provides the centripetal force needed to make the aircraft fly along a curved path. The g-force or load factor is variable – the steeper the turn, the greater the load factor. The stalling speed also increases in proportion to the square root of the load factor.

Bank angle	Load factor (g)	Stall speed increase
0°	1	0%
20°	1.1	3.1%
30°	1.15	7%
45°	1.4	19%
60°	2	41%
75°	4	97%
90°	∞	

Figure 16: Approximate load factors and stall speed effect for steady turns at increasing angles of bank

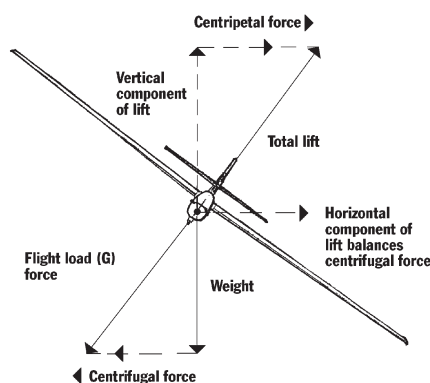


Figure 17: The non-vertical lift requirement and the centripetal/centrifugal forces involved

Turning: Airflow and Motion Effects Summarised

Taking account of the airflow and motion forces, in order to produce a balanced and steady clean turn it is necessary to maintain a constant bank angle and nose attitude, as well as eliminating slip or skid. In practical terms, pilots should monitor their control inputs to ensure the bank angle is correct, that there is no slip or skid, and the nose of the sailplane is moving steadily around the horizon at a constant attitude. The required elevator back-pressure increases as the angle of bank increases. This is because of the additional horizontal component of lift required to produce the extra centripetal force associated with the steepening angle of bank. If a smooth, steady turn is to be maintained, it is therefore recommended to re-trim the glider in a turn; this compensates for the increased steady back pressure at greater bank angles.

Some pilots are averse to high g-forces. To compensate, they typically unload the wing at higher bank angles by reducing back pressure, allowing the glider to sideslip into a descending turn, then reducing the angle of bank to ease the turn.

MOTION FORCES IN SPINS

Spinning involves a combination of pitching, rolling and yawing forces.

A small degree of reduced positive g occurs momentarily at the point of stall, as the sailplane departs into the rapid vertical descent of autorotation. The lower g results from the reduction in wing lift at the stall. For the pilot, the effect of downward pitch is exacerbated slightly because the cockpit is forward of the centre of gravity.

Once in the spin (autorotation), g forces are dictated by the degree of rotation and yawing motion associated with the spin for that particular sailplane. These forces are not excessive, normally being less than 1.5g. They vary from aircraft to aircraft and are influenced by the nature of the spin itself, which is influenced in turn by the method of entry and the inertia distribution of the aircraft. A sailplane with water ballast in the wings will spin differently to one of the same design with no ballast.

During the recovery phase, several factors have a bearing on inertial forces. At the point the wings become unstalled the nose pitches down, momentarily reducing the g-force felt by the pilot. The downward pitch means that the angular momentum from the spin is now acting around the longitudinal axis of the aircraft in a plane nearer to the vertical than before the wings became unstalled. Consequently, the rate of rotation increases very briefly before it slows and stops (like a ballerina pulling in her arms to increase the rate of rotation).

Where a spin is initiated in a sailplane with a powerful rudder which creates a large yawing force, or where an attempt is made to pick up the more deeply-stalled wing using aileron, there is a tendency to speed up the rate of rotation and flatten out the spin. The increased inertial forces resulting from the more rapid rotation produce a nose-up moment. This makes it difficult to lower

the nose and reduce the angle of attack to unstall the wings. Recovery action is the same as described in Part 6. With the application of full opposite rudder, the subsequent reduction in yawing motion will allow the nose to drop, unstalling the wings.

Once autorotation has been overcome the sailplane will be in a steep nose-down attitude. Resumption of a normal flight attitude without exceeding placarded speed limits may require the application of considerable positive g-force. Normally this is in the range of 2g to 3.5g.

Spinning: Airflow and Motion Effects Summarised

The overall effects of airflow and motion forces in a spin amount to a complex and variable picture.

It all starts when the lower wing exceeds the critical angle of attack and stalls. Because the lower wing stalls first, it is more deeply stalled than the other wing, and becomes the inner wing during the spin. The entire aircraft is now rotating in a downward vertical spiral, with a continuous rolling and yawing motion. In some spins this unpleasant situation is compounded by a pitching motion.

At the time of entering the spin, there is a slight reduction in positive g followed by increased positive g centripetal force in the vicinity of 1 to 1.5g, caused by rolling and yawing. Pitching, when it occurs, produces moderate, alternating reduced and increased positive g.

Application of full opposite rudder results in further positive centripetal force as the rotation slows and stops. Fairly strong positive g-force is applied by the pilot during recovery from the dive.

So, there is a lot happening quickly. In the rapidly spiralling, descending, rolling, yawing and sometimes pitching world of autorotation and spin recovery, pilots experience a succession of motion forces ranging from reduced, through moderate, to strong positive g.

Nevertheless, the recovery procedure is standard:

1. Apply full opposite rudder (all the way to the mechanical stop) to neutralise the yawing motion
2. Pause slightly to avoid the risk of masking the elevator with rudder, or vice versa
3. Move the stick steadily forward to reduce the angle of attack (ailerons should also be centralised if they are not already neutral)
4. Centralise the rudder when the rotation stops to avoid reversing the spin; and
5. Fly out of the dive. Remember, the sailplane will be in a near vertical dive, so smooth, prompt pilot action is vital during the recovery

every phase; delayed or slow pullout risks exceeding V_{NE} , while too sharp a pull-up could re-stall the wing or take the aircraft close to or beyond its airframe g-loading limits.

A Note of Caution: Spiral Dives

Now, a note of caution about spiral dives. Unskilled attempts to induce spins in sailplanes can produce a steep nose-down attitude accompanied by rotation. It may look like a spin, but if the indicated airspeed is above the stall and increasing rapidly, the sailplane is not in a spin. It is in a spiral dive. Unlike autorotation, the aerodynamics of a spiral dive are not complicated. The controls work in a completely normal sense: Crucially, the pilot must take quick action to ensure the airspeed does not exceed the design limits of the airframe. The wings should be rolled level with aileron and the nose brought back to a normal flight attitude by smooth backward movement of the stick. Care should be taken to avoid excessive g-force during the pull up.

MOTION FORCES IN OTHER FLIGHT MANOEUVRES

1. Pull-ups

High speed cross-country flight generally involves a series of fast glides and fairly robust pull-ups into strong lift (most of the time, anyway!). Acceleration forces apply throughout these manoeuvres. In the main these are fairly light, rarely exceeding 2g positive. Steeper pull-ups, apart from posing a potential hazard to other aircraft, are aerodynamically inefficient as they involve greater g-force and higher drag.

Similar acceleration forces apply during aerobatic manoeuvres such as loops, wing-overs and spin recovery. In a curved flight path such as a pull-up, there is an acceleration force towards the centre of radius of the flight path. The positive g-force at the bottom (pull-up phase) of a typical loop is about 3g.

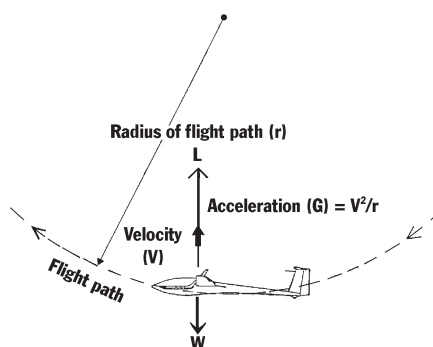


Figure 19: Acceleration forces during pull-up (Source: New Soaring Pilot, Welch and Irving, 1968)



Figure 18: Spin starting at 10,000ft in Puchacz VH-GAS over Bunyan, NSW, pilot Col Vassarotti

Photo: Drew McKinnie

2. Negative g, Rolling g and Gust Loading

Negative load factors occur during inverted flight, and have critical implications for airframe structures and pilot physiology. Cockpit placards and aircraft flight manuals are essential references for pilots contemplating manoeuvres likely to involve negative g.

Airframes are also vulnerable to rolling acceleration forces or rolling g. For this reason, airspeed indicators and cockpit placards generally show the manoeuvring speed limitations of the individual aircraft.

A further significant factor in flight loads is the influence of atmospheric gusts.

These can come vertically, laterally or horizontally, and sometimes all three in quick succession and at varying levels of violence.

Excellent reference material on the implications of flight loads and limitations can be found in *New Soaring Pilot* (Welsh & Irving, 1968).

Acknowledgments:

Canberra Gliding Club members, particularly Bruce Campbell, Drew McKinnie, David Pietsch and David Villiers.

Further Reading:

Welch, A. & L. and Irving, F., *New Soaring Pilot*, John Murray Ltd., London, 1968.



Author in Masakatsu Yamada's Duo Discus

Photo: Drew McKinnie

GFA SITE TENURE SURVEY

John Welsh (GFA Executive Officer)

The GFA Executive, at their February 2006 meeting, identified an issue of which many gliding clubs are becoming aware: increasing problems with site tenure at some airfields. This is a national issue, and not limited to gliding airfields but to all aviation sites. To help the GFA Executive's understanding of the issues involved, the following survey questions were asked of GFA's 92 clubs in March 2006. The responses received are being used to assess and plan the Federation's response to this important national issue.

A planned national approach may be of great benefit to clubs under increased pressure of development and community acceptance of gliding sites. The Survey results will be taken into account during the GFA Board's current strategic review.

INITIAL COMMENTS ON THE RESULTS

At the closure date of the survey, a total of 36 responses to the survey were received, which can not only be called statistically valid, but also consists of over a third of our clubs, which is a good response rate to any survey. Thanks to all clubs that responded, including the frank and useful comments.

The following basic statistics from the survey are released for members' information and discussion. The responses have been de-personalised, and Question 9 (Comments) responses withheld until a later issue, to allow further analysis to be done to reduce private information and duplicate data. The issues highlighted will also take some time to work through.

It can be seen that around half of survey respondents either do not have a written tenure agreement or have a written agreement with less than ten years to run. This, it could be argued, puts them at risk in spite of a perception of having no problems.

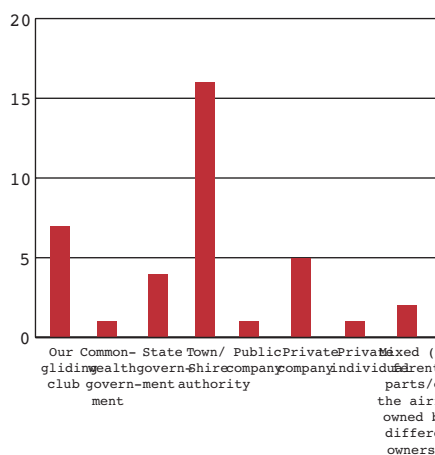
It is suggested that such risk needs to have consideration and positive management by the clubs involved, with or without any external aid.

The GFA Executive will be pleased to hear from any other club that did not respond to the survey on any issue associated with tenure of site.

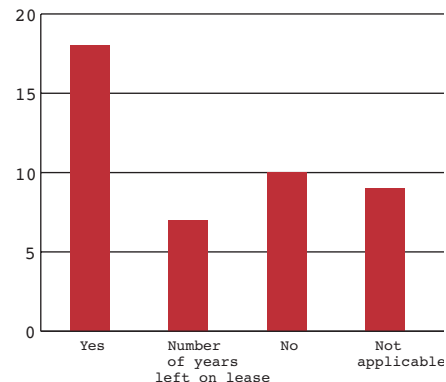
As further information and action take place, members will be informed through the website or the magazine.

Responses to the GFA Site Tenure Survey – March/June 2006.

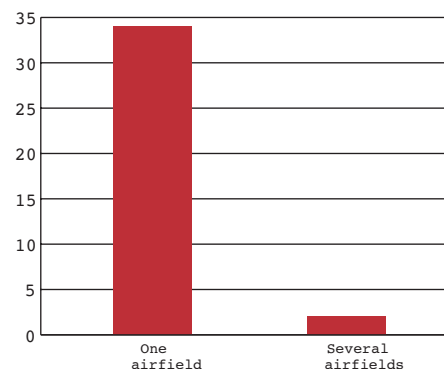
1. The airfield that our club mostly operates from is owned by:



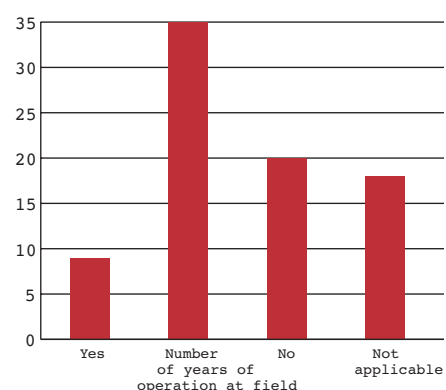
2. Our club operates from:



3. Our club has a written lease with the airfield owner: (NB: 'Number of years left' is an average of responses.)



4. Our club has an unwritten agreement to use the airfield with the airfield owner: (NB: 'Number of years left' is an average of responses.)



5. Operations at the airfield are co-ordinated or controlled by:

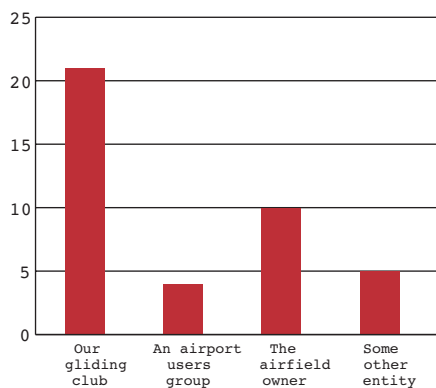
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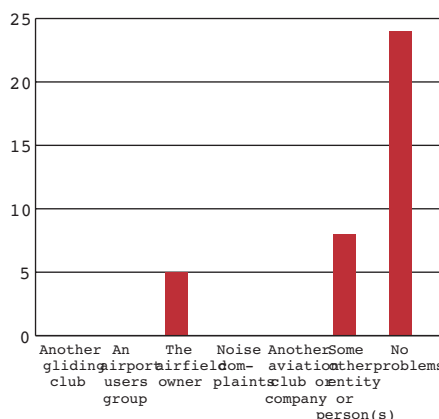
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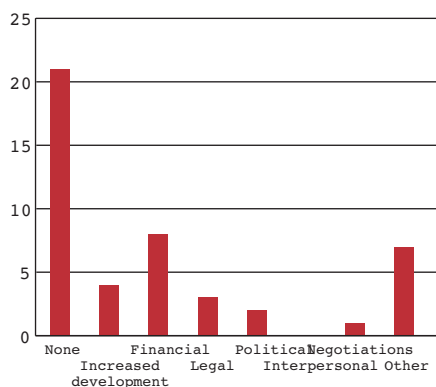
ph: 02 6889 2733 – fax: 02 6889 2933 – email: <hartley@avionics.com.au>



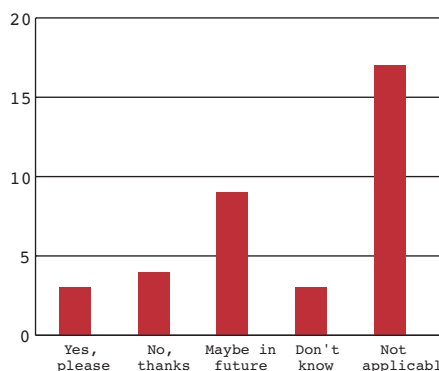
6. *Our club is currently experiencing problems with: (Answer more than one if appropriate)*



7. *Our club's tenure problems are:*



8. *The club would benefit from the help of GFA in solving the problems in Q7:*



Tasman Trophy

By unanimous vote, Kerrie Claffey has been selected as GFA representative for next season's Tasman Trophy.



Daryl Connell

GFA Annual General Meeting and Annual Board Meeting

We have our annual AGM and ABM coming up in September, this year being hosted by Gliding Queensland and to be held in Brisbane. I am hoping as many members as possible will be able to attend.

This year will be the first time these meetings are held under the new Articles of Association which came into formal effect following the AGM last year. One of the outcomes of this change is that we have a Board rather than a Council, so that not only are your Regional elected representatives now much more involved in policy decisions, but also the amount of business to be conducted at the annual meetings is reduced.

Now, as well as the annual meetings we have an extensive seminar on a range of gliding topics, with selected guest speakers and pilot interest topics being presented. This approach was trialled with great success at last year's annual meeting in Melbourne, and this year we hope it will be better again.

At the AGM there also will be an opportunity for members to ask questions of the Board.

During the meetings there are a number of statutory and other legal obligations to be met, plus we have the election of the GFA President, Vice President and Treasurer. Beryl Hartley, our current treasurer, has announced that she will not be standing for re-election this year. Beryl is well known for her many years of dedicated work for gliding and for GFA in many fields of activity, and while we will miss her as treasurer, I am sure she will carry on helping in other areas. Thank you Beryl.

The new Articles of Association which govern all GFA business, annual meetings, election of officers etc. are freely available on the GFA website. If you have any questions, please ask your Board member.

For those planning to attend, please see the separate notices of meeting for all the details including the dinner and awards ceremony on the Saturday night.

I hope the meetings and seminar are a great success, and look forward to meeting many of you there.

Daryl Connell (President, GFA)

OVERSEAS NEWS

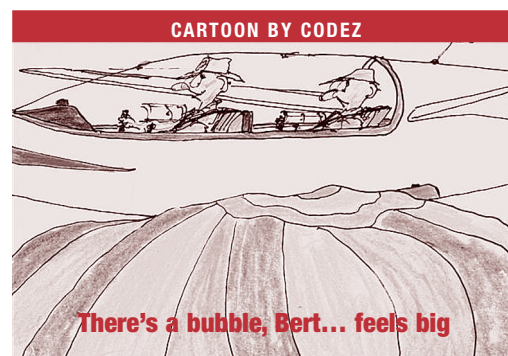
NZ Gliding Campaign Wins National Public Relations Award

The public relations campaign surrounding the New Zealand Community Trust Gliding Grand Prix 2006 was announced as joint winner of the Special Events Category at the Public Relations Institute of New Zealand's (PRINZ) annual awards dinner in June. The campaign was orchestrated by Victoria Murray-Orr of The EveNZ Consultancy, Lake Wanaka and shared the award with the NZRU's 2011 Rugby World Cup bid.

The PRINZ Awards are designed to celebrate the best public relations campaigns in New Zealand. Chief judge for the awards, Fiona Cassidy, said all category winners had shown outstanding technical competence that achieved real results for the company or organisation they were working for. This was illustrated in Ms Murray-Orr's Gliding Grand Prix campaign creating a new spectator sport, according to the judges.

"This was a very well executed project that used well-known gliding personalities, media and third party endorsement that also showcased new TV sports technology to the world – further enhancing New Zealand's reputation as an international aviation sports destination," said Fiona Cassidy.

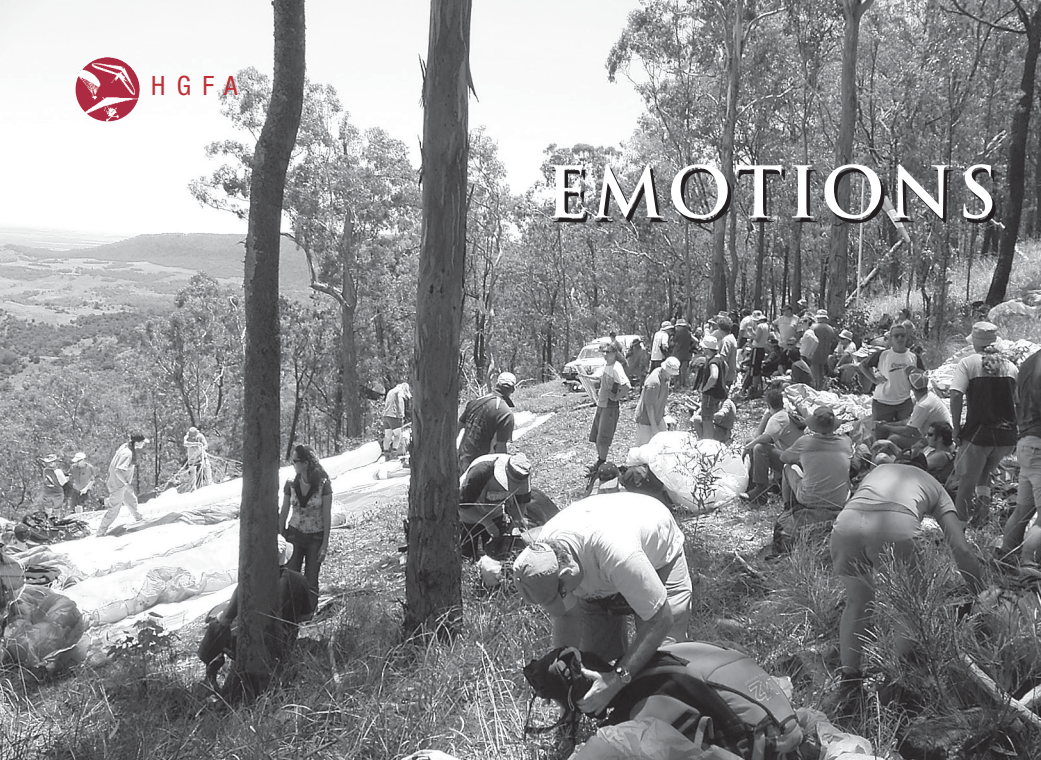
For further information, contact Victoria Murray-Orr at The EveNZ Consultancy, ph: 03 443 2700 or 0275 617 893; email <vmo@evenz.co.nz>.



EMOTIONS

A Humble Retrieve Driver's Experience

Barry Oliver



A hot west launch at Killarney

I was invited to be a retrieve driver for a group of pilots competing in the 2006 Killarney Paragliding Classic. They were Peter Bowyer, Fred Gungl, Craig Donnell, Warren Appleby and Fabian Fabbro. It was my first exposure to paragliding competition and I thought it was going to be a holiday for me. I wasn't the one competing. I wasn't the one who was going to be subjected to the highs of success and the lows of failure. Little did I realise I would be embraced by all the emotions of the competition. I learned a tremendous amount. I hope by sharing them, you too can learn a little about the experiences of a humble retrieve driver.

The first day of competition sees us on the east launch. The emotional intensity in the 70 pilots is very high. I can smell the tension in the air and I can see why. Thermals are ripping up the Condamine Valley shaking the tree tops like a rag doll in an angry dog's mouth. A 75km elapsed time race is declared. I wonder how many of the 70 or so pilots have ever flown that far. They look as if they are on death row.

The first pilot to launch suffers an asymmetric collapse and crashes into the trees below launch. A collective gasp is heard from the gallery. I feel sick in my stomach and I'm not even flying! He's uninjured. After a few more close calls the day is cancelled.

This decision is like removing a plug in a bath filled with intense apprehension and replacing it with relief. Pilots begin talking merrily amongst themselves when they were previously quiet. Some are disappointed, but most are glad they don't have pressure to launch in such conditions.

This doesn't stop some who decide to free-fly from the SE launch. The first pilot gets blown over the back and into trees.

Some take off in lulls, get a bit of height, and then get blown over the back. It's insane.

At the beginning of the second day the stress of yesterday is less apparent. Maybe it's because the SE launch is more open than the east launch, giving pilots a bit more of a safety margin? Maybe the pilots are more confident in the safety committee? The cycles aren't much different. I can hear the trees almost scream as each cycle tries to rip their tops out. I feel nervous. The task of the previous day is declared.

A few pilots launch and are blown over the back. There are a few tense moments as they try unsuccessfully to get back to launch and disappear into the trees. I feel sick! Launching is suspended. I sense relief again, but also a little frustration creeping into the pilots.

Conditions settle down and around 1pm launch is re-opened.

I leave launch in pursuit of Fred who is 45km from goal. The others have also launched or are about to. I'm nervous about keeping in contact and actually being able to find anyone in the vast flatlands of the Darling Downs.

My first option is to head towards goal. Every now and then Fred radios in his position from goal: "Barry, this is Fred, I'm 40km from goal, north of course line."

I speed through Warwick towards Karana (goal) about 70km away.

Just out of Warwick I glance in my rear vision mirror to see the flashing lights of a police car. I pull over. I wasn't going that fast! The cop jumps out and nervously asks "Are you looking for a 'parachutist?'" The car I'm driving has 'Australian Paragliding Centre' sign-written all over it, maybe that was the link.

I say, "There are about 70 *paragliders* out here somewhere in a competition from



East launch at Killarney

Killarney." This information comes as quite a shock to him. Maybe he'd called ASIO and told them he thought terrorists were parachuting in, because he jumped back in his car and took off with lights and siren blazing. Weird. I didn't get a ticket.

I race back to the car just in time to hear the radio crackle, "Barry! Barry! Where the hell are you...? I've landed at... crackle, crackle..." I try to get a reply but can't. How am I going to explain losing Fred with two GPS's and a UHF radio at my disposal?

Lesson One: Always keep a log of the location of each pilot and ensure pilots regularly update you on their progress and position, particularly before they land. Reception is easily lost once a pilot has landed.

I reach goal and see a few other pilots sitting under the veranda of the pub. It's extremely hot. Fred isn't there. I head off north of goal where I last had a location fix.

I get broken communication and a street name from him and head off as per the car's GPS instructions. After losing communication I turn around, rejecting the advice of the GPS which is telling me to keep going north. Finally, I find him and realise that the road he is on is some 20km long. The GPS was sending me towards the other end as I had input No. 1 as the street number!

Lesson Two: Make sure you know how your instruments work, irrespective of whether you are a competitor or retrieve driver.

Fred abuses the car GPS, which has now obtained the title of 'Bitch'. "That 'Bitch' is useless," he yells with a few expletives thrown in. He settles down quickly after a few cold beers.

Lesson Three: Always have a stock of cold beers on hand.

Another hot day greets us for the third day of competition. A 78km task is set. I'm relieved that all my team launch successfully and I head towards goal. It isn't long before I hear on the radio that some have landed and found their own way back to Killarney. I continue towards goal chasing Fred and Craig.

I get word that Fred has landed a few kilometres from goal and get a street name. Unfortunately, the 'Bitch' takes me to Fred from the opposite direction. This adds a bit of time and a few tense moments as radio reception drops off. I think I'm going in the wrong direction like yesterday. A few expletives crackle over the radio. I'm too nervous to explain that I'd driven past the turn-off and the 'Bitch' was correct in bringing me through the 'back-way'! Cold beers again help resolve matters.

Both Craig and Warren have made goal. They are both on emotional highs, particularly Craig who thinks he has won the day. He won't know for sure until the organisers upload his GPS tracklog later that evening and compare his results to everyone else. It's a strange emotional experience, being first in goal but not knowing whether you've won.

Warren must be close to the top too; only a handful of pilots have made goal. I share in their emotional highs and lows on the way back. Later, we find out Craig had won the day.

A 93km task is set for day four. I feel envious of the pilots as conditions are perfect, a far cry from the first day.

All my team have launched and some have landed at various locations and have organised their own retrieves. This makes me feel somewhat redundant.

Fred has made goal which is good, and not only that, he's first there. He's quietly confident he's won the day. However, uncertainty about whether he's won creates unusual emotions in me.

Fabian is also in goal. It's the first goal he's achieved in only four tasks that he's ever attempted – a terrific achievement. We learn later that Fred did win the day.

I stay up a bit later this night and have a few beers. Quite a few, actually.

Lesson Four: Enjoy yourself, but avoid excessive alcohol!

A 78km race to goal task is set on the fifth day. Due to light conditions I'm sent to the bomb-out 'just in case'. The bomb-out isn't a nice place to be – it's a place of failure. I feel a bit depressed, probably from the alcohol. I look up to see probably 30 to 40 gliders circling upwards in gentle thermals. This makes me feel worse and very envious.

Thankfully, none of my group bomb-out, so I head off towards goal.

I get an SMS from Fabian with his GPS co-ordinates, which is surprising, as phone reception is very poor. I punch the co-ordinates into my GPS.

After about 20 minutes of driving my GPS advises me to turn into a road that doesn't actually exist! I notice a gate into a paddock where the road is marked on my GPS. I go through it. After about a kilometre of driving along a rough track I come to a river. I negotiate it, following the 'road' on my GPS. Thankfully I have a four-wheel drive!

I lose confidence in the GPS mapping, as on the other side of the river I'm stopped by a fence with no gate and there's no bloody 'road'!

I backtrack to the main road, frustrated that my GPS hasn't worked. About 20 minutes later I find Fabian.

Lesson Five: Don't rely solely on your instruments. Don't drive through a river just because your GPS says it's a road!

Fred is on course line about 40km from goal. Warren is low. I don't hear from the others. I hope it's because they are concentrating on staying up. I learn later they aren't...

Soon I hear from Fred that he's made goal. Warren has landed about 5km short. Thankfully he's on the main road so I won't have to negotiate any rivers.

I collect Warren and relive the frustrations he's experienced trying to find thermals and at not being able to make the final 5km, but also share his achievements. Being able to climb out while very low just behind launch and make it so far is no easy feat. He should be well placed.

We reach goal and collect Fred. I share the emotional highs of his flight, but also the lows as he isn't first in goal and he knows he isn't first for the day.

We head back to the Yangan pub to collect the now half-pissed remaining pilots



SE launch at Killarney



Goal on day two – the Karana pub

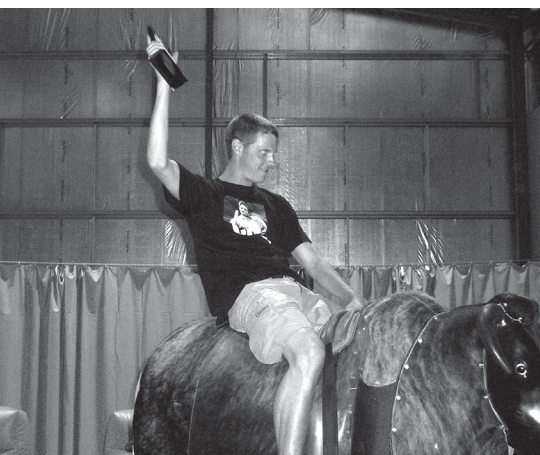
who have ended up there. I relive their experiences on the way back to Killarney.

Lesson Six: Be prepared to experience a wide range of emotions, especially if pilots have to be retrieved from a pub!

The next two days are cancelled due to strong winds. A relief from the emotional roller-coaster ride for all concerned. However, I sense tension and frustration starting to build on the second day. Everyone wants to fly again.

The last day dawns clear. Everyone is now desperate to fly, but I sense nervousness in the pilots as they are worried the day will be cancelled. This is their last chance to get maximum points.

At the SE launch conditions are too light and the task briefing is delayed. It's 35°C, everyone is dehydrating. After an hour we are advised that we'll be moving to the west launch. A different stress is now in the air. Everyone wants to fly. After about 45 minutes we are told we are moving back to the SE launch. I sense frustration in the pilots, but a strange sort of acceptance.



And the winner is... James Lawson... Congratulations!

Photos: Barry Oliver

A 'short' 57km goal is set due to expected over-development in the afternoon. It's a race start. At least the first person in goal will know they are the winner for the day.

Fabian is the first to launch and he soon finds lift. The rest of the team are quick to follow.

My team look well placed when start time arrives. I feel confident they will do well. I'm glad I don't have to drive to the bomb-out! My, how easily things come undone...

Before I even get off the hill I hear on the radio that one of my team has bombed out just behind launch! He's had sink all the way since leaving the start.

About 15 minutes later I get word that Fred has landed some 20km from goal. He's very annoyed, drag-racing to goal too early. There's still some of my team in the air, so there's still some hope.

A few minutes later Craig radios that he's seen lightning from a storm on course line and close to goal. The race is immediately stopped. Craig is two minutes from goal when the task is stopped! Warren is about 10km from goal. Pete is close behind. Once again the end is filled with a strange sense of uncertainty as it's unclear who has won.

Overall, it's been an extremely challenging and exciting competition. The range of emotions I've experienced and seen in the pilots has been incredible.

And the winner is... James Lawson.



MAKING GOAL AT THE BIRCHIP COMP ...on a canned day

Hughbert Alexander

HEY THERE POSSUMS, LET ME TELL YOU ALL A LITTLE STORY OF A FLIGHT I HAD AT THE BIRCHIP COMP. THERE WAS JUST A BIT TOO MUCH WIND, WHICH SEEMED TO BE ABATING, BUT NOT ENOUGH FOR THE SAFETY COMMITTEE (ONE OF WHICH WAS ME, STRANGER THINGS HAVE HAPPENED, I LIKEN THIS TO GIVING THE FAT KID THE KEYS TO THE PIE SHOP). AFTER ONE TOW TO DETERMINE THE CONDITIONS FOR THE DAY, THEN CALLING THE DAY OFF, I HOOKED ON AGAIN. RICK TOWED ME TO 1,300FT AND INTO A WAITING THERMAL THAT SLOWLY LIFTED ME UP AND OUT OF THE Paddock.

It does get better. Goal for the day was to have been Nyah West airfield, approximately 75km to the NE. About 15km from goal,

at about 3,000ft, I spotted two wedgies at around a grand. How great they looked, flying along, a large black bird and a youngster. At 4,500ft something caught my eye. I turned around to see that both wedgies were only a metre or so off the keel of my glider and just above me. My heart rate increased, pupils dilated, and my energy levels increased. Mind you, this wasn't the activation of the fight-or-flight syndrome, this was me getting excited. I kept thermalling, and both the birds stayed on my keel for about five minutes. The juvenile left, but the mother hung with me, still going up. She moved off into the real core of the lift (which I thought I was in) and our paths crossed. She approached me head on with her two metres plus wingspan, tip feathers splayed and brilliant yellow/brown eyes. She passed over the leading edge of the glider with very little clearance, then left me to fly alone. I yelled "Wooohooo!" as loud as I could. Someone in Swan Hill reported their windows rattling in the frames.

Eventually I made the Nyah West goal, which had a lovely thermal coming off it, so I ponced about a bit. After landing and carrying the glider across to the gate, two

more gliders flew in. Gary Fimmery, a South Aussie pilot, followed by Peter 'Pretty Boy' Davies. "What, no beer at goal?"

As one of the organisers of the comp I took it upon myself to hitch into town to obtain the substance of gold required by such high achievers. Alas, I hadn't considered that looking rather poofy in my black flight suit with pink shoulder flashes, meant no one would pick me up, especially in the conservative back blocks of the Northern Mallee. I walked the whole way, two to three kilometres I reckon. Staggering into the store, the chappie behind the jump said, "What can I do for you?" "I would like to purchase a slab of your finest beverage." "Do you want cans or stubbies, mate?"

(You may like to use this line yourselves one day.) "Which one is lighter?"



Bevo the sky god imparting some words of wisdom to Steve Whalley (pilot) before he flies



It all happens at Birchip 2006

All photos: Peter Batchelor



Heading off



Corn boy, alias Curtis Greenwood. Great legs

"Why?"

"Oh, I've gotta' walk back to the airfield 'cos I just landed my glider there and there's a couple of rather thirsty lads awaiting my return." Then came, "If you wait just a minute, I have to do a delivery, so I could drop you out there if you want." "Super duper, that'd be excellent."

As we began packing up the gliders and consuming the said beverage of winners, Karen arrived to pick up Peter PB Davies, and as there were only two more of us, Gary and myself managed to scrounge a lift. Arriving at the Nyah West pub, we had a couple more cleansing ales to wash away the taste of the first many. Whilst enjoying a meal at the table, we convinced two lads from the local country roads board to dine with us. Much drivel ensued, and dribble too. Great meals at this pub.

Once outside, Gary and I discussed how to find south using the Southern Cross. We used this on the way home, as we were lost. And I was right. More beers on the way home.

"Goal, goal, goal!" I whooped and hollered on entering Jo's house of repute.

"Goal, goal, goal!" again. And again and again. *"Where did you get to, Hughbert?"*

"Goal!"



Anticipation of what's to come. Vanessa Spark contemplating flight



Ground gaggle



Steve Norman in his Aeros



Adam, Lisa (pilot) and Maxidog listen intently to Vanessa's account of her last flight



Something's up – that's got their attention!

Australian Nationals Rules – Changes for Season 2006/07

Tim Shirley (National Competition Committee)

The NCC met on 27 May and considered a number of rule changes. Most of these resulted from the discussions at various pilots' meetings during last season, plus some matters that arose since then. Most changes are relatively minor, and pilots should not see any great difference to the way the rules worked last year.

Perhaps the biggest change is a return to configuration-based classes in Multi-class. Pilots strongly supported this at the last Multi-class pilots' meeting. The change will mean that Multi-class will by default have four classes which are defined exactly as they are internationally – Standard, 15-metre, 18-metre and Open. The championships will still be awarded on the basis of the handicapped scores, and classes will be combined if numbers don't permit a viable class.

One problem that arises with this class structure is that wingspan becomes an issue. The international class rules are quite strict about 15 metres meaning exactly what it says (15.000 metres). NCC have added a 'grandfather' clause that will allow gliders that have previously been flying in a particular class at Nationals to be accepted, but this applies only in the original configuration. If after-market winglets have been fitted, then the glider will need to comply with the basic 15-metre rule.

The matter of airspace infringement was a hot topic last season. For both safety and the reputation of the sport, violations of legal airspace will continue to have a zero tolerance, and therefore the 'zero points' rule remains. In addition we have introduced a buffer zone around airspace boundaries which will attract a sliding scale of penalties.

This buffer will be 500ft vertically and 50m horizontally. The organisers will provide a daily QNH setting which will be used as a standard for measurement.

Although the rule is not new, pilots using Garmins as flight recorders are reminded that they need to ensure that they carry barographs if they intend to fly in any area on a day where it is possible that airspace can be violated. This rule will be strictly enforced, since otherwise the Garmin user can potentially get away with something that users of approved recorders can't.

The Start Arc experiment has concluded. It was unpopular with pilots and generated some safety concerns when it was trialled last year at Benalla. The only starting procedure for next season will be the well-established multiple start point system.

Lay Days were discussed at some length, however there will be no change to the rules for the coming year. Lay Days were originally introduced to give single pilots the same opportunity as pilot pairs have, to take personal rest days during the contest without scoring zero. Unfortunately this also means that pilots taking a Lay Day are not exposing themselves to competition, and thus could use them to defend a lead. There is an argument that pilots who do not want a two week competition should perhaps be attending State Championships – there are plenty of choices. In respect of pilot pairs, at present they score individually but each one is only flying half the days and effectively has a Lay Day every second day. NCC decided to open this whole area up for discussion at pilots' meetings in the coming season. One possible solution is to score pilot pairs as a

team (the glider scores) then the whole Lay Day system could be changed or even eliminated. It was noted that Lay Days and pilot pairs are not used by other countries in national competition.

There was some discussion about the potential for behaviour of pilots at Nationals to bring the reputation of the sport and of the hosting club into disrepute. There is therefore provision for behaviour of this kind to be penalised. NCC is not expecting this to be a major problem, but wanted to make it quite clear that National Championships are public events, and pilots (who are at the top level of the sport) are expected to act with the best interests of the sport in mind, and as guests of the hosting club.

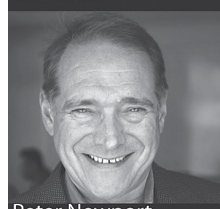
FLARMs, in common with other non-approved flight recorders such as Joeys, can now be used as primary recorders. As has been common practice for a couple of years, pilots are expected to do their own downloads. FLARMs are strongly recommended but not mandatory in the Nationals rules. The matter was debated at both Sports Committee and NCC, and while there are differing views on the subject in both committees there is no doubt as to the majority position. Despite this, at the Multi-class Nationals in Kingaroy in October, FLARM will be mandatory because of a Gliding Queensland requirement. Intending competitors who don't have a FLARM should contact the Kingaroy organisers who can advise them of loan or rental arrangements.

Overall, NCC would like to see a greater adoption of international standards in our Nationals. We have moved this way in recent years with the scoring system, the class configurations and the airspace penalties. One obvious exception is the starting system, but in this area we feel we are ahead of international practice and that there is no need to go backwards. Areas to look at in future are the Lay Days and the use of Garmins.

The new rules are now on the GFA website for download. If anyone has any questions about them, they can contact their representatives on NCC (Dion Weston and Ross MacLean for Multi-class, Peter Buskens and Tobi Geiger for Club Class, and Nick Gilbert for the Juniors). You can also contact me at <ts Shirley@bigpond.net.au> or by phone on 0417 268 073.



Gavin Wills



Peter Newport

06 National Gliding Seminar Brisbane Sept 23

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GRAND PRIX INTERNATIONAL QUALIFIER

Gawler, 30 December 2006 to 6 January 2007

Terry Cubley

Ten positions are reserved for Australian pilots, so make sure that you get your entries in by the closing date of 30 September. Even if you feel that you won't qualify, make sure you send your application. Other pilots may not apply by the closing date, and if we don't get ten international entries then the extra places can be taken by Australians.

The Qualifying Grand Prix will be held in Standard Class, so bring your Discus 2, LS8, ASW28, or even your Discus or ASW24 to enter this event. We will limit the wing loading to 50kg/m^2 to ensure that the older Standard Class gliders are still competitive.

First and second place get automatic entry to the world comps in New Zealand in December 2007, so what are you waiting for? Get your entry in by 30 September.

GLIDERS FOR HIRE?

We have a number of international and Australian pilots wanting to fly in the Grand Prix, but they need a suitable glider. If you are not flying yourself, can you help and hire your glider to one of these pilots? Send us your name (see website) and we will direct the potential hirer to you so that you can negotiate directly.

TWO-SEAT GRAND PRIX


In conjunction with the international event, we are running the National Two-seat Grand Prix. This is restricted to 22m gliders, so bring your DG1000, DG505 or Janus and experience real racing in some of the most variable and exciting weather conditions available.

PROMOTION OF GLIDING

We can run a gliding comp, but this is something different. One of the major aims of the

GP circuit is to bring gliding to the public.

With the Gawler GP we don't intend to try and emulate the New Zealand spectacle (we don't have the mountains for a start), but the GFA Marketing & Development committee see this as a great opportunity to raise the profile of gliding in the Australian community. As a result, the GFA is paying for the services of a professional public relations firm to help with media promotion and private sponsorship. This support should see gliding achieve national exposure and develop sponsorship arrangements with significant businesses. The use of GPS trackers should increase our offering to potential sponsors and increase our profile both nationally and internationally.

Fly as a team of two, or bring your club – all are welcome. Entries close on 30 September. See our website [www.ozglidinggp.on.net]. 

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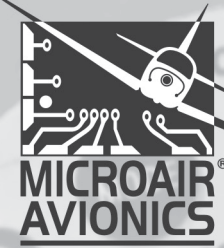
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Victorian Soaring Association (VSA)

President's report – June 2006

Ian Grant – President, VSA

I AM PLEASED TO REPORT ON ACTIVITIES WITHIN THE VSA FOR 2005/06.

Regrettably the slight but ongoing decline in membership continues, with a number of VSA clubs and operators facing difficulties. Our VSA Development Officer, Maurice Little, has been very active visiting clubs (13 out of 21 to date) and plans to complete most visits by December. Maurice will be reporting separately on his work and observations. However it is already clear that the key to turning around the decline in GFA membership will rely very much on the efforts of our individual clubs. Some clubs are growing, and the evidence from their experience is that, by establishing defined development plans, a club can attract and keep new members. Development plans that focus on customer service and retention of members are proving effective.

Paradoxically, the level of VSA activity across competition events, coaching and airworthiness training continues to grow despite the drop in membership. While there may be fewer of us, we seem to be having more fun!

Significant events over the past year include:

GFA National Seminar in September 2005 was organised by VSA personnel, with 70 attendees who enjoyed a range of speakers. Who could forget the photos and stories of high altitude wave record flying in the Andes by famed Kiwi pilot Terry Delore; or the sophisticated computer graphics by South Australian Peter Temple illustrating his flying at the Club Class Pre-Worlds event in the French Alps? At the other end of the flying spectrum was a display

by the Gliding Museum Group of a float-equipped primary built by the Hearn family that had been flown off Lake Eildon on tow behind a speedboat. We were assured that this glider had been officially registered – as a boat!

VSA Living Treasures were celebrated during the evening dinner at the GFA National Seminar, with individuals from many VSA Clubs being deservedly recognised for their lifetime involvement and contribution to our sport of gliding. We shall have to hold a repeat of this event in a few years time to recognise those other 'treasures' whom we may have overlooked this year.

Bendigo Coaching Week in November 2005 was affected by poor weather, but did succeed in establishing the start of formal training for sporting coaches in the VSA. For next season there is an expanded coaching program for the VSA, with events again at Bendigo as well as Benalla and Horsham – check for details in the new GFA Calendar due out in July.

Club Class Nationals were held at Benalla in January, and a record entry of 60 pilots enjoyed good soaring conditions and a safe, enjoyable competition. Congratulations to John Switala, President, GCV and his team for a well organised event. After an absence of some years this contest marked the return of a national competition to Victoria, and we look forward to the next Club Class Nationals at Benalla in January 2007.

Horsham Week, and the tradition continued. Once again our long-time hosts at Horsham attracted a large entry and provided their usual friendly welcome along with excellent airfield facilities and catering. Thanks as always to Joe Luciani, Max Hedt and all members of the Wimmera Soaring Club. Contest Director Peter Buskens managed his team of volunteers in a most effective manner to deliver yet another successful Horsham Week. See you there in 2007.

VSA Airworthiness Course held recently at Bacchus Marsh attracted 22 candidates, including seven from other states. Edwin Grech Cumbo advised that this was the last course he would organise, and his energy and input will be sorely missed in the future. Congratulations to the many people who provided the course lectures and material, all of which is now

VSA AGM and Gliding Seminar

Venue: Bacchus Marsh Gliding clubhouse

Time: 19 August 2006 – 10am

All members of VSA clubs are welcome

Seminar speakers:

- **Daryl Connell – GFA president Q&A**
- **T Cubley/P Buskens – World Club Class Championships France**
- **D Wilson – 2006/07 coaching opportunities**
- **J Wharrington – Glider instrumentation**
- **M Little – Club development opportunities**


Close 16:30 – Light lunch provided

available on CD-ROM for the benefit of the GFA general membership.

VSA Website became operational thanks to the efforts of Edwin Grech Cumbo. I suspect that many clubs are still not aware of this web-site facility, so have a look at us on the GFA website at [www.gfa.org.au/vsa/index.htm]. Your suggestions and any material you can provide will be very welcome.

VSA Officers and Committee once again worked hard to support the VSA, and

I must acknowledge my appreciation of the time and effort they have made available. We welcomed the arrival of Ken Bolan as RTO/Operations to replace Peter Gray who was promoted to lead the GFA Operations Department. However we are losing our two RTO/Airworthiness Officers Edwin Grech Cumbo and Eugene Blunt after many years of service, and they will be hard to replace. All of our other committee members and officers have indicated that they intend to stay on and stand for re-election.

VSA Annual Meeting and Seminar will be held at Bacchus Marsh on Saturday 19 August and, once again, we have an interesting set of speakers to entertain you. Our new GFA President, Daryl Connell, will be travelling down from Sydney specifically to meet with us, and I hope that many VSA members will take the opportunity to speak with Daryl. See the AGM notice accompanying this report for more details. 

Time for Change?

Martin Feeg

IS GLIDING DYING? ARE WE A BREED OF DINOSAURS? WHY ARE THERE SO MANY CLUBS STRUGGLING TO SURVIVE? WHY IS THE AVERAGE AGE OF GLIDER PILOTS STEADILY INCREASING? QUESTIONS OVER QUESTIONS! WHAT CAN WE DO TO REVERSE THE TREND? IS THERE A NEED FOR CHANGE AS BERNARD ECKEY (SOARING AUSTRALIA MAY 2006) IS SUGGESTING?

Yes, I believe so! Yes, I believe we are dinosaurs! Yes, I believe we are a dying breed if we continue on our current path!

Fact one: Figures show GFA attracts 1,000 new members every year, yet the total number of members is decreasing. Only a handful of newer members ever make it to 'Silver C' status. Why are we losing those members we have just gained?

Fact two: Aviation at large (including paragliding, hang gliding, skydiving, powered aircraft) is not dying, on the contrary, overall numbers are steadily increasing. Why are some branches of aviation gaining members while we are losing them?

Fact three: The young generation (I am talking about people in their teens and 20s) is adventurous. It is quite normal and part of the maturing process. They feel invincible and enjoy any adrenaline pumping activity. Just look how activities like bungee-jumping, sky diving, wild water kayaking, etc have been thriving over the last few years. Do we accommodate this surge?

Fact four: Gliding hasn't changed at all since I joined almost two decades ago. A full day presence is still required, we still have the same club hierarchy offering little room for individualism but relying on a strict abeyance of outdated procedures. In too many cases

people with little interest in the sport are ruling the sport. I am just about to become a dinosaur myself. Is this good for gliding?

I believe we have a serious problem and I'm not alone. Maurie Bradney pointed it out almost 20 years ago but little has changed since. Let's start the discussion now and let's not exclude ourselves as a problem area. We must find new ways! The surest way into extinction is to continue doing what we have been doing for the last 25 years or so! I'm not brainy enough to come forward with the golden idea but Bernard's suggestion to review our basic training system might be a good starting point.

There is little doubt that our training must be revamped. It has to produce results faster; it must be more thorough and more modern. There is nothing wrong with the old system of A, B and C Certificates, but each level should be clearly separated and training intensity should not be reduced until students have attained their 'Silver C'. Rather than celebrating the first solo flight the 'Silver C' should be promoted as the big achievement, and the certificates up to it as small achievements.


Additionally, there has to be a higher emphasis on soaring which must be taught right from the beginning. Pilots who can soar with ease will enjoy the sport and become strong supporters of it. Most of

them will go on to cross-country and/or competition flying. Pilots who can't soar are likely to drop out. Perhaps all RTO-Sports should collectively provide some guidance to the ops panel on this issue. And the newly-released poster on thermalling might also be a starter.

There are many reasons for aviators not taking up gliding. One regular comment made by people very close to me should be passed on here. "Your circuit flying is like driving my car within the local carpark – after a few weeks there is little excitement in that."

Feedback like this from coaches (not just me alone) should also be food for thought: "It is frustrating to see C-certificate pilots unable to maintain speed and angle of bank in a moderately steep thermalling turn."

More than anything else these comments highlight our own shortcomings. If we want to attract young and/or new members we need to change and improve basic training. Only if we are willing to change can we turn things around.

For those who haven't met me; I am sorry to say statistically I am about to reach the second half of my life. I want to continue with my favourite sport for a few more decades and finally sell my glider to a worthy newcomer. The way we are going I see little chance of that. 

"Just Another Day in the Office"

Simon Plint



The Office

Photo: Peter Ebeling

"Just another day in the office." This was my comment to Cashy, one of the launch assistants, as he pulled my dolly out onto the runway behind Ebbs. The launch marshal, Leroy, and his assistants, Kerry, Michelle and Cashy Jnr (riding the quad), had done a fine job all week at the Dalby Big Air 2006 tow comp. So much so that I was now quite relaxed as I hung in my harness waiting for the next tug to land. It was Friday and this would be my last tow. I paused for reflection on the week. The day-dreams I'd had as I stared out the window of my office in times of boredom had all come true.

Ebbs had approached me earlier in the year when I managed to catch the last two blown out days of the state titles in Manilla. He wanted to put a team in the 'Office' for the Dalby comp. Ebbs' landcruiser was so dubbed by Rick Evans, a bank manager, who, after bombing out early at Manilla, spent the whole day in the vehicle as it did the rounds. At the end of the day when asked how he went, Rick replied, "I spent the day in airconditioned comfort in the office."

Adam, Phil and Cameron made up the rest of the team, but they were hardly in the Office. They made goal most days and, in true Dalby form, goal was back at the hangar. Like a lot of others they only set up their gliders a couple of times. Ebbs flew well and when he didn't make it to goal he did make it a fair way round the course. Since my flights were short in comparison, Don (Ebbs' loyal driver) and I had the Office to ourselves.

One of the three yanking machines (two Dragonflies and a trike) had just landed and removed Ebbs from the strip. It was hot again today in the launch queue and I sipped

some Gatorade from my Camelbak. We had flown every day now for a week and it was getting a bit Ground Hog Dayish (in a good way). A new motto comes to mind. "Dalby, Queensland – beautiful one day, just the same the next."

Today, like every other day, had started back at the Commercial Pub with a sleep-in till 7am. The sweet sound of the singing pipes that supplied generous amounts of hot water to the showers across the hall became more of a squeal as the sun's glare through the window, that I could neither close nor cover, hit me in the eye as I rolled over on a lumpy mattress and slowly raised one eyelid.

As I removed various items from their charging stations under the window I could hear the familiar sound of the Dragonfly towing up another hang gliding student in the tandem through the crisp morning air over the strip. I placed the items in my harness and went downstairs to collect my cut lunch and join Ebbs and Don out in the car park. Over to Woolies for some more ice and beer for the esky in the Office, then out to the strip. Glider off the roof and set up before the briefing at 9:45am. Tracklog cleared and today's task entered into the GPS. Instruments mounted and over to the launching area by 11am.

Hard to believe, but Dalby had done it again. The weather was almost a repeat of last year. It was only today that it looked like there might be any rain. The week started with a couple of blue days as a trough hung around, but then a front managed to push its way in and there were beautiful cu's after that. One of my dreams had been to increase my PB of 30km. Saturday was the practice day and the Office team set a small triangle



of Jimbour, Macalister and back to the strip. It was downwind to Jimbour and I got away on the resident thermal over the dump. I blundered in and out of two more thermals then lost my bundle as I found myself over an intersection and not knowing which road to take. I nervously called Don on the radio and proceeded to tell him about my flight, thus far, in great detail. I asked him where he was and whether he could see me.

In hindsight it seems so pathetic. I was the last one away and Don had followed me all the way on the same straight road I had followed. He replied that I was right above him and he was sitting in the park at Jimbour. Jimbour? This is Jimbour? I thought. There're two houses and a phone box. Where's the town? I then proceeded to talk myself out of the air. I'm low. I'm tired. I'm not sure which way to go. 20km is a good distance.

I had a great flight but my confidence and commitment were not looking like new PB material.

All this time Adam, Phil and Camo were listening on the radio and thinking how much fun (not) it was going to be later on in the week when they were low and scratching short of goal with Splint on the radio telling Don his life story instead of his location. Ebbs just smiled and thought, Splint's going to have some fun this week.

Billo's payload had just released and he was heading back to the strip. "You're alright with the trike, hey Splint?", asked David. I nodded with a smile, my thoughts only momentarily interrupted. The comp started on Sunday and the task committee were obviously on a mission to use as many waypoints as possible. They set a polygon which had its corners at Kaimkillenbun, Bell, Jimbour, Macalister and Dalby. It was a distance of 98.1km and Adam was first in a time of two hours nine minutes. Seibsy was second, Big Jon third. I surprised myself by getting to the first turnpoint, just 20km, and heading down to the ground while smoke, sorghum leaves and other hang gliders were all going up around me. Eleven pilots made it to goal including Ebbs'. It was his first goal. We celebrated with a beer on the tailgate of the Office back at the strip while the setting sun bathed the Dalby sky in a brilliant orange glow, as it did each evening.



Jimbour eagle
Photo: Simon Plint

Monday provided similar weather and an 111.7km triangle was set. Downwind to Jandowea then crosswind to Warra and headwind back to Dalby. Nine into goal, Seibsy being the first in a time of two hours 44 minutes. Second was Garbor and third was Big Jon. Camo and Phil got in, but Adam was about 18km short and Ebbs just short of that. I found myself back at Jimbour wondering whether I was ever going to fly more than 20km from the strip.

Billo landed and Leroy clipped the tow-rope onto my weak link. The streamers were slightly crossed, but the wind was relatively light and the true direction was still in line with the towing. I was now comfortable with this situation and knew that the trike had the power to rip me through it as long as I stayed on the dolly long enough. "Go, go, go," I yelled.

Thanks to Dognut, the man that can get you anything, the deep, open cracks in the strip had been filled and it was a smooth ride until the keel popped and I pushed the bar out just enough to park myself above the swirling dust trailing from the back of the

trike. Billo then came up to my level and I chased him through the thermals. They were a little quieter today with the sky a bit overcast and everyone was getting up over the town so we headed over there.

Tuesday was Day 3 and the south-easterly that Boof had been hoping for, to lift everyone's PBs, had arrived and the task was 163km (100 miles) to Dulacca with a slight dogleg at the Chinchilla airport. The sky started filling with awesome cu's early, and everyone was keen to get up and away. I towed up behind Smokey and he put me in a cracker over the dump. Soon I radioed that I was high and heading off on course. I knew that if I were going to better my PB that this would be the day. It was to be the best cross-country flight of my life. I got to base, 8,000ft asl, a number of times. When I was high I flew by the clouds and when I got low I had some great saves by flying to possible thermal sources on the ground.

On one occasion the vario was playing a sad monotone song as I was sinking out at the end of a long glide. There was a single farmhouse at the downwind corner of a large dark paddock. I passed over the house low enough to make out things like the kids' toys in the front yard. I unzipped. I watched the vario and felt the air. The sink was decreasing. Still, I didn't think I had enough height to hunt around and I was looking for a landing when I noticed sorghum leaves coming toward me from different directions. They were being drawn into a thermal that had to be nearby. "One more turn and I'll land," I told myself. The altimeter indicated 400ft agl. The vario stopped droning, zeros now. "One more turn and this time I'll go a little more downwind." Beep, beep, then zeros again. "Okay, one more turn but this time



Don arriving in the Office

Photo: Simon Plint

really bank it up and push out when you feel the lift. "Bang! A surge of lift hit me. I bank then push out and try to high side my body weight. Beep, beep, beep. The whole glider is lifted as I bank up and I can feel the G forces through my harness. I keep the bar out as I pass through 180 degrees and the beeping continues. I straighten out for a second to allow for the drift and push out again as the beeping turns into a squeal and the toys in the yard zoom out of my view. A low save is so rewarding.

I had a 'moment' during one of my visits to base, one of those moments when Mother Nature puts you in your place. I was beneath a darkening cloud with the outside skirt of wispy cloud just a bit higher than I was. I was searching around to find a little bit more lift so that I could punch out through the skirt when I noticed an area of sorghum leaves swirling just below me. Suddenly they formed into a straight line, stood up, and accelerated vertically into the centre of the grey ceiling above me. I headed



Cotton country
Photo: Simon Plint



The Commercial Hotel in the main street

Photo: Peter Ebeling

for the nearest exit and went on glide for the next cloud.

It was awesome following a single road knowing each clump of buildings was a small town and another 20km along the way. Macalister, Warra, Brigalow. By Chinchilla I was shivering from the cold. I followed my GPS to make sure I went through the waypoint at the airport. The zeros I found over another dump on the way back to the road failed to turn into positive numbers and I landed after more than three hours in the air and a PB of 81km.

Don, as usual, arrived as I landed and helped me pack up. Ebbs was low at Miles, another 30km down the road. As Don and I arrived at the racetrack Ebbs was landing. A quick pack up and we both sat back with our cold beers and cut lunches listening to the original version of Hotel California by the Eagles as Don steered us towards

Dulacca and into a stunning sunset. The thump of the bongos gently thumped through my body and the VB washed away the last of the pain in my neck. I closed my eyes and sunk into the seat. *"On a dark desert highway, cool wind in my hair..."*

In all, seven made it to goal, including Camo and Adam. At the briefing Boof had said there would be \$100 on the bar after the fifth pilot landed. Seibsy was in first in a time of three hours 26 minutes. Adam was second, followed by Trevor and Garbor. Camo was fifth and landed at 4:30pm. We arrived at sunset and the \$100 was gone. One hundred miles! They earned it.

Day 4 saw a triangle in a clockwise direction for a change. Brigalow, Jandowea and back to the hangar. The guns had figured the day out early and stayed high while the others floundered.

Day 5 was meant to be downwind to Cecil Plains, but it ended up being a fairly stiff headwind. So much so that after gaining 7,000ft and drifting downwind I lost it all just getting back to the strip. By then everyone else had got away so when Leroy asked if I wanted to fly downwind with him toward Jandowea I saw it as a more enjoyable option. David joined us as we thermalled away from the strip. I was much more confident now as I sailed over Jimbour. The others headed more north with the drift, but I was not on their radio channel and I had set my goal at Jandowea. I was not alone for long before I was hassled by eagles. Three, in fact. The first was inquisitive and came in close enough to make eye contact. I was getting great lift and he circled up with me. The second

seemed to just escort me from a distance as I was on glide through its territory. The third arrived just before Jandowea and was definitely not happy to see me. It squawked and dived at me from behind before eventually sinking a talon into the top surface of my outer wing. It was both amazing and frustrating.

It was sunset by the time I reached Jandowea, 40km from Dalby, and I floated over the town for some time in the buoyant air before landing in a large paddock across the road from a bowling club. I packed up, rang the Office, and parked myself at the bar with a pot and free peanuts.

We were over the town and Billo was waving me off as I pulled the pin. The rope, with half a plastic Coke bottle on it, recoiled away. Today the first turnpoint was again Cecil Plains, but this time it was actually downwind. There was more cloud cover today, but the other side of town was within reach as I circled up. To my delight Ebbs was above me and he radioed for me to drift a little bit more downwind into better lift. I did, and soon we were thermalling together, all the way to base. Even on an average day Dalby is good.

The second turnpoint and goal was Millmerran airport. The task was kept short in order to get everyone back in time for the presentation.

For a club that has only been going for five years, DHGC has achieved a lot. They've built a hangar and set up a very efficient facility. The location is perfect, being surrounded by flatlands and good roads and, from what I've experienced and read, the weather is pretty good most of the time. This is their third Dalby Big Air competition and each year it gets better.

This year Seibsy won, Big Jon came second and Camo came third. Blaino won the Floater Class and Nathaniel was awarded Most Improved.

I'm back at work now and staring out the window as winter sets in. I haven't flown since Dalby and each time I think back I hear in my head Boof's rhetorical question with which he started each briefing, *"How good is Dalby?"* I remember six days of flying to base. Six days of flying cross-country, being picked up in luxury and chauffeur-driven back to the pub with an esky full of cold beer in the back. I remember the eagles (both kinds) and the Doors, the cut lunches and the jokes with Don.

My retort comes slowly as I subconsciously smile and mouth the words, *"Yeah, but how good is doing Dalby in the Office?"*



Typical view while 'on task'

Photo: Peter Ebeling

Soaring Calendar

AUSTRALIA

Canberra Gliding Club Inc. 2006 Wave Camp

26 August to 3 September 2006

Held from the clubs airfield at Bunyan, 15km north of Cooma. Limited accommodation in the clubhouse on the airfield. Oxygen refills available for visiting aircraft and one two-seat aircraft fitted with oxygen for instruction, coaching and mutual wave flying. For further details, book accommodation, or your intention to attend, contact Stuart Ferguson <sd01@bigpond.com> or 0419 797508.

Annual National Picolight Fly-in

14 to 17 September 2006

Milbrulong, NSW. This event for paramotors and hangmotors will be held in Milbrulong, southern NSW. Camping is the go, with toilets and showers on a small country village sports ground. Flying is from a large paddock with short pasture and downhill, into all wind directions. There are no restrictions on where you can fly; it is open farming land for miles around. It is primarily a foot launching event, although some do come with wheels. For details contact Jos <jweemaes@bordnet.com.au> (ph: 02 60265658) or Jeff <johoffman@bigpond.com> (ph: 02 69206233).

Queensland Cross Country Coaching Week

25 to 29 September 2006

Email Ralph Henderson <rhenderson@iinet.net.au>.

Australian Nationals - Canungra Paragliding Cup

30 September to 7 October 2006

Canungra, Qld. PG pilots are invited to compete in the 7th year of the AAA sanctioned Canungra PG Cup. Maximum 85 entries, intermediate rating as a minimum, entries accepted based on requirements in the latest edition of the HGFA Competitions Manual. Experience the fun and games, supportive and diverse flying Canungra has to offer. Competition entry \$360, includes full retrieve service, pilot pack, official comp T-shirt, map, presentation dinner and day prizes. Additional \$30 club site fee will also be required for non-club members. Package includes pick-up/return from Brisbane Airport on 29 September and 8 October. Accommodation in Canungra is limited, book early for rooms at the motel, B&B and hotel. Details or online registrations at [www.chgc.asn.au] (click on the 'Competitions' link). Email to the Comp Organiser, Brandon O'Donnell on <canungracup@chgc.asn.au>.

Queensland State Gliding Championships

30 September to 7 October 2006

Warwick airfield, hosted by Southern Downs Aero and Soaring Club. Further information [http://qldstatecomps06.net].

45th Multi-class National Championships

8 to 20 October 2006

Kingaroy, QLD. Practice days 8 and 9 October. Entry \$300, late fee \$50 after 30 August 2006. Strictly limited to 60 gliders. Contact Lorraine Kauffmann <lkauffma@bigpond.net.au> or 07 54427448, [www.kingaroygliding.com].

Canungra Classic

21 to 28 October 2006

The dates for this year have been moved back to coincide with Indy weekend. We expect the flying to be more challenging later in October with more unstable days. Take extra time off work, fly the Canungra Classic and see the Indy races (start on Thursday). HQ is based at Canungra's picturesque showgrounds, creating an open friendly environment with BBQ, campfires and a laid back Australian style. Some catering will be provided for breakfast and dinners. The Gold Coast comes alive for Indy with great night time events. This is the first comp of the season in Oz and is a must for the young at heart. Check out [www.chgc.asn.au/comps.html] for more details. GPS mandatory. Intermediate with inland experience. Registration Friday 20 Oct (not Saturday morning). Entry fee \$180 (\$210 if paid after 31 August) + \$40 site fees (for payment info contact Regan <rkowald@centrepoinalliance.com.au>).

Mt Beauty GC 30th Birthday

4 to 7 November 2006

The Mt Beauty Gliding Club will be celebrating its 30th year of operations over the Melbourne Cup weekend with a fly-in and huge birthday dinner party on Saturday night. All former members, glider pilots and aviators are invited to come celebrate with us. Winch and aerotow available. Get in early and register your place at this not-to-be-missed event. Contact Mark Bland 02 60565514, or Ian Cohn 0408 379939.

Airborne Gulgong Classic 2006

19 to 25 November 2006

Gulgong, NSW. AA sanction, GAP parameters to be announced. Cost will be \$135 comp entry and \$250 tow and hangarage fees (total \$385). This will be the 'bring all your toys' comp – HG, trikes, picolites. Email <fly@gulgongclassic.com>, web [www.gulgongclassic.com].

Narromine Cup Week

19 to 25 November 2006

Narromine aerodrome, NSW. Further information available from Mrs Beryl Hartley, ph: 02 6889 2733; email <hartley@avionics.com.au>. Book your accommodation early!

The Great Eastern Fly-In

29 December '06 to 1 January '07

Evans Head, NSW. Celebrate aviation by flying in to Evans Head with family and friends and stay for some flying, fun, sun and surf! Air displays, joyflights, aviation businesses, market, dinner and film show. No matter what you fly, join us at this WWII Heritage Aerodrome for four days of aviation celebration. No rego or landing fees. Contact: Gai Taylor 02 6621 5592, mobile 0427 825 202, email: <gai@i-byte.com.au>.

Forbes Flatlands Hang Gliding Championship 2007

3 to 10 January 2007

Forbes, NSW. Aerotow only. HGFA AAA and FAI WPRS. Registration and practice day 2 January. Strictly 72 pilot maximum. Minimum rating HGFA int or foreign equivalent. Pilots must have successfully aerotowed their glider model at least 10 times and must be aerotow endorsed. \$200 entry fee includes welcome party and presentation dinner. \$300 aerotow fee includes unlimited tows including the practice day. Register online at [www.moyes.com.au] before 1 December and receive a free comp T-shirt. Be a part of the Forbes Flatlands revival. The emphasis of this comp will be to provide an opportunity for pilots to experience the thrill of competitive HG in a forum designed to enhance their flying skills while fostering the camaraderie of HG. For further info or volunteer

enquiries call Vicki

02 93164644 or email <Vicki@moyes.com.au>.

Club Class Nationals 2007

8 to 19 January 2007

The Gliding Club of Victoria at Benalla will host the 2007 Club Class. The 2006 Club Class was held in Benalla in January and was quite a success – we hope to offer more of the same again! Eight out of 12 days were flown last time, with a mixture of blue days with 3-knotters to cu-filled skies with 10kt to 10,000ft. 59 gliders were registered at the start of the competition last time (we had a late withdrawal) and we have a limit of 60 aircraft due to infrastructure requirements such as tugs, personnel, etc, so be early to avoid disappointment! Some of the facilities available at Benalla include: Glider tie-down and trailer parking, modern club house for briefing and meals, evening meals and lunches available, club bar, broadband wireless internet access available in the clubhouse and Aeropark. The township is only 1.5km away and there are many accommodation options. Check out the competition website at [www.clubclass2007.com.au/] for details. We had a great event last time and look forward to seeing you again or meeting you for the first time. See you at Benalla. John Switala, President, GCV.

19th Bogong Cup Hang Gliding Championship 2007

13 to 20 January 2007

Mt Beauty, Vic. AAA category 2 event. Registration 12 January 4 to 8pm sharp, Settlers Tavern, Tawonga South. Strictly 75 pilots max. Minimum rating int with inland experience. Entry \$200 before 8 December 2006 (\$220 thereafter). Open, Kingpost, Floater and Female categories. Also, the Joel Rebecchi award for most improved Australian pilot. After some fantastic flying over the past two seasons (13/16 tasks achieved) and with the dynamic team of Carol Binder (Organiser) and Heather Mull (Director) will once again ensure heaps of fun, prizes (serious and novelty) and social events. GPS, radio, parachute and a passion for flying mandatory. Pilots must also have a current FAI Sporting Licence for WPRS scoring. GAP parameters: 5km, 50km, 90min, 25%. Web info & online registration [www.xcflight.com]. Email <info@xcflight.com>. Ph: Carol Binder 0429 403606.

Bright 3 2 1

10 to 17 February 2007

Bright, Vic. AAA sanctioned Cat 2 event. Registration at HQ (Outdoor Inn) 4-8pm 9 February. Welcome BBQ 6-8pm (free to competing pilots). Welcome briefing 8:30pm sharp. 140 pilots max. Minimum rating int with inland experience. Entry \$220. \$20 discount if paid before 1/1/07. The 321 will once again provide heaps of fun, prizes (serious and novelty) and fantastic and interesting social events. GPS, radio and parachute mandatory. GAP parameters: 5km (min), 30km (nom), 20% goal, 90min. Web info & online registration [www.bright321.net], email <compdirector@bright321.net>. Ph: Carol Binder 0429 403606.

Flatter than the Flatlands 6 to 9 April 2007 (Easter weekend)

Birchip, Vic. A fun entry level comp for HG using car towing. Pilot limit is 60 pilots in 12 teams of 5 pilots. 40km, 4km, 90min, 15% with 20% FTV. Contact Ian Rees <ianr@bigblue.net.au>.

[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).]

Paragliding State of Origin 2006



James Thompson, Comp Organiser

The State of Origin competition was held over Easter at Manilla. The approach of the competition is to get novice and intermediate pilots interested in cross-country and competition flying. We use teams, crews of different levels and handicapping to encourage lower experienced pilots to enter the competition. A 'C' sanction was awarded, so a percentage of the pilots' points could be added to the national ladder. The states

compete against each other, as do teams of five called crews, made up of one advanced pilot and two novices plus two other pilots. The advanced pilots in each crew help with flight planning, motivation, safety and scoring. And finally, each individual pilot was competing under the handicap for prizes and trophies.

I headed up on Thursday, giving a lift to two of my staffers, Bruce and Albert from the Hunter Skysailors. Albert had come up to help and maybe get an early morning fly, but not compete. Bruce was entering the competition, and on that first day I saw he had a case of 'sweaty palms' just thinking about thermalling and cross-country flying. Anticipation or apprehension, I wasn't sure? Thursday evening saw registration for quite a few pilots, and staff helpers Sonia, Bruce and Albert were there to lend a hand.

After the rain of the previous evening, the first day started with broken cloud and warm wind on the ground. We held the first briefing in the Manilla town hall, headquarters for the competition. As required by the sanction, we elected the safety and protest committees and laid out the local rules. After the briefing, the competition pilots headed to Godfrey's farm, as the road had not dried out on the hill yet. A little motivational chatting and a State of Origin football game

were held to warm up the competitive spirit.

A little warm sun and wind dried the road and we were atop Mt Borah by 12:30pm. The competition is open direction and open distance. A pilot uses their longest flight on the day (in km) multiplied by their handicap to give their daily score. The best strategy for each crew was for the captain to maximise his novices' scores by encouraging them off in the best conditions, and then team fly. If the advanced pilot got his two novices to 30km, for example, then the novices received 90 points each and the advanced pilot 30 points.

The wind that had dried the road also made for challenging conditions for the novices, however most of the field had launched by 1:30pm into ridge lift and light thermals. With 95 pilots in the competition and the light and broken thermals, it was a little crowded in front of the west launch. Novices accounted for 39 of this number, putting their ridge soaring, air rules and practical flying skills to the test. The general flight direction was to the east and north-east, with slow climbs reported at around 1m/s. Best distance for the day was JJ Bastion at 28km, but the winner of the day on handicap was Paul Underwood with 12.5km and 37.5 points. Best crew was the 'Gods and Goddesses' with 111 points. During pin-in a few of the advanced pilots quietly came up to me and suggested maybe a quick



The comp gets under way
Photo: Paul Cox

refresher session on thermal etiquette and rules of the air for the next morning. One crew was so engrossed in their motivational chatting at the bar of the Royal they had to be encouraged to go back to headquarters to pin-in before it closed.

Overnight the clouds dissipated and sunrise found a cold, crisp morning with the temperature in the low single figures.

At morning briefing it was discovered quite a few pilots had achieved personal bests the previous day and were looking forward to flying again. The weather forecast showed a trough line moving through the area with a prediction of a wind shift some time during the day. The overnight trace from Moree showed an inversion just above hill height. It was announced that there would be a clinic on the hill, dealing with thermal etiquette and safe flying practice in crowded conditions.

Many flight crews headed straight up to launch after morning briefing, so that their low airtime novices could have a taste of lighter thermal conditions. The west launch was soarable early, with some novice and advanced pilots having a first flight before the 11:30am briefing. The etiquette clinic was held at the west launch, given by Andrew Polidano and Brandon O'Donnell (the Queensland and NSW state team lead-



West launch
Photo: Paul Coxs

ers) with the aid of some other advanced pilots. The novice pilots were walked through (literally) thermal entries and other practical examples of rules of the air, as well as a few pointers on flying with mixed aircraft as around 15 hang glider pilots were also using the mountain. It was great to see about 20

pilots running around the west launch with their arms outstretched, acting out thermal scenarios with their crew captains encouraging them from the sidelines.

The sky showed signs of high winds, with some lenticular cloud moving quickly out of the west over launch and the tops

Photos: Jerome Haupoint G



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The Boomerang Sport is designed for cross country and competition. It is our highest performing glider ever to be certified DHV Class 2-3: pure high performance, born from our long competition experience, and trimmed by the best competition pilots. Compared to the level of this kind of wing, the Boomerang Sport is easy to inflate, offers precise feedback and a compact sensation for the pilot, creating a comfortable and stable feeling. The Boomerang Sport offers a high aspect ratio [6.2] and a big arc with square tips, following the new trend of Gin Gliders designs including the Boomerang 4. At the same time, compared to the high level of performance, the Boomerang Sport is much easier, more precise and more dynamic to handle than a competition wing. The Boomerang Sport is suitable for pilots with a minimum of 80 flying hours per year to ensure flying safely in all conditions.

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GO FURTHER. G I N



Advanced pilots discuss tactics

Photo: Paul Coss

of cu's curled with the upper winds. After

launch was opened, most of the crew captains decided to get their novices off in case the wind picked up. The wind slowly increased in strength over the next few hours, but most of the field was already in the air. Again, the conditions required strong wind take-offs, but once in the air and out of the wind gradient pilots moved in to good ridge lift mixed with light thermals. I had helped my crew of Ian, Albert and Bruce to some early flights before the briefing, and once the window was open Ian and Bruce launched again, with Bruce becoming better



Photo: Brandon O'Donnell

Queenslander!

Brandon O'Donnell (Queensland Team Captain 2006)

Fifteen proud Queenslanders... many of whom had never set foot on Manilla's hallowed ground, united to give their NSW counterparts a lesson in State of Origin paragliding!

With NSW boasting the likes of Thompson, Lawson, Wenness and Polidano leading their troops, it was clear from the opening night that Queensland was going to need more than just relying on pure talent to be the victors of this battle.

With team names like Banana Benders, Canetoats and Queenslanders igniting pride and passion within pilots, all that was needed was to install some guidance and self-belief into the novice and intermediate members, to realise their true potential in some of the most challenging weather conditions seen in Manilla!

With JJ Bastion, Gavin Zahner and Graeme Sutherland supporting the troops in the sky, Peter and Sue Buch spent valuable time on the ground until all had left launch before themselves taking to the skies!

The kaleidoscope of gliders in the sky made it difficult to rally the troops. Great communication between pilots broke down that barrier, and gave senior pilots a better ability to offer support to the less experienced.

Inspiring flights by Troy Lenord, Peter Reid, Harley Russell, Ben Mears and Brad Hart set tongues wagging in the pubs at night. Solid performances by Matt Fox, Chao Martinez, Troy Litzow and Craig Walker contributed valuable points to a closely fought contest!

In the end it was the awesome display of Strategy, Patience and Determination in the Queensland pilots that delivered us the Championship Trophy.

All in all, every pilot enjoyed the fun, frivolity and friendship that is State of Origin paragliding.

A big thank you to James Thompson and his organisational team for their huge effort in putting it all together, and of course the numerous sponsors who continue to support this event.



acquainted with the west bomb-out (but enjoying the extended ride, working thermals all the way there). With clouds starting to pop, I launched and pushed out from the ridge to find a nice, but slow, climb to the low base of 1,500m over the back and headed towards Redjack to the east. It took two light and broken thermals to get over the Barraba road, then, over Crow Mountain, I held back and maxed out the thermal. Gavin Zahner and a few others had lost the light lift and had pushed on ahead. I caught back up with them working light scratchy lift low. With the wind increasing on the ground, only the stronger thermals were withstanding the wind. The gaggle broke up trying to stay in the air. Gavin had followed a bubble and was working light lift on some ridge lines. He managed to get above the ridge and worked the bubble into a thermal to fly on, while I lost it and slid along the ridge, working light and broken bubbles in the stronger conditions. With a small wooded gully behind, I slid off the ridge and landed in a narrow valley below. I watched as a few pilots slid over my head, just above the hilltops.

My retrieve found me having a cup of tea and a nice talk on a veranda with the farmer and his wife about paragliding and the price of cattle. I had landed at 21km, with quite a few other pilots not far away. Gavin had continued on until coming up to the edge of the national park, and with little opportunity of crossing it, had landed at 30.6km. The winner of the day on handicap was Joshua Iles, who flew a very creditable 27km to get 54 well-earned points.

The last day of competition saw clear bright skies again, but also that inversion just above hill height with the wind compressed between it and the hill, giving us those tricky and challenging take-off conditions once again. With a slightly stronger wind and weaker thermals, few of the thermals broke the inversion; a great day on Mt Borah for ridge soaring. Most of the pilots landed within the 4km minimum distance, with only 11 pilots breaking out (Sonia Hans flying 6km and scoring 18 points to win the day).

As I gathered and calculated the scores, the pilots were down at the Royal where the presentation was to be held, enjoying a very nice barbecue put on by Vic and Tom. With so much support from sponsors, both local and from the paragliding community, we had over \$6,000 of prizes and discounts to distribute.

Twenty-four trophies in nine categories were awarded. Some winners were:

Tandem – Cedar Anderson, 18.3 points

Intermediate – Peter Reid, 78.6 points

Advanced – Gavin Zahner, 53.6 points

Best First Comp – Mathew Johnston, 87 points

August 2006



Brandon

Photo: Paul Cox

*Up-and-Coming – Joshua Iles, 78 points
(with that great 27km flight on a hard day)*

Best Female – Sonia Hans, 45 points

In first place on handicap was:

Mathew Johnston, 87 points

The top three crews were:

1st – Banana Benders, 266.4 points

2nd – Cane Toads, 255 points

3rd – FARQ, 254 points

And yes, if you couldn't guess it from the top crew names, Queensland won the State of Origin trophy.

It was great to see novice pilots introduced to the competition tradition of 'fly hard and party harder', although some of the novices didn't need too much instruction and a few of the old-time comp pilots headed off to bed after only a few hours of party. The conditions in Manilla this year may not



Mathew Johnston

Photo: James Thompson

have been epic, with slow climbs and a low base, but so many pilots achieved personal bests and experienced a little of the competitive scene and the joys of cross-country flying.

This is the third year that I have run the Paragliding State of Origin. With all the hard work of organising one of the largest paragliding comps each year, what makes the job worthwhile is seeing novices learning the finer points and intricacies (and some of the hard lessons) of cross-country and competition flying, as well as seeing the advanced pilots working and helping their crew, giving back to the sport and also learning at the same time. I have to thank the sponsors and the pilots themselves for making the comp



Open distance tasks each day

Photo: Paul Cox

this year so rewarding, not to mention one with no accidents or injuries.



PHOENIX FROM THE ASHES

Lance Keough

"ARE YOU EXCITED?" ASKED LINDA. "YES!" I HAD NO HESITATION IN REPLYING. WE WERE ON OUR WAY TO CAIRNS AIRPORT FROM OUR HOME ON THE ATHERTON TABLELANDS. THIS WAS THE FIRST LEG OF A JOURNEY TO A WHEAT AND SHEEP PROPERTY OUTSIDE GOONDIWINDI IN QUEENSLAND'S SOUTHWEST. AWAITING US THERE WAS AN AIRBORNE 582 MICROLIGHT. DAVID HAD PURCHASED IT A MONTH EARLIER FOR HIS FLYING SCHOOL. WE WERE TO PILOT IT BACK TO ITS NEW HOME.

First stop in Cairns was the aeroclub. The current ERSA and appropriate WAC charts were added to our 'luggage'. The comfortable Qantas seats in the pre-dawn skies helped us reflect on things to come. Outside the window, the 727's engines had the 30,000ft atmosphere swiftly slipping past. Cairns was definitely getting further away. For the return journey, we were to rely on the 582cc Rotax and the kindness of the weather...

We'd planned to take the bus from Brisbane to Goondiwindi on Friday, and

assemble the stored trike. Then leave early on Saturday for Emerald. The next day would be Townsville, then home to work. But was Bobbie Burns looking over our shoulders with, "*The plans of mice and men are apt to go astray?*"

In Brisbane, final purchases were made. Five litres of two-stroke oil, 16m of 6mm tie-down rope, some dried rations. In spite of encroaching weight, we also carried four litres of water. It was great being with family members again. Then it was off to Goondiwindi.

Early into the five and a half hour bus trip, a glorious rainbow lit up the sky with its message of hope. And we were going to really need hope.

"*Are you the pilots?*" asked Ros in her Landcruiser at the bus stop. First, hamburgers, then it was off to the homestead amidst the brilliant swaying swathes of barley and wheat extending to the horizon. Presently, David was renewing his acquaintance with Col and Carol, and we met Bruce, a glider pilot helping out on the property. What a help all these dear folk were to us!



David, ready for a test flight at Goondiwindi

Photo: Lance Keough

We unwrapped the stored trike from its protective tarpaulins and naphthalene flakes (to deter rats). Carefully the wing was assembled and restored to shape. Fortunately, this was happening indoors. Col had kindly backed his huge air seeder out of its shed to make room for us. Matthew was going to town and kindly agreed to fill the two 20 litre jerry cans that were to be carried. It was after dark when the 48 litre trike tank was topped up from a recently filled farm drum. We finished our final packing by torchlight.

All along, the weather had been perfect. At 5am Saturday morning the stars blazed down. We made our way through the darkened avenues to the 'hangar'. In the chill dawn, our patient hosts helped with gates on the way up a narrow lane to a 'make-do' take off (the regular strip was water logged).

We waved goodbye (our first farewell), lined up, power on on on – then, quiet. "We're not going anywhere," said David, sadly, but equally firmly. We'd been putting out around only two-thirds power. So, back

to the hangar, wing waving up and down, dodging all the trees on the 'just manageable' long driveway.

Back inside, a puzzle of astonished sadness settled as the unpacking and re-checking continued. The trike had been going so well – perfectly, in fact. Controls, jets, needle position, all came under intense scrutiny. Still no light. Condenser? Magnets? But there was spark, and besides all was going so well before... Phone calls, to the long-time owner, to the Rotax engineer, long discussions. "Maybe it could be fuel," we'd been told. Without a lot of enthusiasm we drained the tank, using only what the service station supplied the previous day.

Soon we were ready for the test. Wonder of wonders! The revs came right up! It was the fuel after all! We were going to be airborne! But not an elaborate farewell; first, a test flight. So back along that long tree-lined lane, to be on our way. Or were we? "I don't believe this!" spluttered David, as the machine now repeated its earlier performance of dragging its feet. We must have been doing the same as we slowly turned back; through the three gates, dodging the various trees along the laneway. We didn't feel like saying much back in the hangar. Off came the jerry cans. Down came the wing. We quietly munched some of our dried rations as we took out the batons and folded and rolled the wing up.

Darkness was falling by the time all was stored away again. David was carrying our gear back to the homestead on the quad bike lent to us. The brilliant red sunset behind him seemed to be saying, "Stop!" An old refrain was coming back. "It's all very well to

be happy, when life flows along like a song; but if you're worthwhile, you'll learn to smile, when everything goes dead wrong." Something died that Saturday. The Greek legend has the ashes and Phoenix. The Bible has a burnt stump that shoots again and a seed that falls into the ground. Meanwhile, our hosts were returning. "Adjust, improvise, and overcome," Col had been quoting, along with much wisdom and encouragement from his life experiences. How grateful we were for their hospitality and kindness. Then it was time to get back to work. David booked our airfares from Brisbane to Cairns. The bus would be passing for Brisbane at 2:30pm on Sunday.

The morning dawned beautifully clear and calm. We were at peace with the acceptance of what had to be done. The extra cost of airfares and bus tickets would just have to be earned. For the present, the sun was pleasantly warming the chill morning air. We enjoyed some meaningful sharing with our generous hosts over breakfast and beyond. What could we do to help them till the bus came? But then, "I think I'd like to have another look at the carburettor jet," said David. A quiet walk to the hangar. An hour later a quiet call came, "I think I have it." David had lifted the rubber boots that protect the choke cables as they enter the carburettors. On one, the cable adjustment was screwed out an extra 20mm! The mystery remains – how could a perfectly functioning machine, at rest in its hangar, get out of tune? One cylinder had been permanently on about one-third choke. This explained the earlier successful run up when comparatively 'cold', with the breakdown later, following the long taxi run out. It is to be hoped our experience may be of help, should another pilot encounter this.

Carefully David aligned the adjusting screw, tightening the locking nut... To our new frames of mind the dust in the hangar seemed to be glowing in the strengthening sun. The cement seemed softer. In fact, our feet seemed not to touch the floor as we again unrolled the wing. We must not have noticed the approaching quad bike. "It's getting near bus time," Carol said as she rode up. "Thanks, but we don't think we will need the bus. David found what caused the trouble." Did Carol immediately believe this? It must have been hard to! Meanwhile, we were already in another world, high above the trees and plains as we finished the assembling! Then we once again taxied out down the long lane, for a test flight. It was so good



Lance, about to fuel up at Miles

Photo: David Keough

to be climbing at last; it seemed a pity to come down!

Back at the homestead, Carol had saved us some of the sweetest stew and mashed potato we'd ever eaten, for a late Sunday lunch. Now we could write in the visitors' book, collect our washing that had been done, and once again fuel up and pack up. Our dear hosts came yet again to the take-off, opening and closing the gates as they went. To say we miss them is an understatement indeed. How can you describe their trust in allowing us to share with them as we did? Circling above and waving, we finally passed over the homestead and set course for Moonie.

How different was the country below us from the ranges, valleys, lakes, waterfalls and volcanoes of the Atherton Tablelands? We flew over cultivated farming land as far as the eye could see. "*We've had rain,*" we'd been told. Everywhere was the evidence. Dams, small lakes and countless run-offs reflected the declining sun. Soon we would have to be down again, as Moonie was but an hour from Goondiwindi. Thanks to David's navigating, the famous crossroads came up on cue. While the GPS was there to check, what about when it hiccuped and had to be disregarded? Once on the ground, the light was beginning to fade. Thankfully, there was a good stand of sheoak trees, with no dangerous branches. We tied the trike up in their shelter. Next came the light plastic covers for the pod and the engine.

The Moonie Crossroads Roadhouse was a most welcome sight, as we carried our helmets and flying suits out of the cold. We had sleeping bags, but for tonight there would be a room with a comfortable bed and a heater! Soon we were enjoying a tasty plate of crumbed fish and vegetables. Also the knowledgeable truckies gave us helpful tips about the country further north and the weather. The warm shower went over very well. Sleep came almost instantly.

The stars had just about finished their night watch as we enjoyed the roadhouse's bacon and eggs. A short carry with our now filled jerry cans, and we were fuelling up and doing a pre-flight. Cool air is good for take-offs! The 40kt speed of our Edge wing was given the bounty of a 10 to 15kt tailwind, all the way! With clear skies and little turbulence, what a present for which to say, "*Thank you!*"

Pleasant flying with smooth air brought us to Miles' bitumen strip to fill our tank from our supplies. Next, we were over some scattered patches of forest, on the way to Taroom. With the brisk walk to town, carrying our jerry cans, we soon warmed up in

the cool conditions. The Dawson Valley Roadhouse proprietor, supplying our fuel and tasty hamburgers, obligingly drove us back to the airport. This kind service was again given at Rolleston, our next port of call, and also at Belyando Crossing the following day. How much we owe to these hard working roadhouse crews!

We had some fairly rugged country to traverse before Rolleston. As a result we climbed considerably higher than our customary 1,200ft. Our very good friend right behind the seats continued to purr contentedly away. (We usually gave the machine a pat at the end of the day.) Near Rolleston, we began to notice the very considerable work being done with so much cultivation. Paddock after paddock had been sown with continuous rows of shrubs for stock feed. This widespread crop seemed to be doing very well.

After Rolleston, when climbing a forested range, from our height we could see the road into Emerald. Great when yet again the scene below corresponds with the chart on the clipboard! With the bitumen strip soon greeting our wheels, we traversed the rows of parked aircraft, finally tying up onto the wire rope anchor cable along with the other resting machines. Kelly was there to meet us, with the boys. Soon we met Rob, and were off to their welcome home for the night.

You would really need some time to explore Emerald. It was beautifully calm to take a walk after dark and stretch your legs, but with an early start next morning bed was beckoning. Rob kindly took us before sunrise to fuel up our ever-present jerry cans and see us off. Soon the cotton fields were swirling below. From height, you don't see the sweat that goes into them! But a beautiful pattern they made. We overflowed Capella, and set course for Clermont. We at times wondered if ERSAs could give a 'road map', as to where the strip is in relation to town. It's not always so obvious. We soon found our way in. For some reason, the air into Clermont started turning a bit rough. However, it quietened lower down, and we taxied in to the silent terminal building to begin our 'self fuel'. Wonderful things, these jerry cans!

Saving the prop, we took off from the southern 'half' of Clermont's strip. The northern end had the odd bit of loose gravel. Now, for the greater part of the day, we would have an almost uninterrupted view of the horizon – all around! Very occasionally a mining scene would make its appearance. We enjoyed a close-up of a large eagle – on a reciprocal course and slightly above. He was



Fuelling up at the colourful Belyando Crossing Roadhouse

Photo: Lance Keough

flying upwind! We kept in mind on which side of the road we were flying, though we saw little of it. With the country below sparsely vegetated, you could only wonder at how it maintains itself. Shrubs, trees, some grass, merged with bare patches in an ever-changing pattern. It was most peaceful to be gently floating along with David. While a motorist might get 'bored' over this stretch, there's none of that up here!

Belyando Crossing was looming up, with its beautiful pink bougainvillea. And what a welcome from this busy roadhouse! Photos, fuel and a quickly prepared hamburger beneath the airy awning. Was the time just flying? We were in the air again, and pointed in the direction of Charters Towers. But we weren't the only travellers aloft. For some time the moving clouds had also been growing. And they were going to have something to say to us... But for now, we kept moving along. Gradually, the ranges began to appear, heralding the city of the fabulous gold mining past. For the present, a few very active mines were making their presence felt. Then we were over the many colleges (we were looking at Blackheath and Thornburgh), with their classrooms, playing fields and swimming pools. At the ample bitumen strip, Dennis kindly took time off to welcome us and share a cup of tea. And so off to Townsville.

There had been a drop of rain on the windshield. Fortunately, we were still dry. But change was on the way. Nearing the city, a glorious vista awaited us. The now heavily overcast sky developed an opening to the north. Through this the late sun was pouring its munificence, and painting a section of the ranges with liquid gold. We sat entranced, so thrilled to have been in the audience for such a moving display. Soon Oak Park came into sight, Andrew's flying school, with its pattern of runways and hangars. His family's kind hospitality gave a gentle finish to the day. Then, after 14 air hours from Goondiwindi, the rain came down!



THOUGHTS ON RECENT ARTICLES

Louis Solomons

THERE IS NO DOUBT THAT WE OWE MUCH TO THOSE, PAST AND PRESENT, WHO HAVE STEPPED FORWARD TO BE CUSTODIANS OF OUR SPORT, WHO OVER DECADES HAVE STRUCTURED OUR OPERATIONS AROUND MANUALS WHICH HAVE UNDERWRITTEN GOOD OUTCOMES FOR CLUBS AND PILOTS.

But is there room for improvement? Bernard Eckey clearly thinks so. I know he is not alone or lacking support, and he has hopefully taken an initiative which will resonate in the minds and hearts of many pilots.

When we have no accidents/incidents, when every pilot soars confidently cross-country within the limitations of both man and machine, when everyone who shows an interest in gliding is retained – even then would be too soon for complacency.

Thus in a constructive way I support strongly the contentions of Bernard's latest excellent article *'Time for a Change'*, and also those of James Cooper's article *'How to Find the Core of a Thermal'* in Soaring Australia, May 2006. Similarly, Col Vassarotti's latest in his brilliant series on *'Basic Sailplane Aerodynamics'* is – like those preceding it – most educational.

Add to those the first in a series from the venerable and insightful Garry Speight on the subject of *'Thermals that Rotate'*, and one realises quickly that healthy inquiry and vigorous debate remain alive and well.

There were other worthy contributors to the May edition which one could applaud, but the authors mentioned have attracted special attention because they just happen to be grinding axes like the ones I've been honing in my own shed for years.

I do not expect to do more than invigorate these debates a little, and readers are entitled to know that in expressing my views I do not believe that they are necessarily any better or lesser than anybody else's.

However my opinions in support – whether correct or otherwise – are relevantly sourced, and are held with a deep conviction arising from gliding experience spanning 42 years, as well as careers including 20 years as a pilot and aero engineer in the RAAF and subsequently 25 years as an analyst.

Debate can produce very positive results while passivity fosters decay. We are facing in gliding today, figuratively, 'sink' unprecedented in my experience, and it could very

well intensify. Challenges include economic trends, cultural changes, community expectations, high costs of fuel, insurance and other factors, all of which are exacerbated by competition from other high adventure sports vying for the adventurous spirits that we had fairly much to ourselves 40 years ago.

But also, when Bernard writes *"If you ask me whether we can wait until the necessary changes are officially implemented the answer is no,"* I am unable – based on my own experience and that of others with whom I correspond and whose qualifications, experience and views I totally respect – to quarrel with his analysis.

Therefore I most conscientiously commend the listed articles to all readers. In particular I would highlight several essays, starting from the front of the May 2006 edition.

COL VASSAROTTI'S ARTICLE

Many of you would be surprised by how many pilots – including instructors – do not recognise or acknowledge the truth and applicability of the following of Col's words. This I suspect, in part, too often reflects a distant familiarity with bank angles beyond 30 degrees. (See also my comments on James Cooper's article, below).

"In even steeper turns, because of the inclination of the airframe to the vertical, the rudder can actually assume a partial elevator function. When this happens, pilots find that the use of 'top' rudder can assist in maintaining nose attitude in relation to the horizon."

Col might well have added with equal truth that 'bottom' rudder also is not without its usefulness in this regard.

Taking 45 degrees of bank as an example, with the elevator in a fixed position and using rudder alone, the pitch attitude for a very wide range of IAS can be selected. In very turbulent thermals in particular, a pitch error caused by turbulence is easily and quickly correctable with rudder, whether or

not it is used in conjunction with elevator and aileron.

Never expect your Jumbo jet captain to resort to such a measure in turns – there are some fairly unobvious distinctions between Jumbos and gliders. But there are also similarities. For instance, you must pray that your Jumbo captain, on finding himself in a dangerously nose-high attitude, would use rudder and aileron, not elevator, to recover towards normal flight.

For each aircraft there are limiting factors to what can be achieved within the flight envelope, and these must be completely understood if pilots are to respond correctly to extraordinary circumstances. Which raises a point: our training must progress far beyond competence in what is normal, and embrace the 'what ifs' of recovering from extraordinary circumstances – perhaps even the gliding equivalent of making a safe return in a Boeing 737 with no hydraulics, as happened recently at Baghdad.

To amplify these points, a glider's future performance in flight depends on its attitude as selected and initial IAS. If the attitude is not the one required, there are circumstances in which the desired attitude needs to be achieved pronto, with or without fully coordinated flight.

Col's chapter on spinning is also very illuminating. How many times in your training and annual checks has your instructor stressed that spins must be avoided through:

1. Heightened awareness of, and response to, any imminent stall
2. Extreme sensitivity and positive response to the onset of adverse yaw, and
3. The need to recover with minimum loss of height within the flight envelope

Too often, I suspect, the only things checked are the pre-aerobatic check, lookout and correct spin recovery technique MINUS emphasis on spin prevention and minimising height loss.

How often have you been told that if you are low and trying to stretch a glide –

ruddering around a turn low in the circuit – you are likely to spin, and that is why you need to be good at spin recovery? Most would recognise that if you spin fully in that context you are dead, regardless of how well you can recover from a full spin; so it should be obvious to anyone that recovery from this scenario, which gets trotted out year after year on some gliding fields, is nonsense.

Col also brings a breath of fresh air to the subject of airbrakes. We have no problem as pilots coping intellectually with the fact that, say, the rudder has both a primary and a secondary effect. Why then is it difficult for some to cope with the idea that the secondary effect of airbrakes (after controlling sink rate) is that they slow a glider down to some degree, often markedly, perhaps even dangerously?

Which raises another point.

We generally find advocated the minimal use of airbrakes. Use is discouraged in adjusting on downwind an excessively high angle of depression to the aiming point. Also taught is that airbrake adjustments on final approach should be minimised. Given these teachings, should we be surprised that sometimes pilots, when the pressure is on, do not instinctively use airbrakes in the correct directions and degree?

The classic case of inept airbrake use is failure to close airbrakes when a wind-shear induced sink rate is excessive, and/or approach IAS becomes too low. There are other consequences of not training to develop reflexive airbrake responses, such as pilots failing to realise that they have operated the flaps when they intended to operate the airbrakes. I have seen the proof of this confusion and lack of awareness in the wrecks of two two-seaters.

It is difficult to escape the conclusion that these mishaps would be minimised if pilots were trained to make greater use of airbrakes, and so better develop instinctive responses similar to those achieved easily with the other flight controls.

JAMES COOPER'S ARTICLE

James has foreshadowed GFA-endorsed posters on the geometry and numbers pertaining to circling flight, and most will benefit significantly from this material. Everyone embracing these facts about turning performance will owe a debt of gratitude to James because of all the thermals they will not lose and the outlandings they will not have to make.

But more importantly, we must as a movement embrace his message: *"The law of primacy dictates our students need to be able*

to lookout and feel the thermals simultaneously. This is best achieved by training pilots to fly without instruments at their most early stage."

From this I read 'starting with their first flight'. When a student can maintain IAS control through attitude flying – recognise break-off points and fly consistently a well judged circuit without instruments – only then is it the time to remove the instrument covers.

"Only then," he continues, "do we stand a realistic chance of making new aviators fly by attitude, airflow noise and control force. Instruments should only be glanced at from time to time." Hear, Hear!

Within (I interpret) the latitude allowed by GFA to embroider on standard instructional techniques, I have my personal addition to introducing elevator control. With this initiative, I hope James and many others would agree.

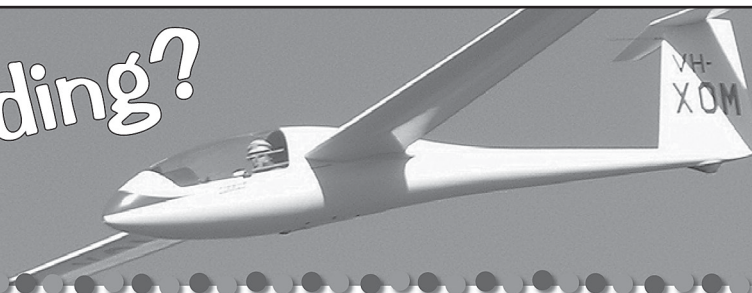
I have found it is always easy to persuade students that WITH THEIR EYES CLOSED and the wings level – the instructor's responsibility – they can learn to establish and maintain any one of four pitch attitudes, respectively: too high, too low, just right, and the attitude for safe speed near the ground.

It is only a small step from there to establish firm foundations for life-long safe



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and efficient habits of good speed control, confident attitude flying and strong look-out as matters of primacy. Now if that is so, isn't it time it was enshrined in the Instructor's Manual?

BERNARD ECKEY'S ARTICLE

"Especially our efforts to train pilots to fly by attitude have been unsuccessful."

That being the case, why are we not researching an improved approach?

Does anybody seriously think this problem would remain for long if the measures of blind flying training and covering of instruments as outlined above became adopted universally?

Bernard clearly identifies and laments our high drop-out rate. He speaks of *"dreams and ambitions"* and that to be fulfilled and enthused, new pilots need more adequate training especially in relation to soaring ability. To be inspired, new recruits need to have constantly before them a clear career path to the best available glider, to the series of available badge awards, records, and maybe a National Gliding Championship or two!

Furthermore, pilots need to be trained to fly safely to just within the edges of the flight

envelope. Only then can they know what is both safe and possible for them and their machine if they ever need to extricate themselves from a tricky situation. Let's help them to be a lot more competent and fired up!

We need far more often to soar with pilots who thermal at 45 degrees, plus or minus a few degrees, as they adjust their centring. The 30 degrees-and-less pilots spoil thermals for themselves and everybody else.

Without greater awareness and training, safe, satisfying, optimal soaring will remain elusive, and unfulfilled pilots will vote with their feet as always. Can anybody give a sound reason we should not all get behind Bernard and his recommendations?

GARRY SPEIGHT'S ARTICLE

I am sure you'll all agree that the Manilla Guru has excelled himself, as usual.

I think we have all noticed at least one of the variations and characteristics Garry has detailed. However, the rest of us have failed to grasp their significance, much less write a scholarly treatise on the subject.

Clearly, although the natural flow of fluid into a southern hemisphere vortex is cyclonic, the initial inertial conditions can

easily override the weak Coriolis forces. So be it. There will be counter-cyclonic thermals, and perhaps even non-rotating thermals – no contest. But in the southern hemisphere, although the effects would be small (greater as one moves away from the Equator) clockwise rotating thermals have the Coriolis force acting with them rather than against them, and this might slightly contribute to the strength and smoothness of clockwise rotating thermals.

Furthermore, sometimes a principal thermal can draw into itself multiple smaller feeder thermals that travel inwards from other trigger points within several hundred metres. These feeder thermals travel further, and it is this motion over longer distances which would be more likely to inject pro-Coriolis energy than during formation of the central thermal.

Perhaps part of what we commonly refer to as the point at which 'the thermals become organised' is feeder thermals adding their individual energies to the principal thermal and, at last, any initial rotational conflicts finally being resolved. It is not difficult to imagine that the unresolved phase could be very turbulent and disorganised, but then might give way to much smoother conditions such as we have all experienced at some time.

Perhaps also, where the contributing thermals are heavily weighted towards clockwise rotation, we might encounter the strongest and smoothest thermals of the day. Undoubtedly, even if the tangential velocity of a rotating thermal is only a few knots, there is a surprising turning circle advantage worth checking for and exploiting. Whatever the explanations and subtleties, clearly there will be times when making a careful safe reversal of the direction of turn is worth trying. We owe our thanks to Garry for his thorough analysis and his listing and discussion of factors to consider when contemplating a turn reversal.

The May 2006 issue of the magazine set a high standard for analytical thought of the sort which should help lift gliding to a higher level of training excellence and member satisfaction.



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MY GREATEST ACHIEVEMENT

Allan Ash

I'M A VERY MODEST MAN, AS I KEEP TELLING EVERYONE, BUT THE TIME HAS COME WHEN I MUST REVEAL DETAILS OF THE GREATEST ACHIEVEMENT IN MY 60 YEARS OF ASSOCIATION WITH GLIDING.

As a current has-been, or rather, a never-was, I must now let you know that there was a day on which I beat the great Ingo Renner!

Yes, folks, I won hands-down in a flying event against this former world champion, multi-record holder and gentleman amongst gentlemen.

It was no mean feat, believe me, and my only reason for remaining silent for all these years has been to avoid embarrassment to this fine, upstanding pilot.

This is how it happened. At a certain airfield some time ago, Ingo and I were launched in similar sailplanes and released simultaneously at a previously agreed height.

It was one of those awful days with a solid overcast from horizon to horizon at less than 3,000ft and a cold and blustery wind. A day to challenge most pilots!

Well, the result was that I was able to land my aircraft in no more than 10 minutes. And (can you believe it?) it took Ingo 30 minutes to land beside me! Thirty minutes! Now, I don't claim to be a crack racing

pilot but for a so-called ace to take three times as long to carry out the same task... well, I ask you.

Wouldn't you be proud to achieve such a success? But I don't boast about it. I didn't write immediately to all the gliding magazines in the world. I didn't want to embarrass my idol by revealing his humiliation. No. As I have already said, I'm a very modest man.



Letters to the Editors



Letter From the Editor

A big thank you to those members responding to my May 2006 issue letter. The month just gone has seen a significant increase in overall submissions, including the submission of more hang gliding and microlighting material. Please keep it up, and I hope you enjoy this issue.

Richard Lockhart, HGFA sub-editor, <soaring.australia@hgfa.asn.au>



Ultralights for Aerotowing

Now that CASA has approved aerotowing of gliders by Light Sports Aircraft (LSA) in Australia, I feel it would be advantageous for GFA to address aerotowing in order to allow gliding clubs to cut overheads, reduce towing costs and provide cost savings to members by using an approved towing aircraft.

I am sure the GFA understands the cost involved in operating Pawnees for towing, so to lower these costs would be a huge advantage to pilots, which could even attract more participants to the sport.

A number of approved ultralights are successfully being used in Europe and New Zealand, with obvious cost savings involved.

The GFA Executive should look at this proposal in conjunction with Recreational Aviation Australia (RAAus) to see if it would be appropriate for Australian conditions.

Ken Lovell, Adelaide Soaring Club



Lift Confusion

The article 'Getting out of Date' in the June magazine managed to confuse rather than enlighten me. From discussion with a couple of colleagues it seems that I was not the only one.

The second paragraph states that, 'One of the central ideas purveyed in the early years of aviation was the notion of centre of pressure'. However I have five text books published between 1962 and 1994 (hardly the early years) all of which give much the same information about the centre of pressure and its movement with changing angle of attack. None of them mention that the CP will fall behind the wing in high speed flight, and to the layman, such as myself, this doesn't seem possible. The comment, further on, about the CP moving off to infinity was quite beyond my comprehension.

The old and new style of presentation for lift and drag curves is shown in Figure 2, but in all the publications I have at hand the 'old' style diagram is used, and to me it is far easier to understand than the alternative. Perhaps the latter is of more value to aerodynamicists, but to the ordinary pilot it seems to me to be of doubtful value.

As I said at the outset, I was completely confused, but then perhaps I'm a bit thick!

Woody Woodthorpe, Southern Cross GC

GFA BADGES & CERTIFICATES

To 28 June 2006

A BADGE

HUNT, Nathan Patrick	11211	NSW AIR TC
FRITZ, Tobias Joachim C	11216	Byron Bay

B BADGE

BLAIR, Kieran	11188	QLD AIR TC
NITZSCHE, Alexander Peter	11148	Gympie

A & B BADGE

SUCHTING, Mark Adrian	11213	QLD AIR TC
VOLK, Philip Andrew	11214	VMFG
WYSOCKI, Martin	11215	Southern Cross

C BADGE

WHITING, Aaron Scott	11183	Central Coast
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A, B & C BADGE

BIDSTRUP, Jan	11212	Geelong
---------------	-------	---------

DIAMOND GOAL

HARRIS, David Thomas	8543	Narrogin
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Ph: 02 6231 4121,
Email <poboxw48@dynamite.com.au>.

Ropes at Rhylstone

Dawson Brown



IT'S ACTUALLY EASIER TO GET UP AT 3:30AM THAN AT 6:15AM. FIVE DAYS A WEEK THE ALARM GOES OFF AT 6:15AM, BUT I USUALLY DON'T GET UP FOR ANOTHER 15 MINUTES TO HALF AN HOUR. THE LAST FEW DAYS WERE DIFFERENT.

This particular morning, at 3:30am, the alarm went off. I had it in my sleeping bag with me so that I wouldn't have to fumble for it in the dark, making lots of noise and waking the others sleeping on mattresses on the floor around me. I was up, had washed my face, grabbed my stuff and was in the car within five minutes.

That's the second time in three nights that I've set the alarm to go off that early. The first was Saturday morning. It's about a three hour drive to Rhylstone from Berowra, and I didn't want to risk missing out on any of the flying. Neil Evans had organised the tow endorsement weekend to get us all together again, help us progress our skills and to stir up some flying. With Neil on the job, things were bound to get under way early.

When I got there at about 7am, there was a little stirring in the tower where most who had arrived the night before were still lying warm in their sleeping bags, kept cosy by the fire stoked through the night by Bill Moyes. Before I had found the door, Neil stuck his head around from the hangar doors with a characteristic, "G'day, Dawson!" How silly of me to think that I'd find him inside when there's flying to be had! I followed him down to the hangar where he was working on the dollies, pumping up tyres, sorting out the flats and dragging things out to the freshly mown strip.



Bill Moyes towing

Photo: Alex Drew

The air was crisp and moist, the clouds low, but not currently spitting at us. A dank dreary looking morning, but Neil was probably trying to think of what he could do to get everyone to set up. We were still expecting a bunch more pilots to arrive, from Newcastle, Sydney, Stanwell Park, Canberra and the Central Coast.

The weather forecast wasn't ideal – showers on Saturday, rain and strong southerly winds on Sunday. I just hoped that enough people would turn up with can-do attitudes.

One by one they arrived – paraglider pilots, hang glider pilots, trike and Dragon-fly pilots. There were even some gyrocopter pilots camping at the airfield for the weekend. Tony Barton turned up with his scooter tow set-up. Having read all about them on the 'net over the last few months I was keen to see one close up.

After Tony and Bill had discussed the format for the tow endorsements, with Tony looking after people for their ground tows followed by Bill doing aerotow endorsements for those who wanted, a bunch of us went to help Tony get the scooter set up. By the time we had it all ready to go, the clouds had closed in and the rain was coming down. Tony made the call for us to all go into the tower and do some theory whilst the sky worked itself out.

An hour and a half later, the rain had stopped and the call was made. We quickly got set up next to the scooter. Three paragliders were ready in the blink of an eye, and the towing started.

I've got to admit, I was more than a little bit nervous about it. In my mind, logically, I knew that it was just another way to launch, but emotionally, it felt like a dangerous thing to be strapping myself to a rope. I managed to allow myself to accept that there are dangers in hill launching just as there are dangers

in tow launching. The theory we'd just been through enumerated those dangers, and just as when I was learning to fly in the first place, I could see how an understanding of the dangers helps to ensure that you don't encounter them. I guess the trick is to know your demon before you face up to it.

All who've met him will attest to the fact that Tony is a man who inspires confidence. The quality engineering clearly evident in his tow system and the clear instructions given during his theory lesson were just right to get me on the tow line. Then, wings level, my eye in, and I was waving my leg in the air and away. Short, sweet, and straight back for another. We were all getting off the tow then walking back for another. As we improved, we were towed higher, then high enough to get back and land behind the line. Why carry a wing when you can fly it? Whilst we were all doing our training, Bill was ripping already endorsed pilots into the air behind his vehicle-mounted payout winch. Every now and then we got to see someone soaring high up over our heads as Bill went past. Soon enough, and it'd be me going past high overhead.

Sometime along the way, the drizzle started. Then it turned to rain. We all continued in the light stuff, but the paragliders had to be put away when the rain got heavy. The hang gliders just kept on landing at the back of the queue, ready to go again. Poor Tony didn't have his shelter set up above the scooter, so was getting absolutely soaked. We all at least had our own 'umbrellas' to shelter under. After about five tows each, cold and soaking wet, Tony called it and everyone started to carry their gliders over to the hangar. I had my kite in position and managed to jag a final tow. Whilst everyone walked their gliders over to the hangar, I got to land

next to it. Only the first of my air hogging adventures for the weekend.

With Bill giving instructions and carrying crossbars, we managed to squeeze all of our wings into the hangar. Then it was back inside to the fire where we finished off the paperwork part of the course with everyone excited that although wet, the weekend was shaping up well.

Dinner at the Kandos Chinese Restaurant saw 19 pilots spread across three tables. We ended up keeping the staff there a little later than they wanted I think, before heading off back to Rhylstone and the pub. I went back to the airport not long later, but some of the guys stayed on for quite a while it seems.

Sunday morning, sometime between six and seven, Tim Causer pointed out that Neil was already outside and turning the tow system around. He had already set up his glider, dragged another out to the line, and moved the pulley down the cross strip as the wind had swung around ninety degrees. I had a shower, grabbed a bite to eat and went out to see what I could do to help him out.

Bill was keen to get the towing under way as well. Tony wasn't due to arrive back at the airport for another hour or two, so we'd do some tows behind Bill's payout winch. We carried all of the gliders out of the shed and put them on the side of the runway. When all the gliders were out, I grabbed my harness from my car and threw it on the glider. Tim came around the corner of my wing and asked if I was just about ready. I looked around and saw that I was all done, so we grabbed my glider and stuck it up on the back of the car and drove down to the end of the strip. With just a couple of adjustments, I was all ready and set to go, my first time on a payout winch. Before I knew it I was giving the 'go go go' and we were away.

Up, Up and UP! I was glad for the tows on the scooter beforehand to familiarise myself with controlling the glider on tow. It's much more gentle than the payout winch. It took definite effort to keep in line, especially through the sheer layer at about 300 to 400ft, but I felt in control (well, most of the time anyhow). I kept thinking through what we had been told to do, running through my mind the instructions on what speed to fly, what to do if it starts to oscillate, keeping a constant eye on my heading to be sure that I'm following the line.

At about 500ft on my first tow with Bill, the oscillations were more than I was used to. There was still a couple of hundred feet of runway to go, but I thought it better to pin off and go again, so I pulled in, pulled the release, and turned back to go again. It was still early and cloudy, but the air was

definitely buoyant. I felt a few tiny bubbles but didn't have my vario with me and figured I'd have a better chance at playing with the bubbles if I took the next ride all the way to the top. No one else had taken their wing down to the end of the strip yet, I don't know why. I landed, Bill came back and said that if no one else wanted to get ready and come down, that I'd be getting all the tows to myself. I had no problem with being an air hog.

Each time I got higher and higher, getting more and more confident with controlling the wing on the line, taking the ride all the way to the end of the runway before turning around and heading back. It was fantastic to release up high enough to be able to explore around and not just head straight back to land. Out over the road I went. I figured that if a car went past and somehow scared up a little bubble, I'd have a chance if I were over it.

On my third tow, still no one else had queued up. I saw Tony coming down the road, but he was just a bit too far back for me to make it over to him and still have certainty of landing back at the end of the strip if I didn't get any lift. I was surely dreaming anyhow, as a bleak, wet day with eight eighths of cloud cover was surely not going to pop off anything rideable.

Sometime between my third and fifth tows, paraglider pilot Tim and hang glider pilots Brendan and Darrell had set up and were ready to go, so I had to learn to wait a little. After my fifth ride, I decided that I'd run back up the strip to my car to get my vario. I told Neil, who'd been down there all along hooking me on, that if I didn't make it back in time for my next ride, that he should jump in and have a go.

By the time I got back down, Neil was turning the wing around ready to go. He wanted to jump out, saying that I should go instead of him, as the idea of the weekend was to get non-endorsed pilots like myself some towing experience. I wouldn't hear of it, and as Bill was almost back, he'd not be happy if we made him wait while we swapped pilots anyhow, so he best launch to keep from getting in Bill's bad books!

Vario now on an upright, I had one more tow behind Bill. The cloud cover had come down lower than before, and my instruments stayed silent after I released. I landed next to Tony's set-up half way up the runway, near the tower to help out and finish off the endorsement. By then, I'd already had six tows that day and was beaming from ear to ear, but ready and keen as mustard for more.

I spent some time riding the bike to retrieve the towline and hook the other guys on. Soon, Tony was happy with everyone's



Neil assisting Adam



Tony Barton helps Alex Drew clip on



Ready to go

Photos: Dawson Brown

towing and wanted us all to tow higher, so was going to take out the pulley and tow the full length of the strip. I grabbed a dolly and wheeled my kite down the end. Alex and Rohan threw their paragliders on my dolly as well. It seemed that Alex was constantly hiding from the rain under my wing. I think we came to an agreement over rent, but I don't remember him paying up. I was glad of the help to push the dolly along, anyhow.

Though the rain was getting heavier, Tony got his scooter set-up back together at the end of the strip, and was working hard to get everyone up to the required number of tows so that we could all complete our endorsements. My tows were getting higher and higher – 700ft, 750ft, 800ft above the runway. I started to hear some little chirps from the vario on my way back. Waiting on the ground, for the car to get back, I saw that Adam had made it back to the end of the runway without losing any height. One of the newer guys nearby commented that he must have been lucky to find some lift. "Not lucky," I said, "skillful. He was a top notch sailplane pilot before he took up hang gliding." His girlfriend was nearby and heard me; she quickly piped up, "He still is!"

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Also available from:
WA - WA Paragliding Academy - 08 92952820
NSW - Windworks Paragliding - 02 99139086
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GRADIENT

ASPEN II demos clearance!

Aspen II sizes 26 and 28. As new, full warranty.
Making room for smaller sizes will be sold for \$3,700 each.



NEW RANGE OF INSTRUMENTS BY DIGIFLY
FLYER II - entry level
CARTESIO II - connect with GPS
LEONARDO PRO - voice synthesizer, Bluetooth
• completely new concept - the latest technology.
• ergonomic and elegant design
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• simple to use
One day all instruments will be like this!

On my next tow, I was determined to maximise my height as much as I could, and ended up pulling the pin about 850ft up. I turned 180 and slowed right up. I wasn't losing height, and every now and then was gaining a little. As I approached the end of the runway, and flew over the guys set up ready for their tows, I looked at my vario, and was at a thousand feet. I kept bumping into lift. Nothing huge, but enough for me to make a turn or two in, then back to zero before another little bit of lift. I was drifting downwind of the runway, and in the Fun, I wanted to make sure that I'd still be able to make it back, so I pushed back up towards the strip. I knew I'd lost the lift when I was down below a grand again, and was in rain. I drifted further upwind until, not finding anything more to play in, I turned back to set up for landing.

Overcast, raining, cold, and I'd managed to stay up for about 20 minutes, I think the longest flight of the day. I was able to scratch around a little in some of my other flights, but none for quite as long. Adam was also doing a great job of sticking with the lift to extend his glides, but he must have some eagle blood in him as he was doing it without instruments. Show off!

I don't think it rained during my first tow on Sunday, but that'd be about it. The rain got pretty heavy at times, and I had to

wait at the end of the strip under my one hundred and ninety square foot umbrella, for the tow vehicle to return, but I wasn't going to unclip because I might have missed out on a tow if I did.

By Sunday night, most of the hang glider pilots had completed the requirements of their ground tow endorsement, and the paragliders, curbed more often by the rain, needed only a few more tows.

Neil put in a lot of work to bring this off, but as all who know him are aware, Neil will do whatever he has to do to get us all in the air. He is a driven man with heaps of energy. After two days of towing, Neil had spent all his time making sure that everyone else got to fly. He'd only got a couple of flights in himself, one in Tony's Condor, and the one I mentioned in the Fun. Thanks, Neil.

We were well represented by the HGFA with Board members Bill Moyes and Billo present. I met and had a good chance to talk with General Manager, Chris Fogg, who has a clear vision of where he sees the HGFA going.

Personally, I owe a big thank you to Tony for his words of wisdom, and to Bill and Tim for helping me be an air hog. Then there's Vicki, Molly and Julie who cooked dinner on Sunday night, and not least of all, all the pilots who showed up and flew even though the forecast would've said that it

wouldn't be on. I've never before seen a line up of pilots so keen to fly that they just happily stood there in the cold and the rain again and again.

Which brings me back to 3:30am Sunday morning where I got up to prise open the car door, which was frozen shut from the frost, then come home and spend the day with Flo and Leyla. I had agreed to spend at least one day this long weekend with them. I love every moment that I spend with Leyla. She's only nine months old and every smile is a precious gift. The hard crunch in the grass and the clear night sky under a full moon left me thinking that I may have been skipping out on the best flying of the three days, and I would love to have stayed, but those smiles are hard to turn down. I just have to hope and assume that everyone still at Rhylstone had an awesome flying day...

***Footnote:** Tuesday morning, Leyla woke up early at about 5:30am. I crawled out of bed, made up her bottle and climbed under the covers of the bed next to her cot to give her bottle to her. She fell asleep after she finished it, and so did I. The alarm at 6:15am was turned off, and I slept another half hour before getting up and dragging myself off to work. It's definitely easier to get up at 3:30am.*



Stolen Glider

My stolen glider is still out there, so please keep an eye out. The glider is an Airborne Fun 190, with a light blue top leading edge. It is quite distinctive, as it has a repair on the luminous green undersurface just near the nose, about 1ft by six inches in size.

Don Gardner, ph: 0425 304624

Paramotors and Hangmotors

A new club has been formed for HGFA pilots who fly motorised paragliders and hang gliders. It is incorporated and affiliated with the HGFA and aims to facilitate groups of pilots to assemble and fly together. Because motorised pilots are scattered sparsely all over Australia and are often members of local free-flying clubs, this club has no state affiliation. The first activity of the club will be the Annual National Picolight Fly-in. This event is held each year at Milbrulong in southern NSW in September and will now be a HGFA event (see the Soaring Calendar). Anybody wishing to become a member should contact the interim secretary Jos Weemaes at <jweemaes@bordnet.com.au>. A better idea would be to come to the Pico fly-in and join, either as a temporary member for the fly-in, or as a member for a year for \$10. The inaugural annual general meeting will be held at the Pico fly-in.

Jeff Hoffmann, Interim President

FAI NEWS

Interaction of Air Sports with Wildlife

A key issue on the agenda of the FAI Environmental Commission (EnvC) is to provide objective information about the interaction of air sports with wildlife.

Air sports enthusiasts of all disciplines throughout the world need to know more about the various effects our activities have on nature, so as to be able to fly considerately.

The FAI Environmental Commission [www.fai.org/environment/] has initiated a series of translations into English of articles which describe the effects of air sport activities on wildlife and how to find solutions to manage the issues.

We invite you to read the first translations available as PDF files at [www.fai.org/environment/wildlife].

FAI President at 9th European Paragliding Championship

On Saturday 1 July 2006, the FAI President Pierre Portmann attended the Opening Ceremony of the 9th FAI European Paragliding Championship.

FAI President Pierre Portmann welcomed the 140 pilots who had arrived from 28 countries to compete in Morzine-Avoriaz under brilliant sunshine. He especially thanked the organising committee for their excellent work in setting up this Championship, and wished all participants a successful competition.

The first task was held on Sunday, 2 July, and was won by the current European Champion, Christian Maurer (SUI).

CIMP Plenary Meeting

The FAI Medico-Physiological Commission (CIMP) held its Annual Plenary Meeting on 17 to 18 June 2006 in Lausanne (SUI). Delegates from 13 countries discussed a wide range of medical topics affecting fitness to fly. A major part of the meeting was devoted to case studies. There were wide divergences in the way that particular medical conditions were treated for licensing purposes in different countries. CIMP agreed that the role of medical practitioners should be to enable as many people as possible to fly safely.

World Record Claims

Class R (Microlights)

Sub-class: RPF2 (PG control/foot-launched/flown with two persons)

Claim number: 13801

Type of record: Altitude

Course/location: Location to be confirmed

Performance: 3,150m

Pilot: Pascal Bret (FRA)

Crew: Sylvie Colombier (FRA)

Powered Paraglider: type not indicated

Date: 14/05/2006

Current record: 3,036m (18/08/2002

– Frédéric Jacques, Monaco)

Class R (Microlights)

Sub-class: RAL1 (Movable aerodynamic control/landplane/flown with one person)

Claim number: 13909

Type of record: Speed over a closed circuit of 50km without landing

Course/location: Location to be confirmed

Performance: 175.46km/h

Pilot: Jan Lukes (CZE)

Date: 08/06/2006

Current record: 157.44km/h (30/06/1995 – Serge Ferrari, FRA)

Class R (Microlights)

Sub-class: RPF1 (PG control/foot-launched/flown with one person)

Claim number: 13914

Type of record: Distance in a straight line without landing

Course/location: Aldea la Bella, Lepe (ESP)

– Roquefort (FRA)

Performance: 951km

Pilot: Ramon Morillas Salmeron (ESP)

Powered Paraglider: Aircraft type to be advised

Date: 08/06/2006

Current record: 710.4km (23/06/2005

– Vladimir Makurin, RUS)

Claim number: 13943

Type of record: Speed over a closed circuit of 50km without landing

Course/location: Kazanlak (BUL)

Performance: 51.67km/h

Pilot: Venelin S. Staikov (BUL)

Powered Paraglider: Kenig/Trust Other

Date: 10/06/2006

Current record: 43.92 km/h (04/09/2004 – Thomas Keller, GER)

Class O (Hang Gliders)

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

Claim number: 13941

Type of record: Speed over a triangular course of 100km

Course/location: Julijske Alpe, Sorica (SLO)

Performance: 25.54km/h

Pilot: Primož Susa (SLO)

Paraglider: Gradient Avax RS

Date: 12/06/2006

Current record: 19.47km/h (28/07/2001 – Burkhard Martens, GER)

Class O (Hang Gliders)

Sub-class O-5 (HG with a rigid primary structure/movable control surface(s) without pilot surrounding structures and fairings) – General

Claim number: 14002

Type of record: Out-and-return distance

Course/location: Col de Bleine (France)

Performance: 350km

Pilot: Gil Souviron (France)

Date: 01/07/2006

Current record: 330.6km (12/02/1998

– James NEFF, Canada)

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

Winners

Sport: Hang Gliding

Title: 15th FAI European Hang Gliding Championship Type: Continental

Date: 16 to 29/06/2006

Location: Kvarner-Istra (Croatia)

FINAL RESULTS

Individual		Team	
1	Michael Friesenbichler, AUT	1	Austria
2	Oleg Bondarchuk, UKR	2	France
3	Primož Gricar, SVN	3	UK

FAI congratulates the winners and thanks the organisers of the Championship.



From Low Flying to High Gliding

Michael Haggar

MOTORCYCLISTS AND GLIDER PILOTS BOTH HAVE SOMETHING IN COMMON. YES, BELIEVE IT OR NOT, IT'S TRUE – WE BOTH LIKE FLYING! OK, MOTORCYCLISTS DO IT WITH TWO WHEELS ON THE GROUND ('LOW FLYING'). NOW DON'T GET ME WRONG; WE MOTORCYCLISTS ARE NOT ALL SPEED JUNKIES, BUT THE FEEL OF MANOEUVRING A MOTORCYCLE AROUND MOUNTAIN ROADS IS THE FEEL OF FREEDOM, JUST LIKE GLIDING.

Glider pilots do get the better view, though. On Saturday 20 May this year, 20 motorcyclists departed the Taree district bound for Lake Keepit, west of Tamworth. The ride was organised by the Manning Valley CMA (Christian Motorcycle Association), and special mention must be made of Rod 'Get your priorities right' Bunyan who came up with this idea, yet found himself in New Zealand and missed the event.

At Tamworth, 10 riders doing only a day ride turned for home after a short break, while the rest of us continued on to Lake Keepit for a gliding experience with the Lake Keepit Soaring Club (LKSC). On arrival we were met by LKSC members, and after a brief rundown of our afternoon's operations we made our way to the launch end of the runway.

With the option for us to aerotow or winch launch, the first person from our group to take to the sky was Paul Wilson, piloted by Trevor West. Unfortunately for tug pilot Phil Anderton who was keen to fly, this was to be his only tow for the afternoon; most of our group opted for the cheaper and more exciting launch method.

As Paul had flown gliders many years ago as a younger lad, Trevor gave him the opportunity to get some hands-on experience and enjoy the feel of flying once again. With the winch now ready, next up was Vern Taylor, who got some very nice height over Lake Keepit. We were not attempting



Pete Wrigley and Vic Hatfield in flight



Trevor, Garry and Vic showing the way



'Low flying' vehicles at Lake Keepit



Lake Keepit sport & rec centre
Left: Over Lake Keepit

cross country; these were introductory flights to introduce us to the sport.

Vern's son Doug flew next and came back with a huge smile, keen to go again. We worked our way through the group at an easy pace – Kerry, John, Mick, Pete, Monica, Trevor and Danelle – as a change in the weather came across from the south in the form of dark clouds.

As a paraglider pilot who flies as often as possible, I was especially looking forward to this. It was only my second flight in a sailplane, and after a few instructions from pilot-in-command Garry Speight, I got the chance to feel for myself what it's like to fly like an eagle. After a few wingovers, I had to go back for more.

Pete Wrigley's unsuccessful first attempt to find a thermal got him a second launch and a chance at a decent flight. Trevor Mills got the flight of the day, staying up for about an hour. His pilot-in-command Vic Hatfield couldn't help himself, much to Trev's joy. Last flight of the day was had by a wary, not-so-confident Danelle Elliott, who unfortunately had to wait a little longer than expected after the tow line failed on her first launch attempt. Once the line was repaired she had an uneventful but breathtaking flight.

At the end of the day and after packing away the gliders, most of our party returned to Tamworth for the night prior to heading home to Taree next morning.



The sole aerotow of the day



Retrieval buggy and gliders

Apart from a couple of minor incidents on the way home, everyone arrived home safely. Huge thanks from our group go to Lake Keepit Soaring Club, to the Lake Keepit State Park gate keeper for making us feel so welcome, to Geoff Neely for doing the paperwork, to Sam Clift in the retrieval buggy, to glider pilots Trevor West, Garry Speight and Vic Hatfield, to tug pilot Phil Anderton, and special thanks to winch operator Harry Medicott (our thermal king for the day), without whom this trip would not have been possible. Everyone had such a good time that suggestions have been made to do it again, so we are looking forward to organising a similar event in the future.



Trevor West shows a nervous Danelle Elliott the instruments

Photos: Michael Hagggar and Pete Wrigley



Author (front) and Garry Speight strapping in

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

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

Payment method:

- ☐ Cheque ☐ Credit Card ☐ Direct Deposit

For internet payments, deposit into:

BSB: 013-442 Account No: 304729562

A) DOCUMENTATION REQUEST

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

Aircraft Type.....

Registration marks VH –

Address to which documents are to be sent is:

Name

Address

.....

State.....Postcode

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

Email: <Airworthiness@gfa.org.au>

Fax: 03 9379 5519

GFA Executive Officer's Report



John Welsh

The magazine deadline seems to come around quicker and quicker each month. A number of meetings and issues have been keeping me busy in between sanity breaks in Mike Yankee. However, keeping Mike Yankee airborne in weak winter conditions is also serious business (see photo).

Highlights from the May GFA Board Meeting

1. GFA Strategic Planning

The Board meeting in May undertook some strategic planning, with some group work facilitated by the GFA Development Officer, Terry Cubley. Terry is skilled in this role, being employed in the Training & Development section of one of Australia's major car manufacturers.

The president, Daryl Connell, gave an inspiring presentation as an introduction, entitled 'Some thoughts on the future of gliding'. It is planned to publish the presentation as an article in a future edition of Soaring Australia.

The Board's work, while extensive, is not yet complete and will be continued at the board meeting on the weekend of August 12 and 13. After that meeting it is anticipated that the updated draft plan will have enough content and structure to be released to the membership for comment.

2. Marketing & Development Department Membership Retention

Ian Grant, Terry Cubley and Maurice Little gave the board a major presentation on work in progress by the M&D Department, with their research showing some areas that GFA and its clubs have to improve on. I have quoted the following from the M&D Report, as it contains some vital facts and strategies for the future of our sport:

"Analysis of membership statistics clearly indicates that our problem is not necessarily one of attracting new members, as each year the GFA clubs provide over 8,000 air experience flights (AEFs), and gain around 500 short-term members and another 500 full members. However we lose around 1,000 members every year out of a total membership of 2,400.

Improving our rate of retention of these new members is the key to growing our membership, and this requires a focus on individual club development rather than GFA marketing.

Marketing remains important to M&D and will continue to be pursued, but the membership gains from marketing are long-term in comparison to the potential for speedier gains through improved membership retention.

After a significant number of club visits by Regional Development Officers (RDOs), it has been seen that few clubs are addressing issues of club development, let alone the problem of membership retention.

As Terry Cubley has previously reported, clubs are more comfortable dealing with the familiar routines of operations and airworthiness, and club development is not a core activity. That said, the RDO visits have been well received and club committees were attentive to the information presented to them.

Several clubs are growing, and it is these clubs which are active in developing services to members and making real efforts to connect with them. The strategies that are working include such simple things as:

- *Contacting AEFs a week or so after their flight to see if they require further information*
- *Providing new members with a comprehensive information pack and establishing direct email contact with them for follow-up purposes*
- *Pursuing skill development for post-solo pilots rather than abandoning them after they go solo*
- *Assisting individual members to identify and achieve their goals for the coming year*
- *Surveying departing members to understand their reasons for leaving and whether club services are adequate and/or appropriate*
- *Devoting time at every committee meeting to review development matters*

More sophisticated development strategies consciously address the type of gliding services being offered, the adequacy of these services and identifying particular services which will appeal to their club members.

It is now very evident that clubs find development a difficult topic to deal with and require direct and knowledgeable assistance from RDOs to get them started and to keep them focussed.

The M&D department firmly believes that a sustained campaign is now required of the GFA and the state associations to encourage and assist individual clubs to vigorously tackle their own development issues. This campaign will require direct contact with clubs and follow-up visits – all very time consuming, but ultimately effective.

Establishing adequate resourcing of Regional and Club Development Officers will be a significant challenge."

All state and club officials are strongly advised to take note and action on the above.

3. Code of Conduct Issues

A discussion took place on the regulatory requirements and GFA compliance regarding managing relationships with youth (under 18 years old) and member protection.

The board reaffirmed its commitment to investigate and comply with all Commonwealth and state regulatory requirements for dealing with youth.

The Executive Officer has since been tasked by the Executive with preparing the policies and actions required by GFA operational and sporting officers to comply with this direction.

Highlights from June GFA Executive Meeting

After a break of only three weeks, I was winging my way eastwards again to Melbourne for another full weekend of an Executive Meeting on 17 and 18 June. Most of my allocation of 25 hours per week has been taken up with preparation for, or recording of, meetings.

I have included my usual synopsis of Officers and Heads of Departments reports at the end of my report.

1. Web and Database Management

A major upgrade on the website functionality is in progress, with 'Member On-Line' being introduced. Members will soon be able to log in and, among other things, check and amend their personal details such as address, phone and email contact details. This should result in a more accurate membership database, with less administration required by office staff. E-business will also be developed as part of this upgrade, including on-line membership renewals and Form 2 package purchases.

2. Finance

The audited financial statement was presented by the GFA Treasurer, Beryl Hartley at her last executive meeting. Beryl officially advised the meeting that she will not be re-standing as Treasurer at the September AGM.

The year 2005/06 ended with a small deficit, as the decision was taken to proceed with the website upgrade mentioned above.

At the Executive's Saturday dinner, Beryl was presented with a glass lamp as a token of appreciation of her many years of service to the Executive (and for making them see the light?)

3. General Business:

Final Glides

The Executive noted with regret the passing of:

- *Eric Sweet, President of the NSW Gliding Association.*

- Richard Halstead, *Gliding New Zealand.*

Preparation for the GM/ABM/Seminar

The Annual General Meeting/Annual Board Meeting/Seminar is to be held in Brisbane on the weekend of the 23 to 24 September. See the insert in this issue for the official notice, along with the Audited Financial Statement for the past year.

Although GFA's new status as an Association under a Victorian Act does not compel GFA to issue a financial statement to members, the Executive determined to continue the practice.

Several items of business were identified for the AGM, including changes to the articles recommended by a sub-committee which has been reviewing the Board Regulations. This review is the first for some time, and encompasses the recent governance restructure that the Federation has undergone. The GFA Secretary is to publish the proposed changes in adequate time for the membership to consider and cast their vote either in person or by proxy at the AGM. The proposed changes are already published on the website at: [www.gfa.org.au/Docs/gfainfo/06Specbus_explanation.pdf]

GFA Office Matters

Marcia Cavanagh attended the meeting late on Saturday afternoon, and gave a presentation on the new Work Choices legislation and its effect on the GFA Office and salaried employees. There are minimal effects that will be covered by changes in office procedures, as Victoria had some time ago passed Industrial Relations authority to the Commonwealth.

Site Tenure Survey

The initial results of the survey were presented to the Executive by the Executive Officer, and are included in a separate article in this issue.

Australian Sports Commission (Ausport) Compliance

The Chairman of the Sports Committee, Rob Moore, reported on the progress of GFA's compliance issues as a result of our status as a National Sports Organisation.

As part of those compliance requirements, the GFA President signed a letter to the Australian Sports Anti-Doping Authority (ASADA) which recognised it as the body to refer GFA's anti-doping functions and powers to. The Chairman of the Competition Committee will be co-ordinating with ASADA to educate members in what this relationship means. Information about ASADA can be found at [www.asada.gov.au/index.htm]. The Executive Officer will be working with the Sports Committee and Operations Panel over the next few months to provide Ausport with compliant policies on child, youth and member protection for the GFA Board's consideration. Once that has been finalised, there will be an accompanying education programme for members, state associations and clubs about these important policies.



The GFA Board at a break during the planning session. Standing (left to right): Andy Wall, Maurice Little, Beryl Hartley, Terry Cubley, Daryl Connell, Rob Moore, Sean Jorgensen-Day, David Conway, Dave Donald, Graeme Wishart, Bob Hall. Kneeling (left to right): Peter Gray, Ian Grant

Photo: John Welsh

CASA/Airservices update

Bob Hall reported as ASAC President on meetings with the CEO of CASA Bruce Byron, and gave better news of the future of our Schedule A funding, where GFA receives a fee to exercise functions on behalf of CASA. There are still many details to finalise, but the feeling was more optimistic than in the past.

At the Executive meeting, there was no further news on ADS-B implementation, but Airservices has since announced a delay to the low-level implementation of ADS-B as, *"some elements of the aviation industry and government need more time to consider the costs, time frame and implementation issues associated with the introduction of ADS-B technology in lieu of enroute radars."* (Airservices Customer News Flash, 28 June 2006.)

CASA Parallel Path Operations

Operations, airworthiness and sporting officers are to be informed of the GFA policy of not providing services to non-members operating under the CASA parallel path option. CASA will arrange and contract for any services required for any such non-member, with the user paying.

Members are also reminded that the GFA three-day membership option does not include pilot-in-command privileges.

Soaring Australia

It was reported that a small team of three, Terry Cubley, Maurice Little and Al Sim, has already started providing support to the magazine's gliding sub-editor on behalf of the Development Committee. The web and database group is investigating electronic referencing and archiving of past magazine issues and how to make them available for use.

Subject to confirmation of the minutes of the meetings by the Executive/Board, the interim minutes of both of the above meetings should be on the GFA website on the left hand side menu at 'Documents and Forms' – 'Meeting Minutes' by the time you read this.

Insurance Corner – Gliding Hull Claims

(from Wayne Cottier, OAMPS Aviation)

Clarification of Passenger Carrying Insurance item in July Executive Officer Report:

Any C Certificate pilot wishing to carry private passengers must additionally, of course, hold and meet the conditions of a Private Passenger Rating as per the GFA Manual of Standard Procedures Part 2 paragraph 16.2.4. as below.

16.2.4 Private Passenger Ratings

Private Passenger Ratings Levels 1 and 2 are an adjunct to the C Certificate and permit the holders of such certificates to carry passengers when carrying out a private flight. A private flight is a flight carried out on behalf of the pilot alone and specifically not acting as the agent or on the behalf of a gliding club or organisation. As a consequence of this, it is a requirement that the pilot pay at least his or her equal share of the costs of the flight. The requirements and limitations of the two Private Passenger Ratings are as follows:

Level 1

- Logbook endorsed by CFI for the carriage of private passengers, subject to direct authorisation by duty instructor on each passenger-carrying flight or group of flights

GFA Executive Officer's Report

- *Handover of control to passenger not permitted*
- *90 day recency requirement in addition to normal GFA requirements*

Level 2

- *Minimum of 150 hours total gliding experience*
- *Logbook endorsed by CFI for private passenger-carrying without direct authorisation by duty instructor*
- *90 day recency requirement in addition to normal GFA requirements*

For those of you who attended the AGM in July 2005, you may recall that I commented that glider hull claims were set to pass \$1,000,000 over the last three years that QBE Aviation has been the insurer. The final result, whilst still an estimate until all claims have been finalised, was \$1,025,000 as at 30 April 2006.

The above figure represents glider hull claims only. Tug hull plus all liability is in addition to that figure.

There are a number of positives that can be taken from the result:

- *2005/06 claims were 60% of the 2004/05 figures, an appreciable reduction!*
- *Due to this lower ratio, hull rates were not affected for the 2005/06 year.*
- *Claims reporting has improved remarkably over the last twelve months following comments made at the 2005 GFA AGM. QBE Aviation has set a guide at two working days to report an accident to them, and in general this is now being met.*

Whilst the above is indeed very good news, it is no reason for complacency. QBE Aviation has incurred close to \$2m in total claims over the last three years, which in anybody's language is a large sum. There is still quite some room for upward movement to this figure as some liability claims move forward through the legal process to settlement.

Remember, following an incident that may lead to a claim, it is to your advantage to report the incident immediately. There is no penalty (eg, loss

of no claim bonus, or premium increase) for reporting an incident and not proceeding to a claim, whereas the result can be the opposite should you delay in reporting the incident and the insurer is prejudiced.

(The above comments are only a summary of the policy and should not be relied upon as advice. Formal enquiries must be made to the GFA or OAMPS Aviation on 07 3367 5149 before making any decisions regarding Insurance based on the above comments)

Précis of the Officers' Reports to the June Executive Meeting

The GFA President reported on:

- *Meetings with various aviation bodies*
 - *Further issues with 'Some Thoughts on the Future of Gliding'*
 - *Progress of review of the GFA Business Plan*
- The Executive Officer reported on:
- *The CASA 2006-07 Deed of Agreement to be signed shortly*
 - *Insurance inquiries from members*
 - *Site Tenure Survey (separate article in this issue)*
 - *General administration issues.*

The Web Page Management Group reported on:

- *Major upgrade to membership database/ website functionality: Member Online and E-business*
- *Coordination with Operations Panel for online accident / incident database specifications*
- *GFA Office*
 - *Disaster Recovery Plans*
 - *Ergonomic review and rectification of workstations*
 - *Minor upgrades in software/hardware*
 - *Wireless 'Hot-spot' operational in Office building*

The Chairman, Technical Committee reported on:

- *Routine airworthiness administration matters*
- *Signature authority for Diane Vistarini. CASA has issued signature authority for Diane of the Airworthiness office for the issue of registration renewals.*
- *Triennial reporting on Part 47 registrations: Part of the Part 47 legislation requires that owner and operator details are reported triennially. CASA has exempted the GFA from the triennial reporting requirements on the basis that confirmation of the owner and operator of the aircraft is checked at the annual inspection (Form 2).*

The Chairman, Operations Panel reported on:

- *Update on Operational Site Inspections, state by state.*
- *June 2006 Operations Panel meeting and the development of the following Operations Directives (ODs) which should be issued by time of publication:*
 - *OD 2/06 – Level 1 Independent Operators. This OD removes the*

HAPPENED (NOT SO) RECENTLY ON AN AIRFIELD

Martin Feeg

"Kids! Forget about instruments. They are lying to you – or they fail. If you can't feel or see your way around, get your [expletive] ass off the airfield."

Schneider Heinz was a very gentle person, but when it came to instruments he turned into a real animal. We all had difficulty not to smirk when he gave his talk, as he did so many times. He ranted on for five minutes or so, and would then cover the instruments.

In fact, immediately after your three solo flights he stripped you of your instruments whenever he took the seat. I only appreciate now how much he did for me.

For example, with a nose-up attitude your ASI will still show sufficient speed, but in reality it quickly washes off. Or turning into final, if you don't feel the solid force of air around the control surfaces you are close to disaster. Again the ASI might be delayed. Speed can be heard by the rush of air, and felt as heaviness on the stick.

The altimeter has no reliable reading at all. Hours after launch the air pressure might have changed, and the altitude indicated will be far from reality – more so if you land somewhere other than the launch point, particularly in wild, undulating countryside.

How high is this paddock above sea level? You'll never find the answer from the air. Hence it is vital to learn to judge low altitudes by ground features and angles.

Successful pilots are far ahead of the vario – just ask them. Even the GPS/computer can fail you, whether it be through a bad signal, or just wrong coordinates, or...

Close shave? Well, Schneider Heinz definitely saved me many times. From high key point to touch down, I never look at ASI nor altimeter. This has helped me tremendously in my numerous outlandings, when the judgment I was used to making meant one less worry in a tricky situation.

I owe him even more for the time my ASI failed me altogether. I noticed that ASI and feel didn't agree, but it was only my second flight in this aircraft. When it went into a sudden spin from shallow thermalling with 50kt indicated, it was time to forget about the ASI; get home and land by feel and sound. On inspection, the mechanism was indeed found to be broken.

Consider your level of training. Maybe a similar exercise will help you perform better and add another notch to your safety level. As always, if in any doubt invite an instructor to take the back seat.

Safe soaring



requirement that pilots must hold a Silver C certificate, and replaces it with C Certificate.

- OD 3/06 – Level 1 Instructor Privileges. This OD removes the limitation placed on Level 1 Instructors who also hold an Independent Operator authorisation by GFA Operational Regulations 6.4.8 and allows them to be authorised by their CFI/COIP to undertake in-flight instructing duties within the privileges and limitations of the Level 1 instructor rating without the direct supervision of a Level 2 or higher rated instructor
- OD 4/06 – Instructor Authorisations. The requirements contained in this OD replace and supersede all GFA Instructor Revalidation requirements and standards contained in the GFA Operational Regulations and the GFA Manual of Standard Procedure, Part 2 – Operations
- OD 5/06 – Powered Sailplane Endorsements
- The GFA Operation Panel has determined that the safe operation of Powered Sailplanes requires specific training and this OD introduces formal training and endorsement requirements for GFA pilots without previous recognised power training and also formalises endorsement requirements for pilots with power flying qualifications.

The Chairman of the Sports Committee reported on:

- Australian international teams at World Multi-class in Sweden and World Club Class in Southern France.
- National Coaches Meeting
 - Three year strategy review
 - GlideFast courses
 - Coach Code of Conduct
 - RTO/S alias now 'State Sporting Coach'
 - Ralph Henderson is RTO/S QLD
 - RTO/S WA to put together 'Instruct for Soaring' package for Instructors
 - New international coach still to be finalised for this season
 - Bruce Taylor to continue to organise Junior exchange programme
- Attendance at Ops Panel meeting
 - More emphasis requested on post-solo/soaring syllabus by instructors
 - GlideFast courses for instructors
 - RTO/S – RTO/OPS exchange meetings at state level
 - Club coach to be invited to attend club instructor panel meetings
 - National Comps attendees should have low level finish endorsement
- Next Sports Committee meeting in Brisbane 22 September prior to AGM/ ABM/ Seminar.

The Chairman Marketing & Development reported on:

- May M&D meeting in Boonah, Queensland
- GFA seminar 23 September in Brisbane
 - Speakers will include Gavin Wills and Peter Newport from New Zealand, George Lee on development of young cross-country pilots together with others presenting on instrument developments, new glider technologies and reports from our competitors at this year's international competitions
- Public advertising campaign
 - The campaign of advertising in Australian Flying magazine will be resumed in September when the improvements to the [soaring.org.au] website for handling advertising enquiries will have been implemented
- Newsagent sales of Soaring Australia
 - The trial program of selling SA to participating newsagents in Perth (at a RRP of \$6.95) resulted in a monthly sales rate of up to 28%
 - With production cost of \$3 this low sales rate would require a return of \$12 plus retailers margin, taking it to over \$15 RRP
 - No further trial sales are planned at this time
- Development handbook and resources guide
 - The draft copy of the new GFA Development Guide from Terry Cubley was reviewed and approved
 - Terry has now confirmed that Version 1.0 of the Guide should be ready by end of June
- Grand Prix
 - The M&D Department have resolved that the Australian Grand Prix in December at Gawler has the potential to provide valuable media exposure for gliding
 - Accordingly M&D will provide the funding for Al Sim to attend the next meeting of the Grand Prix organising committee in order to establish and agree the marketing opportunities for the GFA
 - Terry Cubley is to contact an Adelaide-based media relations firm and seek advice on a cost-effective approach to develop media exposure for the Gawler Grand Prix.
- GFA calendar
 - Ready to go

The above is subject to the confirmation of the minutes of the meeting by the Executive.

Happy Soaring, remember your priority task is 'Under 700ft, Land Safely.'



GFA EXECUTIVE OFFICER

John Welsh

10 Merton Road, Roleystone WA 6111

Email: <EO@gfa.org.au>

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

Mobile: 041 794 5981 (CDMA)

HGFA General Manager's Report

Keeping Our Flying Sites

In the early days of our flying history, seaside cliffs or dunes and inland mountains were places discovered and enjoyed by pioneering pilots in relative isolation. The sites were far enough away from the urban sprawl and were relatively invisible to bureaucratic controls. As free-flying flourished more and more, pilots began to frequent these remote locations, the attraction to the remoteness of the site being as much a lure as the opportunity to unfold their wings and ride the winds. Over time the urban sprawl has spread and the number of pilots frequenting these sites increased. Sites that are reputed as our Australian greats have slowly become subjected through their very greatness and popularity to demands of local control and procedure. There would be few great sites now left that do not have some manuscript describing how to behave, where not to land or citing some fee for the privilege of access, much of which has resulted from loose behaviour and disregard for sites we wish to preserve. It is a fact of life that physical laws, civil regulations and local procedures prescribe constraints on the extent of our every activity, even in sport aviation. Compliance to our manual of operations, adhering to our code of conduct and having respect of local procedures are the only measure we have of ensuring ongoing privilege to all our flying sites and minimising the external dictates upon our sport.

NSW Insurance

The NSW State Association has informed me that the NSW Sporting Injury Insurance Scheme is no longer being maintained. Decision was taken by the NSW State Executive to drop the insurance based on the 300% (\$50 per member) increase being demanded on the premium, taking it from \$15 to \$65 annually. The increase would have brought the NSW state fee to an approximate total of \$88.50 in order to retain the insurance cover and provide for the current obligations in site retention and club support around the state. The NSW State Executive decided that members wishing to have personal accident/injury cover could seek their own personal insurance which may even offer wider insurance benefits. Such cover is currently offered on a case by case basis only and only by a few providers at approximately \$300 per annum (see Combined Insurance website below).

The NSW State Association has supported the NSW Sporting Injury Insurance Scheme for over 10 years. During this time there has been several claims on the insurance, offering financial assistance to pilots and families in their time of need. The scheme's sales representative has indicated that the cover may be taken up again if the State Association changes its view and decides to support it at the new premium fee.

There is no doubt that costs are rising within our sport. The rising cost of gear, travel, accommodation, etc, all contribute to the sense of paying out for the

activity. We in the HGFA enjoy the cheaper and purest form of aviation, but it is still aviation and aviation has never been a cheap pastime. When juggling the cost of our activity there is always a major consideration whether or not to insure, both personally and for the potential liabilities that are associated with our activity. Insurance is often seen as an unwarranted cost until the time when it is needed. At that point one wishes they had it.

Information on the NSW Sporting Injury Insurance Scheme can be found at: [www.sportinginjuries.nsw.gov.au]. Alternative personal accident insurance may be obtained through Combined Insurance. Their website can be found at: [www.combined.com.au/insurance/personal_accident_insurance.html].

Pico September Training Weekend

On the third weekend each September for the last five years, Jeff Hoffman and Jos Weemaes have hosted the annual Pico Fly-in at a Milbrulong, NSW. This year the event will be held on 15 to 17 September. During this year's event it is intended to hold a powered paragliding instructor seminar which will finalise the training syllabus for this activity and formalise instructors wanting to train students in this type of operation. It is strongly recommended that instructors teaching paramotoring and experienced pilots in PPG attend this fly-in. The seminar will fit in with the usual activities of the weekend, which have always included flying and ground-based activities including theory and general discussion sessions. A flyer will be sent out to all motor-endorsed pilots informing them of the program for the fly-in. It is an excellent opportunity to meet other motorised pilots, see firsthand the various types of motors and wings in use, and to learn more about the art of para and hang motoring. Instructors attending the seminar will assist in delivery of some training sessions on various aspects of motorised flight. Discussion will also include the debate on how to provide the future for motorised flight (PPG and PHG) within the HGFA. All are welcome. Accommodation is generally in the form of camping at the local oval. Contact Jeff Hoffman on 02 6920 6233 for details on how to get there and any queries you have on camping or services in the area.

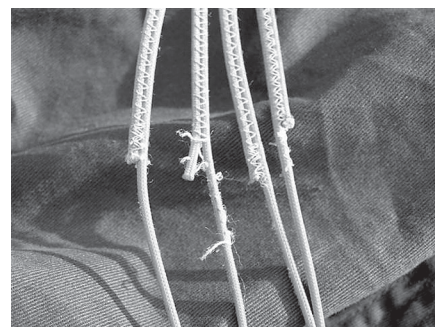
Trike Subcommittee Update

In the June issue of Soaring I noted the formation of a Trike Subcommittee. At the time Kathy Little was appointed as the committee chair. Kathy has recently purchased a new property and opened a Bed & Breakfast establishment which is taking more of her time than originally thought. She has therefore indicated that she cannot provide the time required to chair the Trike Subcommittee. Bill Olive has since been appointed to chair the subcommittee and the HGFA Examiners Kevin Magennis, Tony Dennis and Larry Jones have been appointed to make up the remainder of the subcommittee. Funding has now been set aside to enable an initial meeting of the

subcommittee. The subcommittee will seek to promote microlighting within the HGFA, with particular emphasis on a look to the future of microlighting, not to the past, to consider marketing options to enthuse new pilots, to seek feedback from pilots as to their needs and expectations as an HGFA member, and from this feedback, look at ways that the HGFA can better service microlight members. The committee will look to promote fly-ins and other events (possibly cross-country events, charity fund-raising events, come-and-try days, etc) and consider amendments to training procedures to make gaining a certificate less time-consuming and expensive.

Paraglider Maintenance

Being good at ground handling your paraglider takes practice and every paraglider pilot should practice the art of ground handling regularly. Be aware, however, that ground handling can be abrasive to your glider, particularly if the glider is constantly contacting the ground. Dumping, dragging and thrashing the glider into the dust, sand and gravel will affect the glider's lifespan. The accompanying photo shows how line stitching could be affected and become potentially life-threatening if not checked. Regular maintenance checks of your glider are vital to your safety.



Lines like these have potential to unzip once the stitching gets too loose. Wear and tear from abra-sive surfaces need to be checked prior to launch

Non-manned Paraglider Flight Characteristics

On a lighter note, have you ever wondered if a paraglider would fly without a pilot on board? Take a look at this movie online [www.papa ventos.org/galeria/albums/uploads/videos/Parapauto.wmv], showing how a paraglider can quite merrily thermal and soar of its own accord. A gentle reminder to check you're clipped in before you launch is also attached to this message.

Instructor Insurance

In April 2006 the HGFA took up an offer for limited Student Liability Insurance to support the majority request from instructors who had expressed interest in having this type of cover available again. The insurance comes at a cost to instructors of \$600 per annum. Instructors are a key component to our continuing membership, promoting the sport at various sites and locations around the country and

providing a means for public to try the sport and ultimately become certified pilots in their own right. The work our instructors do directly benefits the growth of our sport through producing more club members, and also more state members contributing to the state kitty, which helps preserve our site access and the membership of the organisation as a whole. The cost of the insurance does, however, impose higher financial burden on these operators. It also has the potential as a disincentive for advanced pilots to become instructors. Conversely, many instructors have actually refrained from teaching, especially ab-initio and apprentices, directly because of not having the insurance. Therein lies the dilemma: to have insurance and accept the cost, or not have it and suffer the drop in membership.

I do believe that we need to support our instructors and support the development of new instructors. I also believe that instructors should contribute to the ongoing development of our pilots, both new and already certificated. I therefore appeal to clubs and state bodies to look at ways in which they can support our instructors financially, especially in terms of this insurance which does reduce the likelihood of claims coming against the HGFA as the mother organisation to which we all contribute in our general insurance cover.

In the long run, by supporting the instructor with this cost we all benefit. This is not a financial burden that should rest solely with the instructor. Look at how your club can support your local instructor(s) and in turn look at how they can support your club in terms of conducting club training. Member donations to the Instructor Insurance Fund are welcomed and can be offered either directly to the HGFA Office to support all instructors or through your local club to support a specific instructor.

CASR Update

In June another Sport Aviation Consultative Subcommittee meeting was held to update the status of the various CASRs which pertain to our flying operations. These include Part 149 (the part relating to Recreation Aviation Activity Organisations – RAAO) and Part 103 (replacement part for CAO 95.8, 95.10, 95.32). Also in discussion was the concept of the Parallel Path, implications of CASA cost recovery and implications of the new CASA structure.

It became evident through the discussions relating to Part 149 and 103 that implementation of these new laws would not likely eventuate until early to mid-2007. The main reason for this time frame is that resources in CASA and in the legal drafting area are limited and that priority has been placed on finalising the maintenance suite of regulations rather than the sport aviation air laws. Part 149 is currently in the legal drafting office. Before Part 103 can be passed into law it needs a review for effectiveness as regulation that contributes to reducing risk rather than imposing prescriptive measures on pilots (this is known as Directive 16). The subcommittee agreed to

progress Part 103 in its current draft to a review under Directive 16 in the following week. This will take place 6 July and will ultimately move the Part one step further toward completion.

A subgroup was also established to review and draft principles to guide CASA in formalising the Parallel Path. The group will look at the various aspects of impact the Parallel Path will have on its organisation. For the HGFA, the main impact will be that of pilots being authorised to fly under CASA oversight without the third party insurance cover that currently secures many of our flying sites.

For more information on the current status of these Parts and on Directives that guide the development of these laws you can go to the CASA website [www.casa.gov.au/newrules/parts/index.asp]. There are two main Directives from CASA CEO which test the laws being drafted for suitability to the doctrine of ‘Simple Rules for Simple Aircraft’. These can be read at: [http://casa.gov.au/corporat/ceo/directives/16_2004.htm] and [http://casa.gov.au/corporat/ceo/directives/17_2004.htm].

Flight Theory

If you haven't already been there, try this link – great for background flight theory review [www.av8n.com/how/].

Accident Report

Pilot: Restricted
Experience: 50 hrs last season, TT 120 hrs
Aircraft type: Paraglider
Pilot injury: Nil
Aircraft damage: Total write-off
Location: Coastal
Conditions: Light onshore winds, winter katabatic breeze below launch

Description:

It was mid-afternoon, about 3pm on a winter's day; the sun was out but the air was chilled. Several pilots were soaring the site, staying close to the hill in the small lift band. The pilot had just completed one pass of the soaring pattern, flying north away from the landing zone on the beach, when the lift suddenly decreased significantly and all pilots began losing altitude quickly. Within a couple of minutes all pilots were forced to turn and head for the beach. This pilot's glider sank fast. Very soon, landing on the beach was

no longer an option. Choices quickly became either landing in the crashing surf or heading tailwind into the cliff face and jagged rocks. The sea was big and the tide was high. The pilot chose the surf with the intention to splash in as close to the cliff face as possible. This meant dealing with pounding waves, but there was potential of clambering onto rocks to get above sea level. In the 15 to 20 seconds before impact the pilot was able to unhook three of five attachments that connected on their harness. The pilot went into the sea and went under quickly. Fighting hard to resurface, the pilot eventually got

free from the remaining leg loop. The glider was already an ugly semi-submerged mess of material and lines, heaving in the crashing surf. After two or three more good dunkings, the pilot managed to get clear of the remaining lines and finally clambered onto a significant rock. Several fellow pilot friends, who successfully landed on the beach, reached the pilot and were able to comfort and assist the pilot to get out of the area.

Comment:

This was a lucky escape to what was probably an avoidable situation had the pilot taken into account the evident contributing factors of winter flying, light wind conditions, the time of day and the associated katabatic airflow below the launch area. However, when finding himself in a situation with limited landing options, the pilot made decisions, prepared for the touchdown and figured out how to overcome the complications of the moment. Luck, staying rational, and working with what you've got can sometimes keep you alive. Thinking about the conditions a little more before launching might have prevented the necessity for calling on luck to save the day.

HGFA GENERAL MANAGER

Chris Fogg

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

Contact Addresses

GFA

NSW Gliding Association (NSWGA)

327 (Gliding) Flight, Australia

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

Australian Air League

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

Bathurst Soaring Club

PO Box 1682, Bathurst NSW 2795.

Byron Gliding Club

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

Canberra Gliding Club

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

Central Coast Soaring Club

PO Box 1323, Gosford South NSW 2250,
02 43676944.

Cudgong Soaring Pty Ltd

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

Forbes Soaring & Aero Club

PO Box 267, Forbes NSW 2871,
02 68523845.

Goulburn Gliding Group

57 Munro Rd, Queanbeyan NSW 2620.

Grafton Gliding Club

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

Harden Gliding Club

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

Hunter Valley Gliding Club

PO Box 9, Newcastle NSW 2300.

Lake Keepit Soaring Club

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

Leeton Gliding Club

PO Box 607, Leeton NSW 2705,
02 69536970.

Narromine Gliding Club

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

RAAF Richmond Gliding Club

RAAF Base, Richmond NSW 2755.

RAAF Williamtown Gliding Club

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

Scouts NSW Air Activities Gliding Wing

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

Soar Narramine Pty Ltd

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

Southern Cross Gliding Club

PO Box 132, Camden NSW 2570,
02 46558882.

Sydney Gliding Inc. (Concordia GC)

PO Box 633, Camden NSW 2570,
0412 145144.

Temora Gliding Club

PO Box 206, Temora NSW 2666,
02 69772733.

Gliding Queensland (GQ)

2015QNAAFC FTF-GLD

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

Boonah Gliding Centre

PO Box 107, Boonah QLD 4310,
07 54632630.

Bundaberg Soaring Club

PO Box 211, Bundaberg QLD 4670,
07 41579558.

Byron Bay Gliding P/L

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

Caboolture Gliding Club

PO Box 920, Caboolture QLD 4510,
0418 713903.

Central Queensland Gliding Club

PO Box 953, Rockhampton QLD 4700,
07 49371381.

Darling Downs Soaring Club

PO Box 584, Toowoomba QLD 4350,
07 46637140.

Gympie Gliding Club

PO Box 103, Gympie QLD 4570,
07 54835380.

Kingaroy Soaring Club

PO Box 91, Kingaroy QLD 4610,
07 41622191.

Moura Gliding Club

PO Box 92, Moura QLD 4718, 07 49973265.

Motor Gliding Club of QLD

PO Box 5, Virginia QLD 4014, 0406 363137.

North Queensland Soaring Centre

PO Box 1743, Aitkenville QLD 4814.

Southern Downs Aero & Soaring Club

PO Box 144, Warwick QLD 4370,
07 38923473.

Summerland Gliding Club

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

Tarwan Soaring

PO Box 34, Wandoo QLD 4419,
07 46274080.

SA Gliding Association (SAGA)

Adelaide Soaring Club

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

Adelaide University Gliding Club

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

Air Cadet Gliding Club

PO Box 2000, Salisbury SA 5108.

Alice Springs Gliding Club

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

Balaklava Gliding Club

PO Box 257, Balaklava SA 5461,
08 88645062.

Barossa Valley Gliding Club

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

Bordertown Keith Gliding Club

PO Box 377, Bordertown SA 5268.

Millicent Gliding Club

PO Box 194, Millicent SA 5280.

Murray Bridge Gliding Club

PO Box 1277, Victor Harbor SA 5211.

Northern Australian Gliding Club

PO Box 38889, Winnellie NT 0821.

Port Augusta Gliding Club

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

Renmark Gliding Club

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

Scout Gliding Club

22 Burford Crescent, Redwood Park SA 5097.

Waikerie Gliding Club

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

Whyalla Gliding Club

PO Box 556 Whyalla SA 5600, 08 86452619,
0413 876642.

Victorian Soaring Association (VSA)

Albury Corowa Gliding Club

PO Box 620, Wodonga VIC 3689.

Beaufort Gliding Club

66 Waterdale Rd, Ivanhoe VIC 3079,
03 94972048.

Bendigo Gliding Club

62 Lawson St, Bendigo VIC 3550.

Corangamite Soaring Club

Kurweeton, Derrinallum VIC 3325.

Geelong Gliding Club

PO Box 197, Bacchus Marsh VIC 3340. [www.
gliding-in-melbourne.org], 0409 212527,
operating from Bacchus Marsh aerodrome.

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

RMB 6640 Longwood VIC 3665

Mount Beauty Gliding Club

38 Highland Crs, Wodonga VIC 3690.

Murray Valley Soaring Club Ltd

PO Box 403, Corowa NSW 2646.

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

PO Box 99, 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 613, Wagga Marketplace, Wagga
Wagga NSW 2650, 0427 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: Craig Worth <President@hgfa.asn.
au>, PO Box 102 Hallidays Point NSW 2430,
02 65592704 (w), 0418 657419.

V-Pres: Andrew Polidano <Vice.President
@hgfa.asn.au 146 Stuart St, Mullumbimby
NSW 2482, 02 66843510, 0428 666843.

Sec: Michael Zupanc <Secretary@hgfa.
asn.au>, PO Box 1093 Oxenford QLD 4210,
07 55461024, 0408 662328.

Trs: William Olive <Treasurer@hgfa.asn.
au>, 50 Park St, Charlestown NSW 2290, 02
49213804 (w).

Board Members:

Kathy Little <Kathy.Little@hgfa.asn.au>,
c/o Post Office, York WA 6302, 08 9641
1418, 0438 054072.

Rohan Grant <Rohan.Grant@hgfa.asn.au>,
188 Bathurst St, Hobart TAS 7000, 03
62311112.

Bill Moyes <Bill.Moyes@hgfa.asn.au>, 173
Bronte Rd, Waverly NSW 2024, 02 93875114
(w), 02 93897969 (h), 02 93693342 (fax).

Hakim Mentès <Hakim.Mentes@hgfa.asn.
au>, 16/59 Riversdale Rd, Hawthorn VIC
3122, 03 98187650 (h), 0412 617216.

Tove Heaney 14 White Av, Tocumwal NSW
2714, 041 9681212.

Microflight 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@homemail.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@jilrld.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, <nswhgwa@s054.aone.net.au>.

North Queensland HG Association

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

07 49555122, <sitework@mackay.net.au>; Sec/
Trs: Ron Huxhagen 07 49552913,

<sitework@bigpond.net.au>.

GFA MEMBERSHIP FEES 2006-2007

Membership:	Normal	Family
NSW/QLD	\$186	\$150
Victoria	\$187	\$151
South Australia	\$190	\$154
Western Australia	\$191	\$155

Student membership:	Full	Family
NSW/QLD	\$113.50	\$77.50
Victoria	\$114.50	\$78.50
South Australia	\$117.50	\$81.5

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

Victorian HG and PG Association

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

Clubs

NEW SOUTH WALES

Blue Mountains HG Club Inc.

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

Central Coast Sky Surfers

[www.centralcoastskysurfers.com]. Pres/Ed: Javier Alvarez 0418 116681 <javier@myrealbox.com>; V-Pres: Jeff Terry 0416 291545 <jeff@survivalsolutions.com.au>; Trs: Anthony Scurrah 0427 000410 <anthony_scurrah@yahoo.com.au>; Sec/Web: Martin Haig 0403 276227 <mhaig@dataweb.com.au>; Meetings: 1st Thu/month, 7:30pm, Erina Leagues Club, Ilya Ave, Erina.

Dusty Demons Hang Gliding Club

6 Miago Court, Ngurnawal, ACT 2913. Pres: Trent Brown 0427 557486, <Trent.Brown@anu.edu.au>; Sec: Peter Dall 0428 813746, <peter.dall@casa.com.au>; Trs: Michael Porter 0415 920444; SSO: Peter Dall 0428 813746.

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 Causer 0418 433665 <timcau@ozemail.com.au>.

Kosciusko Alpine Paragliding Club

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

Manilla SkySailors Club Inc.

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

Mid North Coast HG and PG Club

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

Newcastle Hang Gliding Club

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

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

Northern Beaches HG Club

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

Northern Rivers HG and PG Club

PO Box 126, Byron Bay, NSW, 2481 [www.nrhpgpc.com]. Pres: Maggie Clark 0409 611845, <mclark@versa.com.au>; Sec: Ashley Wilmott 0428 560248, <awilmott@bigpond.net.au>; SSOs: Lindsay Wootten 0427 210993, <lindsaywootten@bigpond.com>; Cedar Andersen 0429 070 380, <cedar@poliglidge.com>. Meetings: 1st Tue/mth, 7pm, Byron Services Club.

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>; SOs: Bruce Wynne, Doug Sole; SSO: Ken Stothard. Meetings: Monthly 7:30pm Endeavour Hotel, Botany.

NORTHERN TERRITORY

Alice Springs HG and PG Club

Pres: Ricky Jones 08 89551088, 0402 805 099, <rj087345@bigpond.net.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, <derekjog@gil.com.au>; Sec: John Cresswell 07 34203254, <crezzi@lineone.net>; SO: Graham Roberts 07 32676662, <trike@tpg.com.au>

Cairns Hang Gliding Club

Pres: Bob Hayes, 0418 963796; V-Pres: Joe Reyes 07 40555553 <rohayes@optusnet.com.au>; Sec: Lance Keough 07 40912117, Trs: Nev Akers 07 4053258631; SSO: Ian Graham 07 40915466.

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 Club Inc.

'The Lagoons' Comet River Rd, Comet QLD 4702. Pres: Alister Dixon 0438 845119, <apdixon@bigpond.com>; Sec: James Lowe 0418 963315, <j.lowe@cqu.edu.au>.

Conondale Cross-Country Flyers Inc.

[www.entrypoint.to/conondale-x-country-flyers]. Pres: Graham Sutherland 0429 935882; Sec: Denis Davis 0403 349344; Trs: Steve Stocker

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

0411 226733; SSO (PG/PPG) Graham Sutherland 0429 935 882, (MHG) Frank Fontaine 0408 556113.

Dalby Hang Gliding Club

PO Box 107, Dalby QLD 4405; [www.hgfa.asn.au/~dhgc]. Pres: Daron Hodder 0413 240610, <daron@aclad.com.au>; Sec: Regan Kowald 0418 729456, <rkowald@centrepoinfinance.com.au>; Trs: Don Cramer 0409 699115, <don@cramer.com.au>; SSO: Jason Reid, 0424 293922, <jasonr@gleda.com.au>; SO: Rod Flockhart, 0412 882639, <flockhartrod@hotmail.com>.

Fly Killarney Inc

PO Box 70, Killarney QLD 4373. Pres: Andrew Horchner 0427 807516; V-Pres: Matt Cooper 0414 318144; PR/Site contact: Wendy Mugridge 0418 807516.

Sunshine Coast Hang Gliding Club

PO Box 227, Rainbow Beach QLD 4581; [www.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.

Whitsunday HG Club

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

TASMANIA

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

VICTORIA

Dynasoarers Hang Gliding Club

Pres: Darren Brown 03 93971233 (w), fax: 03 93974566, <dbrown@bmlegal.com.au>; Sec: Dale Appleton 0408 382635; Trs: Greg Holt 0418 516058; SO: 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: Karl Texter 0428 385144, <president@nevghc.net>; Sec: Ed Barber 0417 030 042, <secretary@nevghc.net>; Trs: Tony Kenney 0412 238039, <treasurer@nevghc.net>; M/ship: Rod Oldfield 0412 922669, <membership@nevghc.net>; SSO/Comps: Karl Texter 0428 385144, <brightvt@netc.net.au>; SSO/Comms: Brian Webb 0417 530 972; Meetings: [www.hgfa.asn.au/~nevghc/].

Pico Club Incorporated

Pres: Jeff Hoffmann 02 69206233, <jhoffman@bigpond.com>; Sec: Jos Weemae 02 60265658, <jweemae@bordernet.com.au>.

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, Bullen.

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

SSO: Simon Shuttleworth 0427 950556; Sec: John Middleweek 08 9841 2096, fax: 08 98412096.

Cloudbase Paragliding Club Inc.

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

Goldfields Dust Devils Inc.

9 Broadarrow Rd, Kalgoorlie WA 6430. Pres: Richard Breyley 0417 986896 <richard.breyley@kbrl.com.au>; Sec: Andrew Talmage 0413 992960 <jodandrew@bigpond.com>; SSO: SSO/Trs: Mark Stokoe 08 90911297 <Mark.Stokoe@health.wa.gov.au>.

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.



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
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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.

JANTAR STD SZD 41 A, 800 hrs TT, NIL accidents, Pollard trailer, full covers, tow-out gear. 720ch radio. Cambridge S-Nav linked to GPS. Will consider sale less nav/gps. Ph: Colin 03 98488189.

STD CIRRUSS 75 VH-IUV, 2,094 hrs, 2,284 launches. Basic instruments, tow-out gear & registered enclosed trailer. Only \$18,000. Ph: Mike 02 60591417 or <gepobjoy@optusnet.com.au>.

Two-seater Sailplanes

IS28B2 WVR, Grampians Soaring Club is offering their '28 for sale due to a fleet upgrade. The A/C is in good cond, approx. 4,650 hrs, 6,600 landings. Basic instruments, radio & open trailer.

See photos via 'Vic Clubs' on GFA website.

Price negotiable around \$26,000 and;

K7 GSJ – Perhaps the best K7 in Australia?

Re-profiled by Hank Kaufmann, this A/C is also (reluctantly) offered for sale due to fleet upgrade. For Vintage enthusiasts/clubs with a limited budget, this may be the A/C for you! GSJ easily copes with the whole GFA training syllabus & XC flying to boot! GSJ is offered with basic instruments, incl. radio & a good enclosed trailer. Approx. 3,050 hrs, 8,400 landings. Price negotiable around \$10,500. Ph: Gary Stevenson 03 53524938 to discuss either of these A/C.

TWIN ASTIR-IKD, VG cond, Microair radio, trailer, B-50 varios, oxygen, 4,500 hrs life, photos [www.narroglingclub.org.au], 1:38 XC performance. Ph: Hilmer 08 92918949 or 0429 900016.

Self Launching/Motor Gliders

DIMONA H36 GNW. Excellent cond, L2000 eng E&P TSO 340 hrs TTAF 2,000 hrs. Microair radio, new tyres. Selling with recent Form 2 (due Aug), \$83,000. Ph: Terry Harrison 02 49432390.

IS 28 M2 motor glider, 2,091 TT, 31 hrs on upgraded motor & rebuilt prop. Payload increased as per factory authority. GPS & transponder plus the usual instruments, VG cond, \$58,500. Ph: John Callahan 03 52366290.

XIMANGO two seater performance motor glider with Rotax 912 motor with only 600 hrs. Pictures & details on request by email <adbin05@bigpond.net.au> or 02 99587311. Reduced for quick sale.

Instruments & Equipment

Australian-made canopies: Dimona H36, Grob 103, Libelle, IS28B2, LS & others. Rails, windows. Blue tint now available. Email: <aamoulds@optusnet.com.au>. Ph: Ian & Cecilia Linke 08 82513780.

CAMBRIDGE 30+ years & even better than ever! Dynamic boom mic with internal preamp, Xcom radio now with rear-seat repeater. New glider coming? Then save \$1K buying locally. Orders: <ianmcphee@aapt.net.au> or SMS to 0428 847642 or Box 657 Byron Bay 2481.

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.

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 Incl., PO Box 2100, Hobbs, NM 88241 USA. Foreign subscription rates (annually): \$US43 surface delivery; \$US68 premium delivery.

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

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

HGFA

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. Secondhand equipment should always be inspected by an independent person, an Instructor wherever possible. Advice should be sought 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

VICTORIA

FLYTEC 4005 vario with HG bracket, GC, \$350 ono. Ph: Steve 0428 570168; <eaglescl@bigpond.net.au>.

MOYES XT165 PRO int/adv, speed bar, faired DTs & k/post, mylar LE, purple & light blue US, white TS, EC, very well maintained, 160 hrs logged, batten profile, manual, spare DT, XC bag, \$1,500. MOYES TRACER HARNESS, suit 6', EC, colours match glider (see front cover of Soaring Australia, march 2004), \$400. Ph: Paul 03 93833933 (h).

QUEENSLAND

LITESPEED S5 adv with Zoom A-frame, GC, colours: white MS with blue/fluoro yellow.

Only 2.5 yrs old. \$4,500 ono. Ph: Regan (Big Reg) 0418 729456.

Paragliders & Equipment

WESTERN AUSTRALIA

APCO FIESTA M DHV 1, 85-105kg, <10 hrs, c/w Contour harness, reserve, backpack, stuff bag & helmet. All in VGC. Great for beginner. \$2,000. Ph: John 0409 209429.



HGFA Schools

Trikes & Equipment

NEW SOUTH WALES

AIRBORNE EDGE X Classic Streak 582 electric start, T2-2397, 2000 model. Yellow pod, yellow/blue wing US, blue LE. Stoneguard + bag, pannier bags, lcom A22E, intercom, headsets, Punkinhead travel covers, camp cover. TT 447 hrs, decoked at 295 hrs when purchased pistons; rings & bores showed no signs of wear at that time. Never used for aerotowing or circuit training. Well maintained. Hangared near Goulburn, can deliver within reasonable distance of Sydney. \$19,000 ono. Ph: Glen 0423 887739; <glen.eastment@optus.com.au>.

WIZARD III wing T2-2213, 60 hrs use, red/black (factory modification), \$5,000 neg. Ph: Barry 02 49824372; 0407 100297.

VICTORIA

AIRBORNE EXECUTIVE T2-2355, 582 electric start, 350 hrs, motor just inspected by Rotax. Wizard wing, 200 hrs. EC. Always hangared. Incl: radio headsets, helmets, EGTs, CHTs, temp, full set of covers, training bars. Maintenance logged in maintenance book. Lots of other extras. \$15,000. Ph: 0418 332323; 03 97390552.

AIRBORNE EDGE 582, TT 450 hrs, with Wizard 2 wing TT 150 hrs. Great cond, new paint, full motor rebuild 160 hrs ago. Incl. radio, comms & helmets. Offers welcome, \$15,000 ono. Don't miss this one! Ph: Zane 0400 135246 (Stawell).

PEGASUS QUANTUM 582, 312 hrs, new LE, all gear, headsets, suits, comms. Custom soft ride trailer with correct wing mount. EC, logged hrs & maintenance incl. bearing clearance. \$18,500. Ph: 03 59713223; 0407 865866.

POWERLITE trike (Corsair 21) & Sting 175 wing, TT 150 hrs. Incl. Flytec alt/vario, lcom VHF radio, tandem reserve with custom container, long range tank with panel gauge, tacho, CHT, Ultracom helmet & PPT. All VGC except damage due to prop breaking up. Repairs needed, 2 rips in wing & no. 2 batten, new prop, starter bracket & starter motor (approx. \$1,500). \$4,500 firm.

Ph: Mark 03 54261364.

TRIKE TRAILER: custom made, twin jerry can holders, spare wheel, ramps, 1,200x500mm lockable tool box, jockey wheel, winch, EC, \$750. Ph: Simon 03 97161789; 0418 554872.

QUEENSLAND

AIRBORNE EDGE T2-2639, Rotax 582 elect starter, Executive wing TT 400 hrs, full log book history, yellow & white, no headsets, \$13500. Buzzard, not registered, Rotax 503, as new Executive wing, TT approx 100 hrs, no headsets, \$10500. I have moved sideways to 3-axis. Ph: Allen 0414 602285 (Gold Coast).

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