June | July 2012
The Pico Club Fly-in • MegaFauna • Farewell David Seib • Sea Breezes • Going XC in the Archaeopteryx
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Next Submissions Deadline
1 July 2012 for August/September issue of SkySailor

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SkySailor Magazine <skysailor@hgfa.asn.au>
Airwaves Newsletter <airwaves@hgfa.asn.au>
A PPG pilot knows that if you get up early enough you’re probably going to get a flight somewhere – in this case I was meeting up with a few guys for an early around Yatala in Queensland. We have a couple of little launch areas we can use there, but none are what you would call fantastic. Anyway, I arrived at the best of them, a little place we call VIP, to find Grieg already there. We throw up a windsock and as if by design, the wind direction could not have been worse for that particular launch. After a quick couple of calls to let the others know that we had to relocate to the next best option, we were back in our cars for the short journey across to the launch that could take an easterly wind direction.

This would be Grieg’s first time at the Sheep’s Road launch and he was naturally apprehensive. Once we got there and he saw just how small and crappy it is he was even more so… Roger arrived just after I had laid out my wing and the three Musketeers (or Stooges) were all in attendance and now getting set for a great morning flight.

I got away without too much fuss, however, I’m sure it didn’t look terrible pretty. As I flew away I was glad that no-one had a camera out to take pictures of it. Grieg blew a couple of launches before he got away and Roger made it look easy – as he usually does.

Above the cane we were greeted by the most perfect, laminar, almost pristine, air that one could imagine. It’s days like this that make me glad to be alive, and just a little upset that I didn’t take up PPG sooner. Being wrapped in perfect conditions was all the invitation I needed to spend the next hour and half kicking the tops of the cane while the three of us cut a wide lap around that fantastic part of the great south-east corner of Queensland. There was no smoke coming out of the sugar mill, so I guess we must be in between crushing seasons. As the sugar mill was unusually quiet on this particular day, we took the opportunity to fly directly over the large chimneystack – a first for me. On most other days that chimney would have a massive column of steam billowing out of it and it would be the best wind direction indicator in the area.

We all landed uneventfully, but not before Grieg spent about 30 minutes cutting low laps around launch trying to get every second out of this fantastic morning. We were full of smiles as we packed our gear away, happy in the knowledge that we had done all the flying that was going to be done that day. Little did we know that the coast at Bribie Island was readying itself to turn on a magical flying afternoon.

Our mate Chris, who is a bit of an oddity in PPG terms as he is a late riser on weekends, had posted he was up for a midday run along the Bribie Island coastline. Roger and Grieg were out as it’s a long way for them to drive. I was feeling pretty good about my early and also thinking about giving it a miss, but after some very masculine pleading with Mel ‘the retrieve driver’, we were on our way up the coast to Bribie Island.

Sometimes things just come together in powered paragliding. Last weekend was just such an occasion.

by Grant Cassar
The associated air speed was spread out along the way to keep it interesting and more happy beach goers waving than I could count. All in all, I had the best time one can in a powered paraglider.

So the final stats were that I flew for three hours and 10 minutes over the canoe fields of the Gold Coast followed by the beach and sunbakers of Bribie Island before ending up over the beaches around Caloundra and Currimundi. There must have been a hundred wingingos and hundreds of metres of foot dragging in there as well, but the truth is I wasn’t counting. A really big thanks to Greg, Roger and Chris for sharing the sky with me on this most perfect of days.

Thank you for supporting Aussie comps. Information can be found at [www.compass.com.au] or contact [matthew.fox@tribalflight.com.au] for more details.

Events Calendar

2012

June

ProPfest 2012
8 to 11 June 2012 – Queen’s Birthday Weekend

The Paradise Flyers are proud to host ProPfest 2012 and invite all of the ‘star’ heads to out there to the Heldon Golf Course for a Queen’s Birthday Long Weekend of flying in the Brisbane hinterland. This event caters for all paramotors (and wheels bases, if approved); powered hang gliders; aerochutists and anyone interested in the powered side of our sport. Camping is available on site; dinner Saturday night and a weekend’s worth of entertainment is all included in the registration fee.

There is also a lodge on the edge of the golf course; however, arrangements need to be made directly with the Heldon Natural Springs Spa Resort Motel R.I. 07/465/6560 or [www.heldonmotel.com.au]. Register via the event pages at [www.piasaaustralia.com] or contact (matthias.flos@inflightright.com.au) or [grantzanz@inet.net.au] for more details.

Canungra Cup
20 to 27 October 2012

Canungra, Qld. AAA rated Cat 2 event. Contact Dave Gibbs <dgrbighead@yahoo.com.au>.

2013

January

19th F1 World Hang Gliding Class 1 Championship
7 to 17 January 2013


International events can be found at [http://fews.fai.org/] or [www.piasaaustralia.com].

Bright Paragliding Open
12 to 18 January 2013

Bright, Vic. HGA AAA, Cat 2. Organiser: Brian Webb [0417 355932, email: brewwebb@pipesinfores.com.au] [www.brightopen.org]

Corryong Paragliding Open
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You Want Me To Stop Flying?

**Addictive** adjective – (of a substance, thing, or activity) causing or likely to cause someone to become addicted to it.

by Shanta Woodhall

Not all pilots are the same, and a sweeping generalisation is not what I intend here; however, the majority of paragliding pilots most likely agree that ‘paragliding is addictive’. It takes over your life, in a good way. You find yourself checking the weather at work every day to see if it’s flyable in the afternoon locally and every Thursday you are on the BOM website seeing where to chase the weather for the weekend.

It’s a beautiful lifestyle we create for ourselves, discovering different parts of our countryside – inland and coastal. Glittering waterways and cliff tops, spectacular views. Country regions filled with horse paddocks (to avoid landing in), open spaces,illy thermal triggers and sparkling billabongs. We wait with friends on launch sites looking out at the area we would like to be soaring above, we wait for the wind to pick up or back off and we socialise. Tall tales are told of wonderful sites we have flown, eagles we have flown with and distances covered. Then that wonderful feeling after setting up, steadily pulling the glider above your head running towards the edge and then your feet leave the ground and you soar away from the green grass, dusty turf or rocky outcrop. You float upwards (hopefully) and your skills kick in. You soar the ridge line, getting higher and then find your inland thermal. Turning into it, you know it will take you on your avian adventure for the day. The addiction continues as your glider takes you higher with each turn.

As your skills increase your flights are longer and more of your goals come into view. The kilometres tick along and your first XC flight of eight kilometres seems so small in comparison to the dozens of kilometres you are now crossing. The feeling of arriving at your set destination fuels your adrenaline and makes all the para-waiting worthwhile. You can’t wait for the next adventure! Where or when it will be is a yet unknown…

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LIttle ticks along and seasons go by. Spectacular flights stick out in your memory and you continue to crave more and chase the weather just as much as when you first flew solo. So when another part of your life catches up with you, it’s a short interlude, may seem trivial to some readers, but those who have been injured will know what it feels like to have the opportunity of the adrenaline release taken from you. Even brief skims across the sea breeze are no longer an option.

Pregnancy is a magical experience, and creating a family fills most of us with joy – if not a little anxiety. If only we could have it all and not stop flying! However, this may not seem doable.

Pre-Planning

A positive attitude that ‘I will still fly once baby is here’ can keep a Mum-to-be sane. Making the inland and coastal weekend jaunts away possible, not impossible; pre-planning so that erecting a tent at midnight on arrival at your chosen flight destination doesn’t send you into a hormonal border.

The purchase of a camper trailer could reduce the stress of camping with kids. It can become the weekend ‘home’ – a lovely safe haven for baby to escape the mosquitos and heat. Also making arrangements so you and your spouse can get up to launch and occasionally share air time while knowing that baby is safe and entertained.

As a parent your flying may change, you will probably fly more conservatively now that a little person is relying on you to come back to them in one piece. Looking at a dry you know will be lify after setting up from the north – these days you probably won’t take off to head south, running from it… These are the flights you just won’t take for some time. There will still be plenty of adventures available.

My advice if anyone says to you, “I’m guessing you’ll be selling your gear now you are a Mum” – just hit that person over the back of the head and tell them: “It’s not the 1900s anymore, life continues after having a family!” And make sure you believe it!
Going XC in the Archaeopteryx

"Is this an article about Dinosaurs?" Probably right the opposite: The Archaeopteryx is only named after the first known bird; it really is a high tech machine. Though it looks like a glider, it is actually a hang glider. Weighing less than 60kg and with a stall speed as low as any hang glider, it is foot launchable and falls into FAI Class 2, governed by the HGFA.

by Marlies Eicher

We received our Archaeopteryx just over a year ago. We, that is Peter my husband and myself, Marlies Eicher. Originally from Switzerland, we came to Australia in 1988 for two years and got stuck. We now live in Boort, a small country town in Central Victoria. We have been hang gliding for over 25 years and we have got an Outback trike set up for aerotowing. The airfield is five minutes from our house.

Over the years we dabbled in gliding a bit, going solo and also flying single-seaters, but never managed to maintain currency. A few years ago, while back in Switzerland visiting family, Walter, an old hang gliding friend, introduced us to the Archaeopteryx. At the time it was a prototype. The guy who built it flew a lot in the area, which is shared by hang gliders, paragliders and gliders. Walter was very excited how this guy consistently stayed up long after every other soaring aircraft had to land. From there, we followed its progress from prototype to serial production and here we are with serial number 1.

After brushing up on our gliding skills, we started flying the Archaeopteryx. As it flies much slower than a glider, it is much easier to take off and land. A few flights and we got quite familiar with it, and of course the urge to leave the vicinity of the airfield grew with every flight.

The first attempt came at Easter 2011. The Birchip comp was on. I took off from Boort, flew across to the Birchip camp paddock and from there the course for the day; 14km in late autumn, cross/headwind on the first leg and I made it! I was totally excited with the potential this glider offered. Peter repeated the same thing the next day.

Winter had us flying closer to home. Though it was amazing in how little lift this thing could stay up – two to three hour flights in mid-winter – we mostly landed because we got too cold.

With the start of spring, some serious planning went into our flying. It was only September, the days still quite short, but we managed quite a few triangles of 100 to 130km.

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The prediction for the day looked promising, though base was to start low at about 3000ft, lifting through the day to 4500ft. I had a go anyway. Needless to say, I never made it to the part of the day with 4500ft base. I bailed out just before the first turnpoint. The day had very strong lift and it happened, also pretty strong sink. Hitting that sink at 2000ft doesn’t give you too many options. Regardless how good your machine is!

However, it did not take long and the 200km triangle was in the bag, we flew it a few times with variations. Straight away the bar got lifted to the 200km mark. I got it on the last day in 2011: a 310km FAI triangle. Probably the perfect day for it – high base, strong lift, very light wind. Landing back at where I left from over seven hours earlier was a fantastic feeling!

All we really achieved is to wonder how much further we could go. We toyed with the idea to fly from Boort to Forbes, while the Pre-worlds were on: 489km in a straight line. We would need a SW wind to help us along.

We kept a close look on the weather forecast. Thursday 12 January 2012 looked promising. As we got closer the RASP showed good lift starting early, low base though and a strongish southerly wind easing later in the day closer to Forbes. We changed the route. Instead of going in a direct line, battling a crosswind all the way, we chose to go more north, via Rankine Springs and hope the wind would lighten off enough later in the day to track into Forbes from a more westerly direction. It increased the distance to over 500km, but we considered it a better chance of success.

It was my turn to fly. Peter followed in the car with the trailer.

I took off at 11:30am. The lift was not that strong yet, but I had clouds to help me along. Though base was only just 4000ft. After the first hour, the clouds disappeared, there was an inversion limiting the height to 2000 to 3000ft. I was making good progress, but needed to speed up. I still only got to 5000ft and the lift was not that strong. The wind pushed from the south at 20 to 30km/h. As hard as I tried I could not make up time, even though later in the day I managed to get to 6500ft. Finally, I ran out of daylight. I landed at...
Going XC in the Archaeopteryx

8:25am, 27km short of the Forbes airfield, 483km from Boort! [www.onlinecontext.org/olc-2.0/para/flightinfo.htm?id=2952152].

Back home we pondered what could have been. All it needed was the wind further to the south-west, slightly stronger lift or base a bit higher… imagine all those coming together!

Background From Peter

For us (Marlies and I) this glider has been a long-term dream. We have been following the development for quite a few years. Roger Ruppert, the designer, is an aircraft engineer specialising in composite materials. He designed the Archaeopteryx as part of his bachelor project, and after graduation he was offered a master degree to build a prototype of the Archaeopteryx. Not a bad thing to be offered. The building process was very successful and Roger flew the prototype for approximately three years before he ventured out to build a serial version of his glider from the background of his father’s business of producing composite components for aircrafts such as the Airbus or Pilatus PC 12. He had the necessary know-how in house to complete this task and produce a product of highest quality and integrity, manufactured to perfection.

Marlies and I have been living in Boort, Victoria, were we moved with family a few years ago to develop an olive grove and have some more opportunities to fly. We can utilise a nearby private airfield where we have our trike and hang gliders hangared. The launch method we use exclusively is aerotowing. There is no difference in aerotowing this aircraft to a hang glider. We are using the same weak link and tow speed. However, the control over the glider is much better due to the aerodynamic control surfaces. The best performance is 28:1 at around 62km/h and 5:1 with full flaps. Minimum speed is 30km/h and Vne is 130km/h with rough air speed of 200km/h.

Having to look after the farm and having kids who are still at school, retrieving the hang glider pilot was sometimes inconvenient. The Archaeopteryx gives us the opportunity to fly triangles and out and returns on most days. We can be airborne in less than an hour from leaving the house. Twenty minutes after the tow, the tow pilot is back at the farm doing whatever task s/he wanted to do, until hours later when s/he will hear on the radio that the other is coming in to land at the airfield. A quick trip to the hangar to pack up the glider and store it securely in the custom-built trailer and a few minutes later we are both back at the house.

Since late January 2011 we have done 54 flight with a total of 392 hours and flown 6400km. Would we buy it again? Absolutely! Watch Roger foot launch the Archaeopteryx at Bright [www.youtube.com/watch?v=_LdK-M07cck].

In this column anyone can own up to their pear-shaped flying moments anonymously if they wish. Of course, pilots should still log all incidents via the HGFA IRIS system, but some ‘close shaves’ might warrant sharing with a wider audience – as a precautionary lesson to others.

The first incident happened on a local coastal site a few years ago. In hindsight everything was wrong from the start. I headed off to the beach with a non-flying mate. My harness was not packed away below launch. In total confusion, I looked back to see a big white fluffy thing teasing me from behind! Thankfully the only injury was to my pride and ego.

The second incident happen about six months later with a new harness, flying another local coastal site. After launching and soaring for a few minutes, I applied my speedbar. As I did, I felt unusual pressure which released with a little more effort – thinking this strange I nevertheless continued to fly.

A few seconds later out of the corner of my eye I saw my reserve slowly falling out. Luckily I managed to grab hold of it with both hands while desperately weight-shifting away from the ridge. I clutched the reserve like it was a small child and weightshifted all the way to a safe landing. An investigation upon landing revealed I’d somehow managed to loop the speedbar line around my reserve handle. A few seconds later out of the corner of my eye I saw my reserve slowly falling out. Luckily I managed to grab hold of it with both hands while desperately weight-shifting away from the ridge. I clutched the reserve like it was a small child and weightshifted all the way to a safe landing. An investigation upon landing revealed I’d somehow managed to loop the speedbar line around my reserve handle. The reserve deployed at a less forgiving time. The lesson here for myself and everyone – from beginner to veteran (I had at least 10 years and over 2000 hours at the time) is simple: Always Pre-Flight Check Before Every Fly!

Without doubt, both these incidents could have had severe or even fatal consequences had the reserves fully deployed at a less forgiving time. The lesson here for myself and everyone – from beginner to veteran (I had at least 10 years and over 2000 hours at the time) is simple: Always Pre-Flight Check Before Every Fly!

< FORBES PRE-WORLDS

Congratulations Hang Siding Pre-Worlds Forbes 2012 - Thomas Howkins, South Barrett and Aages Banneer all on the Forbes Pre-Worlds. If it’s possible to take a positive from all of this it was nice to see how quickly and cleanly my reserve did deploy – I must thank my re-packer for an excellent job!}

< BRAZIL

Congratulations! Marcel Fieux won the Championship Preliminary de Voo Liné – 2012 Cat Asa. Details on the Rev 13.5: the only Airborne hang glider in the competition.

find out more, visit www.airborne.com.au
I have been involved in several of the past MegaFauna trike trips around Victoria, NSW and South Australia, but it had been several years since my last one.

by Ian Rees

We departed Goolwa and tracked via Victor Harbor to the right of track. It was clear ahead down to Yarrawonga. We could rig up.

In the afternoon we headed back across the ocean, north-east to the town of Aldinga, about 49km south of Adelaide. Aldinga airport is quite busy due to its proximity to the capital. It makes a great place to stop for lunch. After recharging our stomachs, we flew east of Adelaide. Aldinga airport is quite busy due to its proximity to the capital.

Photos: Ian Rees
On 10 January the young Swiss pilot Sebastian Benz flew a new unofficial Australian record: 360.47km with an average speed of 50km/h. For years the 24-year-old had eaten up distance in the Alps as in the Australian flatlands. Nova’s Till Gottbrath wanted to know how he manages to fit studies, travel and flying under the one hat…

*translation by Suzy Goeist*

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**Sebastian’s 360km Flight**

A look out the window on 10 January didn’t cause euphoria: Cloud cover with a mix of cirrus and deep cumulus. STILL, I got ready. Ron McKenzie, the local rice farmer and pilot I stayed with, had taught me that one thing was essential for a really long flight: Wind! And a fairly strong westerly was blowing.

Ron towed me up by winch shortly before 2.2pm between two rice paddocks. After a low safe from just 90m agl I reach cloudbase at a modest 1500m. But the cloud cover loosens, the cirrus departs. The thermals aren’t very strong and I fly defensively. The wind pushes me incessantly forwards. After about 200km I head further north to avoid the hills and airspace around Canberra. Despite my conservative strategy I got rather low a few times, just as I do now at 270km shortly before a critical forest/hill crossing. Luckily I find a weak drifting thermal, not unusual in the flatlands, especially low down. By feeling and listening to my canopy, I manage to centre the lift and head towards base, now risen to 2,300m. After one further base trip, the day comes to an end and I take everything I can to make it to 360km and land, still flying forwards. Thanks to Spot, Peter, a local instructor, picks me up and even offers me a bed for the night. Thanks!

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**How did you get into paragliding?**

As a young child, I was in New Zealand with my father when I first saw paragliders. I was fascinated. At 16 with the first wages from my apprenticeship, I started learning at Shyjum flying school in 2004.

**How did you get into distance flying?**

Right from the start adventure called: fly as far as possible. I learnt through trial and error. I began by taking off from Foroggesbergtal on my beginner canopy. The online contest (OLC) helped heaps and provided new route ideas.

**Do you know how many kilometres you’ve flown in the last three years?**

In the southern hemisphere, during our European winter 2011/12, I flew more than 5,000km. Over the last three years, according to XContest-Statistics about 12,000km.

**Is that why you’ve become so good at it?**

Of course, flying can only be learned by flying and there’s more to watch out for: wind systems, leesides, turbulence. Eventually you’ll run into something while ignoring the warning signs.

**What does paragliding and travel mean to you?**

It’s a great package! Flying means adventure, discovering new areas, adrenaline, comradeship and new friends. Traveling with the glider is really special: even my harness is starting to fall apart.

**What’s important in your choice of glider?**

I’ve always flown Nova gliders. First Phorus, then Mamboo, Factor 1 – I liked that one, great feeling, soft and with lots of feedback – lastly Triton. It’s important to me that the glider suits my ability and always provides a safety cushion. Eventually you’ll run into turbulence.

**What kind of issues have you experienced?**

Quite a few… Just yesterday I experienced a collapse during double twist during a toplanding approach and close to the ground – followed by a treelanding. Not very nice, it was my fourth treelanding. Often trees are the better option…

**How and what do you want to improve?**

For the next season mostly my gear! I’ve been flying my Nova Triton since August 2009. It has thousands of kilometres under its canopy and has seen better days. Even my harness is starting to fall apart.

**What are your strengths/weaknesses as a pilot?**

I enjoy tactical flying, by now I can fall back on my fairly extensive experience. One of my weaknesses is that I’m often a little unprepared and think, “It’ll work out...”

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**“I would like to thank the Aussie pilots I met on the way for their awesome company and support which made these flights possible in the first place. I had a blast in Oz!”**

Sebastian

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**Three tips for new pilots on how to improve?**

1. Don’t overextend yourself
2. Fly different sites and observe which conditions get you where
3. Have fun!

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Ron’s farm

Getting a lift back with a truckie
For those not familiar with The Pico Club: this club of powered paraglider pilots was established in 1998 with the aim to share information about the sport and organise fly-ins. After 15 years, the club is still going strong, with a membership base covering all corners of Australia, a new revamped website and a very active forum where all things to do with the sport are discussed.

by Rick Clarke and the Pico Club fly-in organisers

Suppliers of all things PPG will showcase their latest products, will let you test fly the newest wings on the market and will give you special ‘Pico Club’ discounts. Your stay can be at the Milbrulong oval, where powered sites are available. There are hot showers, toilets, a kitchen and an electric BBQ to cook your meals on, as well as a hall where we have our safety briefings, communal meals and space for socialising.

On behalf of the Pico Club Executive, we would like to invite you to join us in the festivities, have a go at the friendly Pico games, touch base with your friends and just… have a good time.

So pencil into your diary for 13, 14, 15 and 16 September: ‘I have to be at Milbrulong NSW for the Pico Event’ and we will make sure you will feel welcome.
Birchip 2012 Flatter Than The Flatlands: Challenging Conditions for 20th Year

Since 1992 hang gliding pilots have flocked to Birchip for the annual Flatter Than The Flatlands competition. The brainchild of Alan Beavis (Beavo) and Warrick Duncan, the event was modelled on the Forbes ‘Flatlands’ Competition, but with a stronger emphasis on the social aspects of flying and to mark the end of the flying season.

by Hughbert Alexander

30 pilots plus support crew, of which there were seven beginner pilots, descended on Birchip on Thursday prior to Easter. This year the event suffered from high wind conditions, forcing the safety committee to cancel flying on the Friday and Monday. Each day saw a straight line ‘downwind’ task set, dependent on wind direction and speed, to a declared ‘goal paddock’.

Goal on Day 1 was Nyah West, 74km from the tow paddock. Seven pilots made it, including husband and wife combination Grant and Tove Heaney. Day 3 goal was set for Mystic Park, a flight of 70km, with seven pilots again making it. UK pilot David Moore, flying in his first competition, doubled his personal best distance and was elated to make goal. Many other personal bests were recorded during the competition’s 20th event.

Overall open winner was Tocumwal pilot Grant Heaney, with second place going to semi-local Hugh Alexander, and third place Tove Heaney. Competition organisers believed there was some ‘pillow talk’ collusion going on!

Thanks are extended to the McClelland family for once again allowing pilots and their support crews to call their paddock ‘home’ for the weekend. All competitors appreciated the hospitality of the Birchip Caravan Park, The Chip store and café and the Birchip Hotel.

All profits from the competition are donated back to the Birchip community each year. In 2012 $500 was made which was donated to BCG, CERT, SES and the RSL. To keep up with the goings on of the competition, visit the Facebook page [http://www.facebook.com/groups/107007066001157].
Sea breezes have been studied extensively even back as far as the Greek philosophers Aristotle, Plutarch and Theophrastus (Neumann, 1973).

by Barry Oliver

The Cause

Sea Breeze

The sea breeze circulation is comprised of two opposing flows; one at the surface (called the sea breeze) and one aloft (which is a return flow). These two flows are a result of the difference in air pressure between land and sea generated by the sun’s heating. At the surface, the sun warms both the ground and ocean at the same rate. However, since the heat in the ocean is distributed over a much greater depth, the temperature contrast is much smaller than sea breezes, but not because of the difference in heating. Daytime heating and night time cooling occur at about the same rate, so the potential for both land and sea breezes to reach the same strength exists. However, cooling over water inhibits vertical motion which, in turn, weakens the land breeze circulation. Night time cooling also produces a lesser change in temperature so land breeze circulation is shallower, and terrain, vegetation and buildings inhibit the flow of air from land to water.

Land Breeze

The opposite of a sea breeze is a land breeze. While sea breezes occur during the day, land breezes occur at night. Despite the different times at which the land breezes and sea breezes occur, the reason for the land breeze’s formation is the same as the sea breeze’s, just the role of the ocean and land is reversed. This is shown in Figure 2.

As the sun sets, the land temperature falls to below that of the ocean and becomes less dense. Therefore the air begins to rise (3). This creates a weak low pressure area due to a decrease in air mass at the ocean surface (2). As the sea breezes cool, it begins to collect, resulting in an increase in pressure, creating a ‘high’ (4).

These differences in pressures over land, both at the surface and aloft, are greater than the differences in pressures over water at the same elevations (4 and 5). Therefore, as the atmosphere seeks to re-establish equal pressure both onshore and offshore, two high-pressure to low-pressure airflows develop – the offshore flow aloft (5) and the onshore flow at the surface (4).

Because the temperature difference between the surface temperature over land and over water is typically large, a sharp boundary can develop. This boundary is called a sea breeze front and acts like a cold front. As with a cold front, the air temperature drops significantly after the sea breeze front passes a location, sometimes as much as 8 to 11°C.Typical sea breeze wind speeds are around 5 to 15 kph, although these can increase to 30 to 40 kph at night.

These changes occur in a relatively small scale weatherwise. However, if large scale atmospheric conditions are also affecting the weather, then: the sea breeze and sea breeze front can have a much larger impact on the type and intensity of weather one observes. Just like along cold fronts, if weather conditions are right, thunderstorms often develop along sea breeze fronts.

The location and amount of thunderstorms will vary, depending on the current weather pattern over the region. For example, in Florida the amount of sunshine and prevailing surface wind over the state has a large impact on sea breeze thunderstorms. If the wind is relatively calm then the sea breeze can move well inland, but with only scattered thunderstorms occurring about one third of the way across the peninsula. Light west wind (5 to 10 kph) helps the sea breeze front confined to the eastern coast, but also makes for more widespread thunderstorms along the boundary. Stronger west winds can prevent the sea breeze front from moving onshore, or forming at all, so no thunderstorms will occur. Alternately prevalent east winds actually help push the sea breeze front and thunderstorms as much as halfway across the peninsula.

On smaller peninsula, such as at the northern tip of New Zealand, sea breezes from opposite coasts may collide. In these situations, two lines of thunderstorms may collide and combine into a single but intense, short-lived line.

Land breeze

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At night, the land temperature falls to below that of the ocean and becomes less dense. Therefore the air begins to rise (3). This creates a weak low pressure area due to a decrease in air mass at the ocean surface (2). As the sea breezes cool, it begins to collect, resulting in an increase in pressure, creating a ‘high’ (4).

These differences in pressures over water, both at the surface and aloft are greater than the differences in pressures over land at the same elevations as over water (4 and 5). Therefore, as the atmosphere seeks to re-establish equal pressure both onshore and offshore, two high-pressure to low-pressure airflows develop. These two flows are a result of the difference in air pressure between land and sea generated by the sun’s heating.

At the surface, the sun warms both the ground and ocean at the same rate. However, since the heat in the ocean is distributed over a much greater depth, the temperature contrast is much smaller than sea breezes, but not because of the difference in heating. Daytime heating and night time cooling occur at about the same rate, so the potential for both land and sea breezes to reach the same strength exists. However, cooling over water inhibits vertical motion which, in turn, weakens the land breeze circulation. Night time cooling also produces a lesser change in temperature so land breeze circulation is shallower, and terrain, vegetation and buildings inhibit the flow of air from land to water.

On average the vertical extent of the sea breeze is greater in tropical areas than in temperate zones. In temperate zones the sea breeze is usually between 200 to 500m deep. In moderately warm climates this increases and heights of 2,000m have been recorded in India (Abbs and Physick, 1992). Although the sea breeze is often accompanied by an increase in humidity and decrease in temperature this is by no means definitive. Observations by Physick (1982) and Abbs (1985) document cases in which the reverse was observed to occur.

The sea breeze circulation cell begins near the coast in the morning and expands both landward and seaward. If there is already a synoptic flow this increases the expansion. Mienes et al (1992) found that the presence of an escarpment, 3km from and parallel to the coast in Perh, acts to increase the inland movement of the sea breeze. Simpson et al (1977) too were able to show, using a simple numerical model, that the inland advance of the sea breeze is governed locally by the density differences across the front. Under conditions in which the synoptic flow across the coastline is weak, a sea breeze will develop at the coast but rarely inland. As the land-air temperature difference is large enough. As the sea moves inland, its temperature rises more rapidly than that of the land and the air at the coast becomes subjected to much smaller depth. Consequently, the temperature contrast...
identified three distinct stages in the penetration of their modelled sea breeze front. Initially the front begins to accelerate, before decelerating in the early afternoon. Later, the sea breeze front accelerates again, before decelerating again and decaying late at night. The afternoon deceleration was observed by Pedgley (1985) for sea breezes in Egypt and by Simpson et al. (1977) in England. The evening acceleration of the sea breeze front has been observed and modelled by a number of authors (Clarke 1993; Simpson et al. 1977; Physick and Smith, 1985). The reasons for this acceleration-deceleration-acceleration-deceleration/decay are beyond the scope of this article.

In conclusion, the sea breeze phenomenon is quite an amazing weather condition. After many years of watching the sea breeze arrive, seeing wind vanes swing 180 degrees in a matter of seconds with wind speeds going from 30km/h in one direction to over double in another remains fascinating.

References
Clarke, R., 1993, Some observations and comments on the sea breeze, presented at the ANZAAS meeting, Melbourne, August.

If it may be assumed that the rate of heat supply to the air is fully known as a function of space and time co-ordinates then this equation plus a complex combinations of five more equations: the gas equation, the continuity equation and three equations of motion have been shown to explain the sea breeze. These six equations in all, suffice to define the six variables: pressure, temperature, density, motion, space and time to explain the sea breeze (Clarke 1950).

The sea breeze process is triggered by inland thermal activity which in turn is determined by the daily temperatures. As expected, on high temperature inland days the sea breeze effect is more likely. Therefore, it is generally observed in the season of spring and summer. However, Sheng, Xue and Gao (2009) found that the strength of the sea breeze is not only determined by the land-sea temperature, but also by the variables mentioned above, which makes it very hard to predict.

Clarke (1994) identified five stages in the development of the sea breeze:

- Immature stage – the inland penetration increases monotonically with time.
- Early mature stage – late afternoon – the sea breeze is not a steady state gravity current, but acceleration of the surge has commenced.
- Late mature stage – during the early evening – the sea breeze continues to accelerate. The isentropes begin to shift to the leading edge of the circulation.
- Early degenerative stage – the layer of cold air flattens and spreads inland, propagating as an unsteady gravity current. During this period the sea breeze decelerates. At this point it is completely detached from the coastline.
- Late degenerative stage – since the vortex is now detached from the coastline, the main heating/cooling process is the subsidence warming in the descending arm of the circulation. This leads to the eventual decay of the density gradient and the vortex itself.

Aspen 4
If you are considering Powder Mtn. or Copper Mountain, Aspen 4 is the best option. It offers the best skiing in the area, with one of the biggest vertical drops.
Farewell DAVID SEIB

On Good Friday, 6 April 2012, we learned that we had lost a special friend.

David had an accident while launching at the Brazilian Nationals in Carmo do Rio Claro and did not survive his injuries.

We would like to thank the Brazilian pilots for their act of respect for David in the handling of his accident. David was a man who was fiercely loyal. He once told me that he would give up hang gliding before he flew another glider than Moyes.

David was a man who was super competitive. He gave 110%. He was smart, had the strongest sense of right and wrong, was hilariously funny and knew how to do it just about anything.

He was a friend to so many people from all over the world; the sincere posts on his Facebook wall are proof of that. He was a close friend of the Moyes family. He was loved and respected by many.

He was outspoken and passionate about everything he did. He was honest, a terrible drinker and loved getting nude. He will be sorely missed... that naughty laugh, that naughty grin.

We send our heartfelt condolences to David’s family from the whole Moyes family.

We love you David Seib.

If anyone has any favourite photos or memories of David please email to moyes@moyes.com.au and we will add to our album for David’s family.

Vicki Cain
In oil-wind, thermals form like mushroom clouds with a main core dotted with hotspots of extra strength, but in the wind it all changes.

First, wind distorts the column of lift, tilting it over at an angle. Because a thermal actually has its own mass the wind blows around it and up it rather like a mountain face. That airflow on the front of a thermal produces dynamic lift like a mountain face too. If you have ever soared up the outside of a cumulus cloud you will have experienced this.

The airflow around the sides and behind a thermal also gets disturbed in the same way it would if the thermal was a more solid and tangible object like a tall building. This causes turbulence and can be a cause of those unexpected whacks you sometimes get on thermal days.

Inside the thermal are hotspots, or micro-cores, the stuff we pilots love so much and hone in on with our instruments and intuition. They are formed by hotspots on the ground that heated the air that formed the thermal you’re now climbing in. Cores are travelling upwards faster than the rest of the thermal. They have a greater vertical velocity than the weaker lift so they are less affected by the horizontal wind.

The cumulative effect is that the weaker lift gets blown to the downwind side of the thermal, while the stronger cores remain at the upwind side. This is why we should always be working our way to the upwind side of the thermal to find the strongest lift. Do this by extending your 360s slightly when facing into the wind. When you reach the edge of the thermal you sometimes get an extra surge in lift as you hit the dynamic lift on the outside of the thermal. Push too far and fall out of the upwind side of the thermal and you only have a quick downwind dash straight back into the stronger lift again.

In comparison, the downwind side of the thermal is a blank place to be. The lift is weaker and should you slip out of it you fall into the leeside sink of the thermal and have an upwind struggle to get back to the thermal. When you do get back in it, you arrive back in the weakest lift. If you’ve ever been thermalling with another pilot and seen them fall out of the climb and plummet like a stone, you know they’ve found the downwind edge of the thermal for you.

How To Fly Stable Thermals

There’s simply nothing worse than a stable day with weak thermals and lots of turbulence. They are generally lots of stress for little reward, but if you want to be a good all round pilot you have to learn to fly in all conditions. So here’s what to do.

First, understand why it’s rough on stable days. Stable days are caused by high pressure systems where the air particles are generally sinking earthwards. That alone makes a thermal’s ascent more difficult, but in mountains you generally need to be in a high pressure to get good flying conditions; low pressure produces too much instability and it storms. Worse still, sinking air particles cause adiabatic compression which creates heat. This forms bands of warmer air which we call inversions. Inversions trap air beneath them which then warms up more than on unstable days where the upper and lower air gets mixed more by thermals.

The net result is that it is harder for thermals to form and harder still for them to rise once they have enough buoyancy to actually break free of the ground. As the air is warm and stable there is a low temperature difference between the thermal and the air it’s travelling through, so the climb rates are weak. As the air surrounding the thermal is almost the same temperature as the air inside the thermal it doesn’t take long until all the weak lift dissolves into the surrounding air. All that is left are tiny hotspots or micro cores. Sharp edged and rocket-like in comparison to the soupy air you’re flying in, they hit you like missiles out of the blue and you’re through them and out the other side before you’ve had time to think, “What the hell was that?” There’s the roughness on an otherwise weak day.

Success on these days requires a combination of two separate tactics.

➲ Search Mode: Wide and slow. Covering as much ground as possible with the best sink rate. The chances are you’ll encounter wide areas of weak lift in the general stable ambiance.

➲ Climb Mode: Tight and fast. When you hit the micro cores crank as hard and tight as you dare and hang on for your life. You might only get half a turn in lift, but crank it round the whole 360 and see if you hit it again. Often you can climb like this in little surges with only half your circle in lift. Watch your averager to see if it’s working.
Easter means a lot of things for different types of people. For parents, it means an early morning opportunity to get airborne.

But this Easter it wasn’t all about hang gliding. As well as Curt’s students, there were around 20 other pilots at various times, plus a few partners and friends who’d come to enjoy the forecast good conditions. We even managed to have an Easter egg hunt for the taken littlies – and considering it was conducted on the wonderful flat and neatly mowed airstrip, it was no mean feat to hide Easter eggs!

In an effort to avoid the Easter traffic chaos I’d skipped out of work early Thursday, and after only minor skirmishes with semi-trailers and pulling over to watch a magnificent sunset (life is too short to skip these moments of beauty), I arrived at Gulgong with the thinnest veneer of kamikaze bugs on the windscreen.

Friday dawned clear and fresh and full of promise – the only thing lacking appeared to be pilots. Not that I would ever complain of having an airstrip to myself when the surroundings are so magnificent – although a lack of aircraft makes flying something of a challenge. But I didn’t have long to admire the serenity, as Bill Moyes himself soon arrived and I was put to work readying a Dragonfly or two.

We had the tow planes ready to go by mid-morning, but as any pilot probably knows, when it comes to flying, there is a lot of time spent staring at the sky, gauging conditions, and waiting for just the right moment... or waiting for someone else to launch, so you can see how they find it. The right moment came after midday, and Curt’s students started their tandems, providing the rest of the pilots with willing and perhaps unwitting wind technicians (apparently ‘wind dummy’ is no longer acceptable terminology). We launched pilots until the sun was setting, and even managed to get up for a bit of flying in the Dragonfly.

Friday afternoon brought some excitement of an unexpected kind. One of the pilots had a problem over the airfield and had to throw his reserve. It’s unnerving when the sound of air passing over a wing at high speed suddenly intensifies to a staccato and angry flutter, and every eye on the field was drawn to a glider in a steep nose-down dive. The reserve popped hard above the tree tops and we were all running before we even realised. By the time I’d grabbed my first aid kit, someone called “He’s okay!” – two of the happiest words I ever heard I must say. A few beers were consumed and a few thank you prayers were said that night. The glider suffered a broken upright, but fortunately the pilot suffered barely a scratch. Certainly someone on high (and I’m not thinking someone catching a good thermal) was watching out for that pilot.

Saturday was hectic, we hooked up gliders and towed for 12 hours straight. The stamina of the tug pilots was incredible – perhaps a little intimidating for a wannabe like me. The students all had their solos and subsequent flights, and the free flying types alternately practiced launches or tested what Gulgong and the surrounds had to offer of a XC flavour. While I heard it’s not common practice for tow weekends to have a launch marshal and ground crew, everyone seemed appreciative of a few extra hands and pairs of eyes to get into the daily up and down and away. The legendary Bill Moyes himself even came out to launch for a while – and his freely offered advice was much appreciated by some of the newer pilots.

Conditions for flying were excellent most of the time, although the thunderstorm that rolled through one afternoon had people scrambling to get their wings into the hangar and themselves under shelter. For the record, only seven people can fit under a fun in the rain and of those, fine will still get wet.

The flight window closed for a while on Sunday due to a fast moving front that brought high winds, heavy rain and lightning. We launched the final student just as rain was starting to fall, he made it to about 500ft AGL before the intro SEP pilot wowed him off – something about wanting to go have a nice hot chocolate in the hangar and stay dry.

After the front cleared, we launched more, with some pilots again happy to fly until sunset, although it became challenging when the southerly wind created some rotor off trees and hangars. It was three solid days of flying and everyone was starting to feel a little fatigued.

Fortunately Vicki Cain and Molly Mayes, with a few able assistants, provided gourmet BBQ dinners each night, and Sunday night’s was a hearty hamburger feast that refuelled and revitalised drained pilots.

Monday was less good for flying, and with many of us having to get back for work on Tuesday, the amazing but temporary community started to dwindle. By midday only one Dragonfly was still bowing, with many of the high performance gliders remaining snugly in their hangars.

The surrounding area is so magnificent – although it became challenging when the southerly wind created some rotor off trees and hangars. It was three solid days of flying and everyone was starting to feel a little fatigued.

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Gulgong

Setting off for the weekend with gliders on the roof, a promising weather forecast and the possibility of some epic April flying sent me aflutter with excitement. It’s amazing how easily you wake up when you are looking forward to something – like a kid on Christmas morning.

by Kathryn O’Riordan

I picked up the lovely Moyes ladies, Vix and Molly, at the Moyes factory, but my good mood soon faded when Vix told me about Dave Seib passing away in Brazil. I think we were all in shock that morning. He will be missed by his hang gliding family all around the world.

We had to set off quickly to Gulgong via the Fish Markets in Sydney so we could get supplies for our dinner in Gulgong. The place was packed, I guess everyone had the same idea: fish on Good Friday. With a massive eski full of fish to feed 40 people, we set off on our journey.

When we arrived in sunny Gulgong at lunchtime, most of the crew were already setting up their gliders. The atmosphere was pretty relaxed and jovial. Curt and Alex from WarrenWindsports were doing the theory section with their 11 aerotow students. They had a big weekend ahead of them!

By the afternoon, all the aerotow tandems had started so the tuggies Bobby, Steve and Brendan were kept busy! So were Bill Moyes and Thea who kept the launching pilots entertained!

Dave, Rohan, Luke and a few others set a task towards Rylstone, but the conditions were not as good as expected – base was about 4,500ft, reaching 2,500ft near Mudgee. They were the only ones to go XC, pretty much everyone else stayed around the airstrip, including myself. I had a fun jaunt around the area, picking spots where I thought there might be lift, trying to climb out from low and not give up until I got to base.

Looking back afterwards, I should have just gone XC, but in the light and variable winds, I thought it best to just land back at the safety of the strip.

When the dust settled and the warmth of the sun started to fade, the beers appeared and the party started. Vix and Molly cooked up a feast of fresh fish tacos. I have to say it was one of the tastiest post-flying BBQs I’ve had.

Saturday’s forecast looked awesome: a higher base was predicated as well as some nice clouds. However, it didn’t quite pan out at the start of the day. Nobody could stay in the air and many landed back at the strip and had more than one tow. Around 1pm some lucky (or skillful) guys, including Bruce Wyne looked like they were soaring out and getting away, so it was time to get back up there to catch some of the action!

The day turned out to be a crack with a 5,000ft base and decent climbs. Our task was to Coolah, about 40km NE of Gulgong. Some of the Canberra guys decided to take a turnpoint near Dunedoo, but Dave May and I went straight on course to Coolah. I have to say it was so much fun to hear all the banter on the radio, everyone doing well on their XC flights, especially Jonesy killing it on his Fun 190! Dave and I ended up in Coolah after a really mellow and fun flight over some lovely terrain. One of my favourite flights to date for sure – no pressure, but I was still challenged enough to make it mentally stimulating.

Of course after such a fun day, there had to be some celebratory beers, and with a big crowd around it was fun to party with the rest of the crew. Again a fantastic meal cooked by Molly and Vicki. It was great to have them there to keep the crowd all together at the airstrip. The party kept going until all hours...

Day 3 saw overcast skies and a few sore heads... not great for XC flying, but great for Curt and Alex from WarrenWindsports to finish the tow course and get their students soving.

Paul Storm, attending the course said: "It’s well known that Curt and the WarrenWindsport instructors are first rate. So my expectations for the aerotow course at Gulgong were high. Yet the combination of great weather, plenty of tugs with top pilots, Vicki’s food and a crowd of pilots from very experienced to recreational like me, made for an amazing Easter weekend. I was able to log 42 kicks and pick up an aerotow rating. I was also able to log nearly an hour flying the Dragonfly tug. For those of us who can’t spend enough time in the sky, this was the way to spend Easter.”

David Power, another student, said: “I don’t know what to say other than it was a fun weekend away with great instructors, good tug pilots and good food.”

Some of the free flyers stayed for a chance of a tow and a gang went to the fantastic Mudgee brewery for a little taster of the local brew. A taster turned out to be many pints, and the night continued on from there with a great party and again some fantastic barbecuing by the Moyes girls.

Malibus galore

by Kathryn O’Riordan

Gulgong

Setting off for the weekend with gliders on the roof, a promising weather forecast and the possibility of some epic April flying sent me aflutter with excitement. It’s amazing how easily you wake up when you are looking forward to something – like a kid on Christmas morning.

by Kathryn O’Riordan

I picked up the lovely Moyes ladies, Vix and Molly, at the Moyes factory, but my good mood soon faded when Vix told me about Dave Seib passing away in Brazil. I think we were all in shock that morning. He will be missed by his hang gliding family all around the world.

We had to set off quickly to Gulgong via the Fish Markets in Sydney so we could get supplies for our dinner in Gulgong. The place was packed, I guess everyone had the same idea: fish on Good Friday. With a massive eski full of fish to feed 40 people, we set off on our journey.

When we arrived in sunny Gulgong at lunchtime, most of the crew were already setting up their gliders. The atmosphere was pretty relaxed and jovial. Curt and Alex from WarrenWindsports were doing the theory section with their 11 aerotow students. They had a big weekend ahead of them!

By the afternoon, all the aerotow tandems had started so the tuggies Bobby, Steve and Brendan were kept busy! So were Bill Moyes and Thea who kept the launching pilots entertained!

Dave, Rohan, Luke and a few others set a task towards Rylstone, but the conditions were not as good as expected – base was about 4,500ft, reaching 2,500ft near Mudgee. They were the only ones to go XC, pretty much everyone else stayed around the airstrip, including myself. I had a fun jaunt around the area, picking spots where I thought there might be lift, trying to climb out from low and not give up until I got to base.

Looking back afterwards, I should have just gone XC, but in the light and variable winds, I thought it best to just land back at the safety of the strip.

When the dust settled and the warmth of the sun started to fade, the beers appeared and the party started. Vix and Molly cooked up a feast of fresh fish tacos. I have to say it was one of the tastiest post-flying BBQs I’ve had.

Saturday’s forecast looked awesome: a higher base was predicated as well as some nice clouds. However, it didn’t quite pan out at the start of the day. Nobody could stay in the air and many landed back at the strip and had more than one tow. Around 1pm some lucky (or skillful) guys, including Bruce Wyne looked like they were soaring out and getting away, so it was time to get back up there to catch some of the action!

The day turned out to be a crack with a 5,000ft base and decent climbs. Our task was to Coolah, about 40km NE of Gulgong. Some of the Canberra guys decided to take a turnpoint near Dunedoo, but Dave May and I went straight on course to Coolah. I have to say it was so much fun to hear all the banter on the radio, everyone doing well on their XC flights, especially Jonesy killing it on his Fun 190! Dave and I ended up in Coolah after a really mellow and fun flight over some lovely terrain. One of my favourite flights to date for sure – no pressure, but I was still challenged enough to make it mentally stimulating.

Of course after such a fun day, there had to be some celebratory beers, and with a big crowd around it was fun to party with the rest of the crew. Again a fantastic meal cooked by Molly and Vicki. It was great to have them there to keep the crowd all together at the airstrip. The party kept going until all hours...

Day 3 saw overcast skies and a few sore heads... not great for XC flying, but great for Curt and Alex from WarrenWindsports to finish the tow course and get their students soving.

Paul Storm, attending the course said: “It’s well known that Curt and the WarrenWindsport instructors are first rate. So my expectations for the aerotow course at Gulgong were high. Yet the combination of great weather, plenty of tugs with top pilots, Vicki’s food and a crowd of pilots from very experienced to recreational like me, made for an amazing Easter weekend. I was able to log 42 kicks and pick up an aerotow rating. I was also able to log nearly an hour flying the Dragonfly tug. For those of us who can’t spend enough time in the sky, this was the way to spend Easter.”

David Power, another student, said: “I don’t know what to say other than it was a fun weekend away with great instructors, good tug pilots and good food.”

Some of the free flyers stayed for a chance of a tow and a gang went to the fantastic Mudgee brewery for a little taster of the local brew. A taster turned out to be many pints, and the night continued on from there with a great party and again some fantastic barbecuing by the Moyes girls.

Malibus galore

by Kathryn O’Riordan

Gulgong

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John Pascal  
A Student’s View

What were your expectations before the course?

With only about 80 hours airborne, and most of those on the coast, flying options can get limited. All the guys in my local club come back from events like Forbes and Corryong raving about the great flying they had by all, while I’ve had to sit glumly watching the BOM, waiting for the coastal winds to turn on. So far, for me, getting endorsements seems like a great way of opening up more potential flying sites and opportunities.

What did you enjoy most about the course?

It seems to me that hang gliding is so much more than just a single type of activity. Flying inland is just so different to flying coastal sites, which is again a completely different type of fun to hitting the dunes. With only a couple of dozen inland flights under my belt, I really enjoyed experiencing this different way of flying.

What did you learn?

When there is a queue of pilots lined up waiting for a lob thing gets busy and there’s an inapparent ground crew waiting to get you into the air without delay – you have to be absolutely in charge of your own gear and equipment. This is especially true with all the extra bits of kit (bridles, weak links, release pins, dollies, etc.) to get tangled up in. With so much all the extra bits of kit (bridles, weak links, release pins, dollies, etc.) to get tangled up in. With so much...
Win an ASI FlyNet Vario!

For your Best Article, complete with photos or illustrations, for publication in the upcoming issues of Skysailor and we will select one outstanding contribution to receive a free ASI FlyNet Vario ([www.paragliding.org.au](http://www.paragliding.org.au)), supplied courtesy of ASI’s distributors, Graeme Henderson.

For contributions this will run for the August/ September issue and close by the October/November issue deadline of the November/December 2012, so be a part of the October/November issue of Skysailor - in time for the summer season’s flying. Check the ‘Skysailor-Magazine’ Facebook page for updates on the competition.

Vale Rod Fuller

With the greatest sorrow I inform you that Rod Fuller passed away on 21 April 2012. Below an excerpt from an article on the fly.wiki site.

"Little known, Rod Fuller was nevertheless the first man to successfully fly the ‘Dickenson Wing’, template for all hang gliders to come. Seventy-five year-old Australian, Rod Fuller was the first person to fly the flexible wing hang glider designed and created by John Dickenson in September 1963. The photograph of Rod flying along the Clarence River, located by a water skier, in the Gympie Daily Times signalled the spread of hang gliding around the world. What is not generally known is that the flying partnership of Rod and John Dickenson perfected the principle of flight in the revolutionary new wing in the early days of hang gliding. Rod Fuller offers the Genie - 3 of the outstanding Genie-B hang gliders.

Nevada

Nevada suits more experienced pilots who don’t fly more docile behaviour. Nevada is not aimed at the ‘first time fliers’. Nevada incorporates some of the latest products, yet still offers the Genie -3 of the outstanding Genie-B hang gliders. Nevada. Nevada incorporates some of the latest products, yet still offers the Genie -3 of the outstanding Genie-B hang gliders.

Genie Lite

Gin Gliders release their all new light-weight pod harness, the new Genie Lite. A new harness with the option of removing the pod if desired. The Gin design team paid great attention to ergonomics - the shape of the back contours and supports the body in all the right places. Piloting and feedback is very precise, yet the stability of the harness offers a reassuring feeling in turbulence.

Stairs to success

The Genie Lite weighs only 4.6kg (M size including carbon seat plate and carbon footplate), yet still offers the Genie -3 of the outstanding Genie-B hang gliders. Nevada. Nevada incorporates some of the latest products, yet still offers the Genie -3 of the outstanding Genie-B hang gliders.

New AirDesign Volt certified EN-C

With the launch of the new EN-C glider Volt, AirDesign is adding another performer to its portfolio. The highly anticipated high performance sport class wing Volt has passed the LTF/EN-C certification in Size M without any use of folding lines.

Genie Lite

The new performance intermediate RSE from AirDesign is now certified LTF/EN-B in all sizes covering a take a total take-off weight range from 60 up to 140kg.

Airdesign Products

Airdesign releases multi-purpose glider SuSi

SuSi is the abbreviation for Super Simple. It is neither a speed wing nor an arcas glider. It is aimed at experienced paragliding pilots who want to have fun in all kinds of conditions and toons; soaring in strong coastal winds, mountain soaring, lake fly and dynamic free-flying.

With only little brake input, the SuSi can be flown just like a standard paraglider, turning flat with a maximum climb and good gliding performance considering its size. Using stronger pilot input, the SuSi becomes a super agile and very dynamic wing which can be turned like a speed glider.

Paragliders for beginners are usually known for rather poor performance and boring handling characteristics. With the Prion 2, Nova wants to eradicate these prejudices. Chief designer Hannes Papen and his team took several proven details from the successful Mentor 2 and ten 2; Polyamide rods on the leading edge, less lines, three-level hybrid suspension, optimised sail tension and a lower aspect ratio than the previous model. In flight, the Prion 2 offers outstanding L/D and nicely balanced handling; rather low pressure on the brakes with instantaneous reaction on steering input and long brake travel, plus high damping on all axis to deliver plenty of confidence. Prion 2 is a great wing for beginners - but not just a boring beginners’ wing!

Once again Nova claims to set new benchmarks in a wing category: in the case of Prion 2, Nova wants to raise the bar in terms of performance, stability and handling in the EN-A class, without raising the demands on the pilot. To reach these goals, the Prion 2 is not just an evolution of the Prion 1, but a completely new design. Only the positioning as an entry-level wing stayed the same and therefore the name. The new model has more cells, three-level hybrid suspension, Polyamide rods, instead of Mylar reinforcements, a different aspect ratio, and a lower aspect ratio.

Of course, instructors will enjoy the high safety, the robustness of the materials and the durability of the wing. Paragliding students; however, will enjoy the reduced line concept: there isn’t a lot to sort to get ready for take-off. On size M the overall line consumption measures a mere 22m! The launch behaviour is as easy and comfortable as it should be in this class. The Polyamide rods make it even easier to fly.

AirDesign SuSi

With just 3.2kg wing weight, the SuSi 15 offers high trim speed of 49km/h (at 15m wing lead) with an accelerated top-speed beyond 60km/h (fully loaded).

Available in two sizes, 16m² and 18m², the SuSi is certified EN-B-15 with a maximum rated take-off weight of 220kg.

Size 16 is will be available in Australia from Sky Sport Sydney by the end of May 2012. Customers can order on request. More information at [www.ad-gliders.com](http://www.ad-gliders.com) or contact Ralf on ph: 0466-566288 or <ralf@skysport.sydney.com>.

Recent product news

New EN-B paraglider by Gradient

Gradient has introduced a new high end EN-B paraglider: Nevada. Nevada incorporates some of the latest features first introduced in Aspen 4. Most important is the reduction of the number of lines (80 system), improved parachute design. The result is a EN-B glider with efficiency close to current EN-C class with notably more docile behaviour. Nevada is not aimed at the ‘first glider’ market as its general concept may not be suitable for beginner pilots. For pilots in this category Gradient offers the Genie -3 of the outstanding Genie-B hang gliders. Nevada suits more experienced pilots who don’t fly often enough to justify stepping in the more demanding EN-C category. Nevada has typical Gradient-renowned precise handling and feedback characteristics.

Available from Paragliding Headquarters, with more details on [www.paraglidingheadquarters.com](http://www.paraglidingheadquarters.com).
Niviuk Hamak 2 – A Step up in Comfort

The original Hamak harness returns with several improvements. If you didn’t think Niviuk could make the Hamak more comfortable, think again. The catch-cry from pilots experiencing the Hamak 2 is ‘throw me a blanket and I’ll see you in the morning’. The intuitive adjustments allow piloting of the wing in a fully upright position, a slightly upright position, or in a totally supine position for cross country flights.

With use of the most technologically advanced materials, Niviuk created a lighter, more aerodynamic harness, featuring mesh on all components which are in contact with the pilot, allowing comfort and excellent ventilation. In addition, the Hamak 2 employs easy shoulder and leg adjustments, two buckle security, and Niviuk’s optimum reserve position extraction system (certified EN-137).

Raff Cox

Shywalk Cayenne4 certified LTF/EN-C in five sizes

Shywalk complements the Cayenne4 range with the sizes XS and XL and now covers a launch weight range of 60 to 230kg.

The Cayenne4 is a high-end sport class glider within the safety limits of the LTF/EN-C. Certification was achieved without the use of any folding lines. Nevertheless, the Cayenne4 goes beyond the scope of the Skywalk Cayenne4 LTF/EN-C in five sizes

New Sol Nitro Reserve – Zero Porosity and Controls To Steer

The new emergency parachute from Sol combines the support and elasticity. A dual vent system maximises air circulation inside the glasses.

The lumes are anti-glare, shatterproof, have anti-scratch protection on the outer, a special coating for improved anti-fog and have UV400 technology blocking 100% of UVA, UVB and UVC.

Sol Speed Sunglasses are compatible with most helmets and one size fits all. Available from Central Coast Paragliding for $45 plus postage and handling.

New Sol Nitro Reserve – Zero Porosity

The new Sol Nitro reserve is now available from Central Coast Paragliding, based one hour drive north of Sydney. Paul offers a FREE repack with any purchase of the Sol Nitro. For more information contact Paul on 0421 072897 or visit [www.ccparagliding.com.au].

Paul Cox

Moyes new Litespeed RX3 and RX3.5

If you’ve a pilot weighing in between 50 and 75kg, you’ll be excited to hear about the launch of Moyes new Litespeed RX3 and RX3.5.

The one wing you’ve been hoping and waiting for, for years is now here!

Light, fast and perfectly balanced, the RX is the latest evolution of the Litespeed line, completing the range of Moyes’ high performance gliders.

The RX3 is the first advanced competition glider ever to allow light pilots to finally compete effectively with their heavier counterparts. And the RX3.5, with its slightly larger span, yet smaller surface area, combines all the attributes of its predecessors, the L33.5 and L34 - and so much more.

Moyes designer and championship pilot, Gerolf Heinrichs, has focused his considerable expertise on the refinement and fine-tuning of our light weight gliders to produce these latest additions to the celebrated Moyes Litespeed range.

With the RX, pilots under 75kg can now enter a whole new dimension of high performance flying – and here’s why:

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The competition, due to be held in Cavallaria, Lessolo, Italy, from 24 to 29 September 2012, should see around 70 female pilots from across the world converge for a week of high level competition and learning.

The success of the last two Spanish events, which were the only all-female competitions to be sanctioned by the FAI, has encouraged the organisers to take the event on tour. Italy is this year’s chosen destination.

Many participants were keen to come together for another week of competition, camaraderie and fun in the sun. Last year’s event saw a number of new nations represented, with a strong contingent of Norwegian, Japanese and Dutch women in attendance. It is hoped that changing the venue will attract even more women to sign up.

Organisers commented: “The first year, many pilots were unsure what the atmosphere would be like, but within hours it became clear that bringing women from all walks of life, of all ages and all levels of experience together created a unique atmosphere of learning, sharing and competitiveness. It was a resounding success. In 2011, this buzz spread and alongside the flying, there were more social activities and talks. Feedback from competitors was excellent.”

At present, the 2012 competition is attracting interested participants from five continents. This truly will be an international event.

The Flying Area

The site of Cavallaria is located near Ivrea and offers many opportunities for designing safe but interesting tasks for all levels of pilot. The flying area includes foothills, plains and the alpine mountains in the nearby Val Chiusella, it offers four take-off sites of different sizes and orientation, giving a high probability of flying whatever the wind direction. All the sites are suitable for all levels of pilots.

Cavallaria plays host to many national and international paragliding competitions each year. The competition is fortunate to have the help and assistance of members of the local paragliding club who compete internationally at the highest levels.

Women paraglider pilots from around the world are set to take to the Italian skies in the third Women’s Paragliding Open.

by Judith Mole

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Over the last three days I clocked up 180km flying tandem with my fiancee, Adam Osten. Each flight will stay in my memory forever, but the last one was the most romantic getaway…

by Sonya Dales

Awesome Flying!

Just landed after a 100km tandem with Adam and picking out lots of prickles.

Breathless in Manila

It is peaceful up here with the wind on my face, the blue sky with clouds forming in the distance and the beautiful earth laid out beneath our feet. The dark green hills, winding lakes, the deep blue glittering dam, the dirt roads and the rolling golden fields with specks of cattle and matchbox houses with pools – all so tiny I could pick them up like toys.

There are flocks of tiny white birds flying beneath. What an amazing experience to be here in the big blue – I’m taking every bit of scenery to hold it in my memory.

After passing Barraba, we push on to wherever the wind takes us, we look for wind lines on the little dams, or bits of grass flying, or an eagle circling, anything to take us higher – to appease the excitement within and distract it so I could run to the nearest fence to safety. I doubt I would have left him to be trampled.

Adam starts to pack up his glider and finally the bull calms down and slowly walks away. Now picking up the glider we start walking out of the bull’s paddock noticing two more staring at us. I was eager to get out of there quickly when Adam warned me to watch out so as not step on a brown snake, but I was too worried about the angry bull to care.

While walking out of the paddock, new laughing at our recent near-death experience, the sun started to set. Adam took my hand to admit he enjoys my company more than any other and would like to spend the rest of his days with me. In shock, I smiled back at him and said “Yes, I’d love to marry you, but can we first get out of this bull’s paddock?”

Soon after Adam’s proposal we reach an electric, barbed wire fence and after jumping over it, we reach the road to wait for our lift. Soon after, farmer Phillip pulls up and gives us a lift back to his little country house out of Bingara. It was his paddock we landed in. He and his lovely wife Kay helped me contact our friend for a pick up since my mobile had no service. Adam and I greatly appreciated their kindness as Phillip gave us a ride back to the road to wait for our lift.

What an amazing day!
As reported in our e-newsletter Airwaves, I, John Twomey, recently Treasurer and a member of the HGFA Committee of Management, am once again the HGFA Operations Manager.

Some of the elements below were previously reported in Airwaves, but they are worth repeating. Also many members have not registered a current email address with the HGFA Office and the HGFA must rely on the magazine to communicate with those persons.

The important new element below is the note regarding insurance and overseas travel and flying.

HGFA Insurance

Important to note re overseas travel and flying:

The HGFA’s public liability insurance policy for the year ending 31 March 2013 does not provide coverage outside of Australia and New Zealand. The previous policy provided limited coverage while travelling and flying overseas, however, this was not able to be arranged with the insurers chosen for this current period. It is anticipated it will be again provided in the next insurance period.

The Certificate of Currency is now available on the HGFA website.

HGFA Office Telephone Hours Notice

(From HGFA Committee of Management)

Until further notice you are politely requested not to telephone the HGFA Office on Wednesdays or before 10am AEST on the other days of the working week.

The telephone will be switched to an answering service during the closed hours.

Please continue sending in email and fax as normal.

This request is being made for two reasons:

1. As from 8 May 2012 we have two new office administrative staff members under training, and
2. There is a need to develop new systems within the Office and various other HGFA projects on which our key staff need to concentrate.

Progress of these tasks will benefit greatly from these time period (Wednesdays and early mornings) free of telephone interruptions.

HGFA Instructors Conference

The majority of Chief Flight Instructors (FIs) and Flight Instructors (FIs) will be attending an Instructor Conference on 22 and 23 May 2012.

HGFA Forms

All current and appropriate HGFA forms, dated February 2012 or later, are available at [www.hgfa.asn.au](http://www.hgfa.asn.au) under ‘Forms’. All submissions to the office are required to use the current forms, not the older versions.

Wheeled Powered Paraglider Operations

There is still a lot of misinformation, if not denial, out there in our great broad land regarding such operations. Putting it bluntly:

- "Wheeled powered paragliding training is illegal.
- Wheeled powered paragliding operations are illegal.

If it is established that a person is conducting wheeled PPG training they will be subject of a Disciplinary Tribunal as per Section 5 of the HGFA Constitution, a copy of which can be found on the HGFA website.

Any person involved in any such illegal activities as in 1. and 2. above will be taking a serious risk, as they would be, firstly, risking prosecution and heavy fines from CASA; and would also be risking everything they own because the HGFA insurers would reasonably refuse to pay damages arising from court proceedings against you resulting from such illegal activities.

The HGFA position is clear and you should be solely responsible for such claims for damages.

The HGFA Policy is clearly stated below. It was specifically stated by CASA in their 2011 and 2012 Audits of HGFA and our Operations that wheeled PPG operations are Illegal.

Although the latest CAO 95.8 provides for such wheeled operations, they remain illegal until CASA has made it's risk and collapse and summarise occurrence reports, which will be disseminated to each State Association and Senior Safety Officers who will in turn communicate to Clubs for safety awareness. State Associations and Clubs will work together to determine the probable cause and return their recommendations to the HGFA who will report and publish it to SkySailor for all members to view.

HGFA Occurrence Reports

Number: 43
Date: 10 January 2012
Occurrence Name: HG accident
State: WA
 Discipline: HG
 Occurrence Summary:
Landing – two hours of flying, wind was picking up – lost required height over water, turned onto final approach in prone – went into hang position and moved left hand from baseline to upright, then missed upright with right hand – right wing lifted and off course from beach – regained control although could not make it to open area – got caught in rotor and crashed.

Manager: Gemini Nicholls, HGFA Number: 34735
Cause: Fortunately I was able to view this landing on YouTube to ascertain any incident causes. My video observation concluded the pilot made several errors during the landing:
- the last turn (280 degrees) into final glide for landing on the beach was done too low, especially for this pilot’s skill level.
- There is a very large area available to lose height and set up for a long final glide, the pilot didn’t take advantage of this.

The pilot moved from prone to hang during this final turn, thus affecting his control through the turn. (he probably did this because of his low height).

The pilot’s input to come out of the final turn was not sufficiently decisive or early enough to line up on the landing area along the beach. Subsequently the pilot over-extended his turn (about 210 instead of 180 degrees). The pilot didn’t allow enough for the strong crosswind he would experience through this final turn, also contributing to over-shooting the turn and later difficulty to angle back more into wind.

by HGFA Office Manager

Final Audits of HGFA and our Operations that wheeled PPG operations are Illegal.

HGFA have reinstated an accident and incident reporting system which allows online occurrence reporting through IRIS (Integrated Risk Information System). This is available on [www.hgfa.asn.au](http://www.hgfa.asn.au). Occurrence Reporting has been designed for all members to login with ease. To log an occurrence report please use your HGFA membership number as your login and ‘HGFA’ as your password, which can be changed once logged in.

The final glide at a low height was poorly aligned (not directly along the beach with a cross or ‘crabbing’ with a slight front to crosswind component) it was side to tailwind. Notwithstanding move into the correct turn could still have afforded an early recovery, however, this was done way too late.

The pilot’s description of a transition error (hand moving from base bar to downbar) was not the cause of his landing difficulty, as the pilot’s hand was still on the base bar through final glide when the pilot was already in trouble. However, the right hand transition side was probably the pilot to keep the required firm control. Falling short in the final glide when he realised he was in trouble.

Recommendation:

Pilot is to allow more height to execute his last turn onto final glide (especially for 280 degrees over water).

by John Twomey
Regions & Special Interest Groups

HFGA National Office
40-60 Kookaburra Park Drive, Kookaburra Park VIC 3785, (03) 93930215, office@hfga.asn.au

HFGA Operations Manager
John Twomey C: 0402 649443

HFGA Committee of Management

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

HFGA National Office
40-60 Kookaburra Park Drive, Kookaburra Park VIC 3785, (03) 93930215, office@hfga.asn.au

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For information on the site, ratings, clubs, and other matters contact the appropriate State Association, region or club.

HFGA Committee of Management

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New South Wales

Blue Mountains Hang Gliding Club
[www.bmgc.org.au] Press: Koos Weemaes 0411 801582 Sec: V-Press: George Forrester 0421 366680 <forgey@virgin.net.au> Pres: Brenda Forrester 0421 366680 <forgey@virgin.net.au>

North Coast Hang Gliding & Paragliding Club
PO Box 16, Midland WA 6056 <bgf完全不同了</Box>

Newcastle Hang Gliding Club
39 Warners Ave, Belmont Mt NSW 2208 <bgf完全不同了</Box>

Australia Hang Gliding & Paragliding Association
P.O. Box 102, Merthyr NSW 2221 <bgf完全不同了</Box>

[www.bgf.org.au] Sec: Peter Kramer 0439 604102, <secretary@bgf.org.au>
V-Press: Dr John Cox 02 8077 0088, <peterkramer@metronet.com.au>
Chair: Peter Hole 0407 797907, <secretary@bgf.org.au>
V-Press: Paul Connolly 0418 593456, <paulconnolly@bgf.org.au>

Queensland

Coffs Harbour Microlight Club
39 Old Park Rd, Coffs Harbour NSW 2445 [www.chmc.org.au]

Cairns Hang Gliding Club Inc.
P.O. Box 24, Beaufort VIC 3373 [www.wxh.txt.org]

Western Victoria Hang Gliding Club
PO Box 216, Beaconsfield VIC 3807 [www.wxh.txt.org]

Hanging Rock Hang Gliding Club
PO Box 35, Hanging Rock VIC 3461 [www.wxh.txt.org]

Sharks Hang Gliding Club
PO Box 641, Glenelg VIC 3193 [www.wxh.txt.org]

Western Victorian Hang Gliding Club
PO Box 22, Beaconsfield VIC 3807 [www.wxh.txt.org]

Hanging Rock Hang Gliding Club
PO Box 35, Hanging Rock VIC 3461 [www.wxh.txt.org]

Sharks Hang Gliding Club
PO Box 641, Glenelg VIC 3193 [www.wxh.txt.org]

Western Victorian Hang Gliding Club
PO Box 22, Beaconsfield VIC 3807 [www.wxh.txt.org]

Hanging Rock Hang Gliding Club
PO Box 35, Hanging Rock VIC 3461 [www.wxh.txt.org]

Sharks Hang Gliding Club
PO Box 641, Glenelg VIC 3193 [www.wxh.txt.org]
**Victoria**

**Rainbow Paragliding**

**APCO Australia**

Offering the full range of APCO equipment

APCO Aviator training course for paragliders

APCO Vista Sport: voted

EN B glider of the year for 2012

Established since 1996, Rainbow Paragliding is based on the Sunshine Coast and Queensland. The school has access to 25 sites and holds a permit to operate in the Cooloola National Park including Teewah and world famous Rainbow Beach. In the Sunshine State, we fly all year round, 60km cross-country flights have been achieved in winter! We are based in Bright, NE Victoria, widely renowned as Australia's best flying region. Bright has been host to numerous Australian & international competitions.

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

Fred Gungl, ph: 0428 854455

Insider helmets & various accessories.

We are now conducting SIV courses.

Paragliding Headquarters – Gradient 23

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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 for membership verification/payment by email – office@hgyfa.org.au. fax: 03 9398 2277 or post: 44A30 Keilor Park Road, Keilor Park VIC 3034. The deadline is the 1st of the month, one month prior to publication date. 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 the above does not apply to commercial operators. Instructors may place multiple classified entries, but will be charged at usual advertising rates.)

Advertising Guidelines

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

Queensland

Moyes Malibu 188, grey & white, $1,500 off the new price, $4,000. Contact: Jerry for details, photos, etc. 0408 756949 or jerry5095@yahoo.com.au.

Tasmania

Malibu 188, 10 hrs, immaculate. Fluoro orange/grey trim, spare 8% included. Dynamic Flight Manta harness, 7 yrs old, in good condition, $1,300 new. Contact: Steve Hendy 0400 964242 or ss-hendy@yahoo.com.au.

Victoria

Paraglider & equipment. The price range we would be looking at is $1,500 or nearest offer. Any queries can be directed to James T: 0422 693646 or Angela T: 0408 210873.

Paragliders & Equipment

Queensland

Nova Factor 2. Size M, blue. Low hrs, 35 flights, one of 225kms. Minor tear along a seam was repaired professionally & is not noticeable. Flies straight, in perfect trim, crisp, very clean & looks like new. Always folded carefully in concertina bag. AT 1/2 new price: $2,200 plus shipping. Contact: Pam Schrader 0407 042634 or <phil@email@bigpond.com.au>.

New South Wales


Paraglider & equipment, $4,000. Contact: Jerry for details, photos, etc, 0415 530939, or 0423 300242 or davegibbsuphi@yahoo.com.au.

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INTRODUCING THE ALL-NEW

THE WING YOU’VE BEEN WAITING FOR HAS ARRIVED!

Pilots weighing in between 50 and 75kg, will be excited to hear about the launch of our new Litespeed RX3 and RX3.5.

Light, fast and perfectly balanced, the RX is the latest evolution of the Litespeed line, complementing our existing range of high performance gliders.

The RX3 is our first advanced competition glider to allow light pilots to finally compete effectively with their heavier counterparts.

The RX3.5 is our new compact racing wing, designed to outmanoeuvre and outperform others - and win championships.

Both RX models feature a four inch wider span than their predecessors, the LSS3, LSS3.5 and LSS4, without increasing the overall wing size.

The new models have undergone a gentle, yet considerable sail redesign:

- Re-shaping of the trailing edge line creates a more balanced feel in thermals, requiring less high-siding, thus effortless thermaling.
- A 9% flatter sail cut in the wing’s root area provides an improved high speed glide, as well as a higher top speed.
- Revised cloth rib sections across the wing span result in better under-surface control, hence improved pitch stability.

Move your flying to a new dimension...

Litespeed RX : RR $9897 incl GST

SOME QUICK WINS FOR THE RX...
Our new models have only been out there for a few weeks, so we have to admit, we’re pretty pleased with their performance so far.

Congratulations, guys!

1st Jonny Durand : Carmo Do Rio Claro, Brazil
1st Jonny Durand : 2012 Rob Kells Memorial, Florida
2nd Michael Friesenbichler : Monte Grappa, Bassano, Italy
3rd Kraig Coomber : Flytec Race & Rally, USA

What you have to experience is the amazing feeling you get from the RX - a feeling of completeness, like the pitch is perfect, the roll is light, the sail is clean, the speed is fast. The overall feeling is the glider is beautifully well rounded.

Steve Moyes : World Champion

“With the RX3, light pilots will now be able to keep up so watch out big boys - your advantages are gone.”

Zhenya Laritskaya

“The RX3 picks up speed faster than any other glider I’ve flown before... faster and more dynamic, more like a racing machine. And that I like a lot.”

“After flying the new Litespeed RX for the last 3 comps I continue to be impressed. The climb is effortless and I keep finding myself at the top of the gaggle looking down at my competitors. After every flight I still feel refreshed and cant wait to fly the next day of competition on this glider.”

Jonny Durand : 10 Times Australian Champion

“I feel the air - it is like my fingers turn into feathers, and I can fine tune the wing into the strongest climb, quickly moving it around corners.”

Corinna Schwiegerson : 4 Times Women's World Champion

PHOTO : Gerolf cruising over Fairhaven in his RX3.5
PHOTO : Zhenya circling her RX3 over Forbes

moyes.com.au