Magic Monday & Super Sunday • Inaugural Moyes Team Challenge • When Things Go Pear Shaped...
C-Probe Pro… $1590
C-Probe… $495

Hook knife… $24

5W UHF radio designed for airports

This POGO UHF radio is a communications device designed for the specific use in paragliding and hang gliding. It has been state-of-the-art in the industry and is ACMA approved for use with both DC and non-ACMA gliders. It incorporates the latest technology in radio communications using the highest legal radio power. The range of the standard open cover it comes programmed with GHQ antennas and all G500-style tone-coded channels used in gliding in Australia. At customers request it can be channel programmed with any outdoor UHF band (permission from the broadcast channel owner required). For ease of use the antennas are cable and displayed above are currently in a long-term 250km test. The operation of the radio has been simplified to tune easily and a special attention has been given to battery capacity and standby time (500 hours). The radio comes on standby and an in-built headset plus Bipolar Intercom system designed especially for our use. Also standard in radio and car charger. A special short antenna has been selected to reduce physical interference with other equipment. Extra accessories are also available for reasonable price. They include car charger (battery eliminator), speaker/mike, waterproof pouch for those 5W courses and special headphones for other than full-dome headset use.

You can buy the radio with standard equipment from Paragliding Headquarters for $185.00 with a 5-year warranty. Smallaccounts for bulk stock orders (over 10 pieces) available.

Enjoying a park sunny day
Photo: Daniel Svensen

Next Submissions Deadline: 21 June 2013 for Aug/Sept SkySailor
Photos and materials will be returned after publications only if a stamped, self-addressed envelope is supplied. Otherwise, photographs, whether published or not, will be filed and may subsequently be used in further publications.

SkySailor Magazine <skysailor@hgfa.asn.au>
Airwaves Newsletter <airwaves@hgfa.asn.au>

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SkySailor Magazine <skysailor@hgfa.asn.au>
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My story starts with a text message from my boss (who conveniently is also a paraglider pilot) “Che, I am not going to work tomorrow.” It being a public holiday and following six days of great flying missed whilst at work recently, I was not too worried. Being lazy, I did not prepare any of my paragliding gear, even though I knew the day had potential.

Magic Monday
Next morning, while I was eating my breakfast, the boys told me they were already putting a car in the Blackheath bomb-out. Since I had done nothing to prepare the night before, I put my instruments on for a quick charge while finishing a good breakfast.

Andy and I launched early – in hindsight we could have probably taken off even earlier – and climbed out easily to base at around 2000m. We headed off straight away, Andy taking a much better line and staying high, whilst I glided towards a cloud which quickly decayed. I found myself gliding just above cliff height around Victoria Pass, whilst Andy was nearing base. Eventually I contacted a climb and while making sure I did not lose it, focussed on climbing and having a good look around to learn what the day was doing. Once I topped out, I decided to stay east of Lithgow on the high country so it seemed better clouds had set up there. Andy reminded me that Lithgow was going to be the crux of the flight because it is a known sinkhole, so I was careful to stay high and work my way through the area slowly.

The next part of the flight provided some contrasting views: large coal mines, tailings dams and power stations alternated with views of the Wolgan Valley, Wollemi wilderness and Capertee Valley. Some really incredible landforms made this flight very picturesque. I took the opportunity to have a good look around while trying not to die as the air and my glider colluded against me whilst my attention was elsewhere.

I got low around Capertee (where Andy eventually landed) and again over Cherry Tree Hill, coming within 200m of the ground. I was lucky and took a good climb off the free line and back close to base at 2700m. The run from there to Lake Windamere was relatively easy, with larger working clouds and inspiration from Matt, Mike and Andy who had caught up to me in the retrieve car. My Garmin GPS had gone flat, and my technical inability to retrieve useful information from my flight computer meant I helped them out with such useful radio comments as, “I am over the road, under a cloud, near the house.” Matt was more than thankful… Who needs online tracking? The following transmissions were just as helpful until, “Oh, I think my radio is going flat too.”

Approaching Lake Windamere about 100km out

As I flew past Mudgee, I started getting low. Approaching the west side of the range I’d been following, I saw a group of trees being thrashing around. Not having eaten anything since Ram, I was getting fatigued and losing concentration – I hadn’t been in the air for over five hours and was feeling it. Not making the mental connection that none of the trees or grass I’d encountered during the day had shown such movement from strong thermals, I disregarded this. It was not until my wing shot forward and upward with such huge force that I realised I was in some trouble. I did not have time to contemplate my error for too long, as the wing pitched again asymmetrically, then dived below the horizon and took a partial frontal, coming out with a small crowd. The wing pitched once again and rolled violently to the left, I caught the dive, but too late – I singhOTTed towards the wing with some of the lines going slack as I fell past and seriously contemplated throwing my reserve. Luckily, I had caught the dive early enough, so when the lines tightened the glider pretty much flew out of it. I slowly calmed down and started to search for another, smoother climb until I found a 1m/s which eventually wound up to a 3m/s I had been getting for most of the day. Back at base, I was shaken and still struggling to reason out the situation, but I focussed on gliding on and trying not to over pilot the glider, to calm down and think logically about the situation.

I could see fogging now, which was a huge relief, so I focussed on a good glide and reaching my goal. I landed at the football oval in the centre of town, despite passing through another nice climb on the edge of town, making my goal after being the air for six hours and one grumpy thermal encounter. A successful end to the flight. Total distance flown was 158km from launch – my second record flight in two weeks. Blue Mountains magic!

A huge thank you goes out to all the people who have encouraged and helped me, in particular Matt, Andy, Mike and Wendy.
I spent some time in Forbes during the World Championships in the blistering heat of January. I was not competing due to injury, but I wasn’t sure if I could have endured those super-hot conditions even if I was fit! I admire every pilot who sweated it out for those two weeks in January. Bloody amazing!

by Kathryn O’Riordan

Y ep, Forbes weather can sometimes be unforgiving, but (and it’s a BIG but) it can also be the most perfect flatland hang gliding site in the world. This Easter, a large group of pilots got to experience the perfection that the Forbes flatlands can provide, thanks to the Moyes Team Challenge competition and fly-in. The idea of the Team Challenge is to allow pilots with minimal experience of competition flying to experience the thrill of competitive hang gliding, enhance skills and enjoy the camaraderie hang gliding provides.

I’ve been competing for four years, so I do know how much fun competition flying can be: There’s adrenaline, mental and physical challenges, the pure joy of reaching goals and sometimes heartbreak when you don’t. It can be a rollercoaster ride, but it’s worth it! Having said that, I had recently been losing a bit of interest in flying… maybe it was the fear-to-fun ratio or perhaps I just felt like I didn’t have what it takes to be the pilot I wanted to be. I found myself avoiding flying rather than lugging head­long into it. I couldn’t quite work out what was wrong, but I figured I would give the sport another year, give it everything and improve my skills as much as possible so my enjoyment factor would go through the roof. This meant improving every part of my flying – from launching to landing, from thermalling to improving my observation skills.

This is why the Moyes Team Challenge was especially attractive. Every team had a ‘Team Leader’, a ‘Big Brother’ of sorts, to guide their team to goal. When I heard the team leaders were some of Australia’s best pilots, I knew I was in! Just the thought of being guided by Jonny Durand, Trent Brown, Len Paton or Bruce Wynne was too tantalising to pass on!

On the first day, teams were divided according to their experience and a task was set to Bogan Gate and back to the airstrip.

Towing conditions on the first day were absolutely perfect. There were some low airtime pilots, aerotow students and some pilots towing in new gliders, so everyone got their confidence up quickly.

The task was a little difficult. Nobody made goal because it was hard to remain in the air due to the wind and low cloudbase, but it was great practice and still a very enjoyable challenge. When the fields below are as large as here, you can fight to stay in the air until the bitter end.

Jonny was my team leader and helped us out at the beginning, spiralling down when we couldn’t climb as fast. I eventually lost the lift and headed back to the airstrip to tow again, but Jonny stuck with my team until the bitter end.

It was great to watch people increase their skills and just loving it; like Gar getting a PB every day, or Linh showing such enthusiasm. Some of the less experienced pilots needed lots of help getting their instruments and tow set-ups sorted. I had assumed all pilots would have this sorted, but that was not so and a big take­away lesson was to offer assistance to all new pilots, wherever we may be.

It worked well to place each group with a different coach each day. The group would pick up new information from each coach as well as get to know each other.

For me, it was the first time being in that role and I believe I have gathered a few ideas on how to prepare for it next time.

Bruce Wynne

From A Team Leader:

John was my team leader and helped us out at the beginning, spiralling down when we couldn’t climb as fast. I eventually lost the lift and headed back to the airstrip to tow again, but Jonny stuck with my team until the bitter end.
Jonny Durand and Vicki Cain

SAILOR

Inaugural Moyes Experience hampered me, despite asking myself over still looked good over the turnpoint. Perhaps a lack of area we flew through was dying fast, although it to take us to the second turnpoint. It wasn’t to be, for a bit. I flew with Rohan as we searched for the climbs cloudy day, but by midday the sky cleared and the day on Saturday night, we woke up on Sunday morning to a getting me anywhere, and I was super slow to boot. More time, but could see on the day that this strategy wasn’t because I’m a ‘stick with what I’ve got’–pilot most of the his search methods – his confidence doing big circles spiralled down from base to show me where the thermal 5000 and 6000ft at times, better than the previous day. People were getting to of Forbes, north Forbes and back to the airstrip. Topless a group.

Day 2 was a fun task. It was basically a triangle to SW of Forbes, north Forbes back to the airstrip. Topless gliders got to go around twice. The air was mellow with 200 to 2000ft thermals. People were getting to 5000 and 6000ft at times, better than the previous day. Shannon and Trent were the only ones from the topless task to make it around twice. I almost made it – about a kilometre short, argh! Shannon praised us all, shoving everyone how well he can fly when he’s on form. My thanks went out to Trent for sticking with me and trying to get me over the line. At least once he spiralled down from base to show me where the thermal was when I was struggling. It was interesting to see his search methods – his confidence doing big circles to find a better core. My own mentality has to change because I’m a ‘stick with what I’ve got’–pilot most of the time, but could see on the day that this strategy wasn’t getting me anywhere, and was super slow to boot. More confidence and experience required.

None of the long–pointed pilots flew SBs, so we had a lot to celebrate. After another fun BBQ and some drinks on Saturday night, we woke up on Sunday morning to a cloudy day, but by midday the sky cleared and the day turned into a cracker; big fluffy clouds, higher base and strong thermals. This is the base we know and love! As fast as the day had turned on, it clouded in again, but not before we had the chance to play in the clouds for a bit. I flew with Rohan as we searched for the climbs to take us to the second turnpoint. It wasn’t to be, the area we flew through was dying fast, although it still looked good over the turnpoint. Perhaps a lack of experience hampered me, despite asking myself over and what would Jenny do? When we all met up that night it turned out most long–pointed hadsters had experienced some distance PBs again. What a weekend! But it wasn’t over yet.

Day 4 of the Challenge, although not as good, turned out to be the best day yet. The air looked amazing! At the briefing we heard that Bruce had torn his Achilles tendon. We were all gutted for him and wish him all the best for his recovery.

I had decided to be a driver for the day (yikes, silly me), so I only had a short flight around the airstrip before following Glen and Jamie on their eastward flight. Pilots encountered lots of strong climbs and strong wind – the most active day of the weekend.

What an absolutely perfect weekend! As well as the Team Challenge, Curt from Warren Windsports signed off more new aerotow pilots. Maybe they will be achieving PBs in the next Moyes Team Challenge.

Bring it on!
I was inspired to fly a decent long distance flight after watching a video of Jonny Durand and Dustin Martin’s world record flight in August 2012. Watching this had me thinking: I was inspired to fly a decent long distance flight after watching a video of Jonny Durand and Dustin Martin’s world record flight in August 2012. Watching this had me thinking:

> If they could do over 700km in high performance gliders, I should be able to do a at least a couple of hundred in my intermediate glider – my fabulous three-year old Sting 3.

**by Allan McMillan**

Last December my good friend and flying buddy Fred Crouse and I decided we would look for a favourable weather pattern for Manilla, NSW, and go there for a few days with the intention of doing a distance flight. After watching the synoptic charts and soaring forecasts, we saw a pattern of high pressure cells across the bottom of the country and out into the lower Tasman Sea with a trough in southern Queensland. This could potentially provide good SE winds with just enough instability to be promising.

We made arrangements, packed the car with bike and gliders and headed for Manilla, arriving on 11 December. A short flight from Borah that afternoon was all we managed that day. The weather for the next day was looking great and our driver – Gordo from Manilla – was ready.

That night, I checked the soaring forecast for the 12th: SE winds, 10kt at launch, at about 1pm, scattered cumulus cloud expected with medium strength thermal index. Just what we had been looking for.

At about 8am, Fred and I set a goal for Walgett flying via Narrabri. After getting Gordo and helping some other friends on the hill, we were running a bit later for launch than we had hoped. By the time we were finally ready, the cycles were coming up the west launch and light cumulus clouds were forming directly overhead. Fred launched his LightSpeed into a boomer of a cycle at 12:30pm and re-joined the lift to cloudbase at 6500ft.

I was delayed on launch, and by the time I was ready the cycles were abit infrequent and cross. I stood on launch and waited for a cycle that was not cross and did a good launch into light ridge lift. I found out later that I launched at 12:23pm on the 12/12/12.

First I only managed to stay at ridge height while I made my way along the ridge looking for something going up. All I seemed to be doing was going down. To make matters worse, my VIF radio volume was up too high and the background static noise was louder than my vario. I had my VIF strapped behind my harness and couldn’t adjust the volume once in flight. I later found out that my radio was picking up interference from my iphone which was in my harness pocket close to the radio speaker.

I got that sinking feeling but promised myself I was not going to bomb out. I looked for any sign of up and when I saw some movement in the trees near the road I went for it. It was a light thermal and took me up to about 2000ft over launch before breaking up. I went back down… this time even lower than before. A bomb out was looking almost certain… Until, just near the quarry beside the road at the base of the hill, I scored a thermal. It was rough, but strong. It was twisted and convoluted, but it was taking me up – finally! I was determined to stay with it. The first 1000ft were gently and rough until it became consistent and easy going and as I climbed through 2000ft, I knew this was my ticket out of there.

As I topped out at 5000ft, just under cloudbase, I received a call on the UHF radio from Fred. He had landed at Four Ways, about 20km west of launch. The clouds over launch were light, fluffy cirrus. They were not fully developed, but formed in rough hexagonal patterns heading north west from Borah. I wanted to go due west towards the Bogabri Gap. I went from cloud to cloud, following the lift lines under each one, and before too long I was over Four Ways and radioed Fred who I could see with his glider. I flew below me. As I passed over Fred, a sailplane from Lake Keppel zipped past about 2000ft in front of me at the same altitude – I hope he saw me because I didn’t see him coming!

Following the hexagonal cloud line toward the Bogabri Gap, I took advantage of the abundant lift along the way and stayed within about 2000ft or so of cloudbase. The clouds formed about 500ft in front of me as I went. Another sailplane came and joined me in a thermal above. The Gap – this time I knew he’d seen me as we exchanged waves and photos.

My next turnpoint was Narrabri. I had good height as I left The Gap and headed to the north side of the forest and coal mine. By the time I reached the corner of the forest, the clouds dried up, the sky turned blue and the lift became weaker and farther in between. The lift was getting light and I was going down. I was now the farthest away from Borah I had ever flown and awe struck that I had made it this far. I radioed Gordo who had retrieved Fred by this time and both were in the car in pursuit of me. I relayed I was getting low just north of the forest and began looking for a landing paddock near an access road and, at the same time, for another thermal source. There was a paddock to the north of the forest with trees on two sides and clear land leading across to the corner. I thought a thermal could trigger between the junction of the trees and the corner and, sure enough, I found it and got back to base at 5000ft.

About this time, I began to feel the effects of the cold – 8ºC at 7000ft and a cooler 6ºC at 5000ft – even with my thermal rash top on, I was feeling the chill.

From there it was one more thermal to Narrabri. At 10pm I gave the radio call on the VIF, there was some air traffic around the area but nothing coming my way. I made it to Narrabri at about 5000ft. The clouds were still very light and sparse. I headed
for one only to have it dry up and disappear just as I got there. I found the air very rough - up and down and all over the place. It was rather uncomfortable, so I hastily got out of there.

Another cloud was forming about five kilometres west of Narrabri, along the road to Wee Waa. I headed for it and found good lift and a much-needed boost. By this time, Gordo and Fred had caught up with me on the road below. I was thrilled; I had just flown my personal best for both time and distance and was enjoying every moment.

I crossed Wee Waa at about 9000ft and looking west could see clouds in the distance, but lots of blue sky for the next 20km or so. I searched for thermal triggers; I could see smoke indicating the wind remained up to 9500ft and had enough glide to get to the next cloud bands to the west of Barren Junction. Each time I turned in the thermal, I saw the Kaputar mountain range in the distance getting smaller until, somewhere west of Burren Junction, it dropped below the horizon.

I was thrilled; I had just flown my personal best for both time and distance and was enjoying every moment. Gordo and Fred had caught up with me on the road below. I was thrilled; I had just flown my personal best for both time and distance and was enjoying every moment.

As I approached Walgett over the next hour, I got low more frequently and saw a band of trees surrounding the town for at least five kilometres. At 6pm I approached the outskirts of Walgett and could not get above 1000ft. There were cleared fields to the south of town, but that meant flying headwind and from my low height I would have landed in the middle of a field with no easy retrieve. I opted to land at the last cotton field at the edge of the tree band beside the main highway.

In reflection of the great experience I had this day, I could see smoked indicating the wind remained south-easterly and I was still tracking west.

A large dusty went off in a paddock that was being ploughed. I headed for it, forgetting Tony Barton once telling me not to go chasing thermals downwind… I lost a lot of height on the way there and entered it at about 1000ft above the ground - yet, it was a welcome relief to drop below 5000ft and warm up. I rode the spiral back up to 9500ft and had enough glide to get to the next cloud bands to the west of Barren Junction. Each time I turned in the thermal, I saw the Kaputar mountain range in the distance getting smaller until, somewhere west of Burren Junction, it dropped below the horizon.

As the day drew on, I had a few more occasions of thinking I would have to land, but by constantly looking for thermal sources and indicators I managed to get back up each time. About 3pm I could just make out a town in the distance towards the west. I asked Fred to check the map for which town it was – “Walgett,” came the reply. Woohoo! Goal in sight and still over 5000ft at 3pm.

As I approached Walgett over the next hour, I got low more frequently and saw a band of trees surrounding the town for at least five kilometres. At 6pm I approached the outskirts of Walgett and could not get above 1000ft. There were cleared fields to the south of town, but that meant flying headwind and from my low height I would have landed in the middle of a field with no easy retrieve. I opted to land at the last cotton field at the edge of the tree band beside the main highway.

In reflection of the great experience I had this day, I could see smoked indicating the wind remained south-easterly and I was still tracking west.
When Things Go Pear Shaped...

My glider is an Artik3, and from reading tests and viewing videos, this manoeuvre was not recommended because the glider looks and reacts in an unstable manner. Well, above a lake, with a life jacket and rescue boat, it was time to test it out. I may amend all published results since the glider fell like a rock and was as stable as one also. Wingovers became my Achilles’ heel. Getting the timing right at the top of the pendulum is critical. I have never tried one that high and don’t believe I will again. Now twisted, and heading for the drink, but some weightshift and stabilo tugs later, my wing starts to fly straight again. Craig came over the radio, “Looks like you won’t make shore, so if you want, you can throw your reserve now.” This went well, I was rescued by his crew and was so pleased that I had completed all elected tasks.

Moving forward in time now to Manilla Day 2: a friendly rivalry between States and Territories in the annual State of Origin. It was cross for most of the day (NW) on the western launch with lots of parawaiting to be had. The wind had straightened enough for some pilots to start launching and it even looked like it was coming up the face at times. Time to launch, I thought. What happened next stopped the entire ACT team from launching – at least that’s what was said. The air quickly lifted me and I turned around and stayed in hang position heading further away from launch and into clean air – only, I didn’t find any. I experienced a greater than 50% collapse on the right side not far from launch, which turned me 90 degrees thinking, ‘Oh, S*#@!’

Recently completing my SVI course helped me to keep my cool and not over-compensate my inputs. After an initial weightshift to the left, other inputs blurred together since it all happened way too fast. After the glider recovered, I got on the radio to say I was okay and let everyone know I hadn’t passed out.

I wish to thank all those who offered positive feedback about what happened and I hope my experience and account help other pilots. For a video, please see [https://vimeo.com/63294640].
You’re working hard to make the most of the small, punchy thermals, slowly working your way up the mountain, you’re already thinking of cloudbase and your next glide, when ‘BANG’ – a big asymmetric collapse turns quickly into a cravatted spiral dive. You check for altitude and decide to go for the reserve...

Stage 1: The Decision To Throw The Reserve
Altitude and circumstance are the key factors in your decision to throw the reserve. If you are at low altitude and suffer an uncontrollable collapse, then the reserve should be thrown immediately, thus giving the reserve more time to open into a controlled descent, as well as giving the pilot ample time to de-power and bring in the main (more on this during stage 3).

If you’re high when your collapse occurs and you are attempting to recover the wing into a controlled flying configuration, then you must keep checking your altitude to ensure that you can deploy the reserve if you need to. Recognise what the wing is doing and the effect your brake inputs are having on the collapse/cascade. If your wing is in a cravated spiral and accelerating, throw your reserve as the increasing G forces can cause you to black out very quickly.

Stage 2: Deployment Sequence
You have made the decision to throw the reserve and are reaching for your red handle. You must pull the handle and reserve in the same direction as it was put into the harness. If you pull the handle at 180 degrees across your lap then it can get trapped, and handles have been ripped off due to the force induced by a panicking pilot. Jocky Sanderson teaches the ‘Loach, Locate, Grasp, Pull and Throw’ technique. He says, “You pull the handle out the way you put the bag in, that’s the critical piece. It comes out the way it slides in and then you give it a healthy throw behind you... away from you.”

Stage 3: Depowering The Main
Whomp!! You feel the reserve open behind you and your canopy starts to dive forward and react to the reserve opening. Pull hard on the A-risers to induce a massive symmetric suck/collapse, and then pull in all your lines quickly until you have the glider almost bundled up in your hands and non-reactive. It is VITAL that you de-power the main and stop it from flying; otherwise one of three things can happen:

- The wing could fly against the reserve, causing it to down-plane/fly to the ground, resulting in a much faster descent rate than under the reserve alone.
- The wing begins to fly sideways and rotates around you and the reserve (can occur after riser twists and cravattes), significantly increasing the G-force and speed of descent.
- The wing begins to fly into the reserve, heading it, and causing the reserve to collapse and twist into the main, resulting in you falling to the ground with two collapsed wings above your head. Jocky Sanderson: “The most important thing to do is get the main in, by whatever means. Get the main in and descend just under the reserve.”

Stage 4: Landing
You are now descending under your reserve at a rate of 4-5m/s (average round parachute). Get into the hang position and brace for impact. Adopt the parachute FL landing position to reduce the risk of injury on impact (feet strike the ground first, then immediately roll sideways to distribute the landing shock sequentially along five points of body contact with the ground. If there is high wind present, then the reserve must be de-powerd/cut after landing to prevent dragging and further risk of injury.

If you will be landing in water, then release the paraglider and lines which are gathered in your arms just before impact to prevent being ‘engulfed’. Land on your harness and quickly swim away from all lines and equipment. If you are landing in trees, then release the held paraglider and lines just before impact, ensuring all body parts are free from lines to prevent injury if/when lines snag on a tree. Bruce/attach yourself to branches to prevent falling out of the tree, then call for help.

Knowledge, experience and familiarity with your equipment are the keys to safe flying. Get your equipment out and inspect your harness and wing for airworthiness. Pull out your reserve and get familiar with it. Check the lines as you would your wing. Look at the way it connects to your harness. Practice pulling it out and visualising throwing it away from your body.

Invest in educational material you can learn from during the winter months. Jocky Sandersons new DVD ‘Security in Flight 2’ demonstrates all the paraglider collapse and recovery techniques, and also has a second disc which covers everything from ER glider testing to locked-in spirals and water landings. Bruce Goldsmith’s ‘5V Bible’ is another great source of information with depth diagrams and descriptions detailing all aspects of paraglider emergencies and recovery techniques.

Of course nothing beats world class instruction and first-hand experience gained by attending an SV course. Since we began running SV courses three years ago, other instructors have also begun offering this type of training in a variety of locations throughout Australia. This is a real benefit to the paragliding community and allows pilots from all areas and backgrounds the opportunity to learn skills which could save their lives (and are lots of fun!). When choosing which SV course to attend, it’s a good idea to contact pilots who have previously completed SV training and get their feedback and opinion on the course/Instructor and how it was run. There can be a big difference in what manoeuvres are taught and the way they are taught depending on instructors.

Sky Out Paragliding is running three SV courses next year with Jocky Sanderson in the Hunter Valley, NSW. There are two three-day SV courses running from 24 to 27 February 2014 and 13 to 16 March 2014 (with one back up day in case of bad weather). For the first time, we are also offering an 11-day combined SV Course and XC Safari running from 1 to 11 March 2014. For more details and information on SV training, reserves and recovery techniques, contact <roger@skyoutparagliding.com> or <Jocky@jockysanderson.com>.

Reserve Deployments

Reserve Type

A. After hearing of multiple reserve deployment accidents this season (both here and abroad) and many discussions and presentations to pilots of varied experience about down-planning and reserves, I decided to write this article.

After three years of running SV courses with Jocky Sanderson, I have seen reserves of all shapes and sizes and have witnessed many reserve deployments. I have also experienced the effects of a down-planing reserve myself (and are lots of fun!). When choosing which reserve to buy, do some research on the net to determine its suitability for you (don’t just take whatever your instructor sells). Ensure you buy a reserve which has been tested to your weight range. Small, light-weight reserves open very quickly, but have a high sink rate; large reserves have a lower descent rate but can have a delayed opening and can be unstable/oscillate during the descent. The two main types of reserves are the Round Reserve Canopies and the stearable Rogallois.

There are two three-day SV courses running from 24 to 27 February 2014 and 13 to 16 March 2014 (with one back up day in case of bad weather). For the first time, we are also offering an 11-day combined SV Course and XC Safari running from 1 to 11 March 2014. For more details and information on SV training, reserves and recovery techniques, contact <roger@skyoutparagliding.com> or <Jocky@jockysanderson.com>.

Round Reserve Canopies

- The most common type of reserve.
- Advantages: Easy to pack, light-weight, fast and reliable openings.
- Disadvantages: Cannot be steered, higher sink rate when compared to a Rogallo.

Rogallois

- The stearable reserve
- Advantages: Low descent rate (average 3.2m/s), steerable with forward speed (average forward speed 5-6m/s)
- Disadvantages: The Rogallo cannot be steered until the main is either cut away or has been pulled in/depowered, or there is a high risk of down-planing.
- Rogallo can often deploy and inflate with a strong turning movement, resulting in riser twists after opening which can prevent steering altogether.
- Rogallo inflation can often be unstable/oscillate during the descent.

Of course nothing beats world class instruction and first-hand experience gained by attending an SV course. Since we began running SV courses three years ago, other instructors have also begun offering this type of training in a variety of locations throughout Australia. This is a real benefit to the paragliding community and allows pilots from all areas and backgrounds the opportunity to learn skills which could save their lives (and are lots of fun!). When choosing which SV course to attend, it’s a good idea to contact pilots who have previously completed SV training and get their feedback and opinion on the course/Instructor and how it was run. There can be a big difference in what manoeuvres are taught and the way they are taught depending on instructors.

Sky Out Paragliding is running three SV courses next year with Jocky Sanderson in the Hunter Valley, NSW. There are two three-day SV courses running from 24 to 27 February 2014 and 13 to 16 March 2014 (with one back up day in case of bad weather). For the first time, we are also offering an 11-day combined SV Course and XC Safari running from 1 to 11 March 2014. For more details and information on SV training, reserves and recovery techniques, contact <roger@skyoutparagliding.com> or <Jocky@jockysanderson.com>.
Paragliding is simply a darned fine excuse to travel so for this issue’s ‘favourite’ site I’ve moved to South Africa – specifically, the eastern seaboard province of Kwa-Zulu Natal – to Bulwer Mountain, in the foothills of the Drakensberg from Durban.

by Graham Lee

Bulwer Mountain

Paragliding got the co-ordinates for the lower 600ft take-off, but both take-offs are pretty close together so it’s no problem: 29.5097S and 29.3730E.

Road access to Bulwer is either through Pietermaritzburg (preferred) or through from the coast south of Durban. I would suggest it is well worth connecting at Bulwer, it certainly proved its worth. Actually, her being Africa, riding the tray up the track is normal and very gentle, as did the way her canopy settled itself again. Again, all was great, though Di said she felt the tug of the wind and in fact came in very quickly. Bulwer is closely tied to the coast and the upcurrents are strong.

As Di got closer, I tried to find her radio frequency but she was fairly close and it was difficult, as the radio had been moved to another vehicle. Di said she had seen me in the distance and was pretty confident, as I had been in the distance. Di said she had seen me in the distance and was pretty confident, as I had been in the distance. Di said she had seen me in the distance and was pretty confident, as I had been in the distance.

That valley and the mountain behind you is your take-off at the first opportunity, scratching his way up the mountain, including plenty of landing space around the campingground itself. Moreover, the take-off is surrounded by a huge flat area and top landing is no issue. The area is up and down and walk-outs could be, isn’t it interesting to say the least. Actually, there are some fairly big distances possible from this site, not to mention the fact that there are many other sites around which fans often take pictures.

Looking out across the valley

Bulwer Mountain campsite mainhouse with the mountain 1000 mTID in the background

Photos: Courtesy Wildsky Paragliding

Paragliding

P
Sunshine Coast Hang Gliding Club Inc. Celebrates 25 Years

Queensland’s SCHGC is celebrating 25 years of providing sports aviation facilities and services to Sunshine Coast pilots. Today’s SCHGC was incorporated on 19 May 1988, although actual flying activities commenced in 1974. An unincorporated club existed from 1976 and pilots flew from 30 sites in various inland and coastal locations.

by Paul Green

The earliest known Sunshine Coast hang glider flights were conducted by Michael Ashton and the late Colin Bennett. Michael recalls those pioneering days with enthusiasm and wonder: “The earliest gilders had large battensless nylon or Dacron sails secured to a standard Rogallo frame, which was constructed from non-aircraft aluminium. A one-piece ‘A’ frame and a harness fashioned from two-inch webbing, such as used by divers or acquired from vehicle seat belts, completed the picture. The flying was upright and your legs went to sleep in the webbing so most landings were face down in the dirt!”

Launching consisted of running off the biggest available hill or towing behind a kombi van near Mudjimba Surf Club. In 1979, towing behind boats at Somerset Dam helped broaden the local reach and appeal of the sport. Both Michael and Colin competed in European competitions in the late 70s with distinction, but there were also setbacks – Colin was a very safety-conscious pilot, but tragically lost his life in 1978 in Norway when flying a modified glider which failed to recover from a dive.

Notwithstanding the risks, the new sport experienced dramatic growth. The club conducted the South East Queensland Championships off Mt. Ninderry in 1978 and it was at that time the largest media event ever staged on the Sunshine Coast.

In the early 80s, the first times appeared on the Sunshine Coast and ultralight gliding ‘took off’. Palmwoods pilot Stan Roy was active in this endeavour – he was also the inaugural President of the incorporated SCHGC and a larger than life figure during the early development of sports aviation in the region. In the late 80s, paragliding was introduced and has since evolved into the popular pastime we know today.

Launching from Teewah Beach

Launching from Teewah Beach Photo: Jean-Luc Lejaille

Flying at Teewah

Photo: Tex Beck

Michael Ashton and the late Colin Bennett, circa 1975

For anyone contemplating taking up flying, John offers this advice: “Just do it! Back in the pioneering days there was little regulation, few rules and scant regard for safety. Thankfully, this has changed dramatically and coupled with technological advances, our sport now offers a safe, exhilarating and unique experience for anyone who wants to take up flying in the sports aviation class.”

Reflecting on the outstanding pioneering work done by our founders in establishing sites and facilities, promoting the evolution of sports aviation and growing our membership base which currently spans about 200 active pilots, the club has also maintained an exemplary safety record during all our years of operation.

The people are what John loves most about the club: “I think I speak for everyone when I say, I am fortunate to fly with a bunch of fun, passionate and colourful individuals who I can call my close friends and who I know will look out for me, speak up and advise me when I need to be corrected and come to my aid in times of need.”

John is also mindful of the challenges facing our sport. “Maintenance of sites in an increasingly complex community environment and preserving our great safety record are critical for the ongoing acceptance and enjoyment of our sport. Many have worked tirelessly to create the legacy we enjoy today, but it only takes one thoughtless or selfish act to place all this in jeopardy – however, I am also confident that our membership understands this and demonstrates appropriate responsibility when engaging in flying activities.”

John plans for a low-key club celebration function on the 19 May anniversary, but has some big plans for the future: “Sports aviation stands on the threshold of becoming an industry like other sports before it. The opportunity this offers lies in ownership of sites and club infrastructure with greater community involvement and higher levels of professionalism in the way our sport is managed and promoted. We have an active committee who are keen to see the sport grow in appeal and reach. The Sunshine Coast region is evolving as an aviation hub and sports aviation has a great opportunity to play a role in this.

The SCHGC is keen to develop some major community events over the next couple of years – events which will promote our sport locally and introduce potential new pilots to the wonderful experience of free flight.”

David Cookman is the Hang Gliding Senior Safety Officer for the club and has been flying the Sunshine Coast for 37 years, teaching for nearly 30. David also instructs ultralight pilots. Paragliding enthusiasts are equally well catered for by Senior Safety Officers/Instructors Jean-Luc Lejaille, Jenny Allen and Shane Gregor. SCHGC manages a number of sites in the region, including iconic Rainbow Beach – over the years a venue for some of the largest fly-in events conducted in South East Queensland. Our home base is at Teewah airfield, also an outstanding training facility for all sports aviation disciplines.

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Reflecting on the achievements of the SCHGC, current President, John Vasta, commented, “Today’s pilots owe a great debt of gratitude for the outstanding pioneering work done by our founders in establishing sites and facilities, promoting the evolution of sports aviation and growing our membership base which currently spans about 200 active pilots. The club has also maintained an exemplary safety record during all our years of operation.”

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A Year of Firsts

Paragliding State of Origin 2013

A week out, the forecast was for a change and southerlies. Three days out, it was for rain periods – and a few pilots panicked. What we actually got was a southerly change, then a trough and NNW over Easter.

by James Thompson

This year the State of Origin evolved once again to include online registration and online scoring, courtesy of Geoff Wong’s AirScore. Geoff had written a special scoring page to handle the State of Origin’s handicap system.

Online registrations had flowed in with crews heading over from New Zealand, a large contingent from the ACT, the usual Queensland and New South Wales teams, as well as the international team of the World Barbarians.

This year saw the largest competition ever run in Australia, with 183 pilot flying the comp (see photo below) and 177 pilots flying all three days, this would also make it one of the largest competitions of its type in the world.

Thursday night saw showers come through and I woke at sunrise with cloud below hill height on the Friday morning. After the first briefing, the clouds slowly lifted and as the cloud broke up, the sun warmed the western slopes and activated them by early afternoon, allowing the field to take off. The south-westerly wind had pilots track to the north and north-east.

That evening, our scorer was busy applying the new scoring system. Kiwi pilot Melanie Heather won the day with 36.8km and 1000 points after handicapping. Stuart McElroy flew 93.9km to place in second.

Saturday dawned with another red sunrise. The wind was from the northern quarter, this time a little stronger which was to test the novice pilots. As usual, the secret was timing the launch off and into rising air. Novices were aided by their crew chiefs to select the best launch times and the advanced team pilots also aided them along the course.

Again, pilots headed out for 100km flights in testing conditions. That evening we had crews coming back late from around Walcha. The winner of the day was Louis Tapper, another Kiwi, with 107.4km and 1000 points.
Saturday night saw the pilots invited back out to the HQ at the farm for a great dinner put on by Phil and Amanda, entertainment and then one of those ‘small’ Mt Borah bonfires – I think search radius was out to about 30m!

A slow start for the day on Sunday, with conditions on top of the hill not suitable for launching, so Lewis Tapper gave a talk on weather and forecasts. Some of the crews had gone up on to the top and the captain of the ACT Riot Act Barry radioed down that conditions were improving, so the comp group first visited the north-eastern launch before moving back to the west launch as it came on. The comp was on again!

The winner of the day was Keith Wales with 30.4km and 645 points, a late start resulted in lower Distance Validity. As usual, the presentation and dinner was held at the Royal Hotel in town with the aid of Vic and Tom.

First on handicap and Women’s champion was Melanie Heather with 1378 points. Best Intermediate went to Lewis Tapper with 1318 points in second place. Best Advanced was Toni Sherrett with 1084 points in sixth place.

After some discussion, Best Tandem was awarded to Bradley, aged 14, the front seat driver who told his stepdad, Andrew Polidano, where to go. The Up-and-coming Pilot award went to Kristina (Chris) Smith (8th place) with a free entry to the Canungra Open. Best Crew, The Kiwi Crew Black Sheep, finished with 3485 points. Best State Team was the New South Wales Cockroaches on 6238 points.

Every year the State of Origin is supported by the paragliding community, the sponsors NSWHGPA, Fly Manilla, Queensland Paragliding, Poliglide and One Small Planet. There were free entries from the Canungra Open and Bright Open competitions, as well as the sponsorship from the locals of Manilla, Vic and Tom of the Royal Hotel, the IGA and other stores.

This may be my 10th year of running the State of Origin, but each year it’s the pilots that make the competition and who the competition is for.

Once again, this year saw no accidents or incidents, only novices doing what they were warned not to. I have placed an order for better weather next year and will be working on making the competition more enjoyable and fun.

See you next year!
Germany’s highest mountain.

and the finish line of Monaco.

heading south for the Alps Maritimes

Alps passing Mt Blanc (4810m), before

a visual tour as they cross the high

then becomes a tactical battle but also

athletes still in contention the race

spectacular parts of the route. For the

across the Bernese Oberland to the

west on one of the longest stages

through South Tyrol, passing Sulden

National Park holiday region where the peak of Wildkogel

massif (2995m) and then west through the Hohe Tauern

the race begins in Salzburg, Austria. From there athletes

inhospitable terrain in the Alps. As in previous years

battling across some of the most challenging and

200km longer than in 2011, and will see athletes

Red Bull’s Hangar-7 in Salzburg.

over why the Red Bull X-Alps is the world’s toughest

countries race across the Alps on 7 July. Any doubts

Red Bull X-Alps 2013 Route Revealed

The organisers of the 2013 Red Bull X-Alps have

announced the route that will see 32 athletes from 21
countries race across the Alps on 7 July. Any doubts

why the Red Bull X-Alps is the world’s toughest

adventure race were answered during a live unveiling

Red Bull’s Hangar-7 in Salzburg.

At 1031km as the crow flies, the route is almost

longer than in 2011, and will see athletes

battling across some of the most challenging and

inaccessible terrain in the Alps. As in previous years

the race begins in Salzburg, Austria. From there athletes

must make their way south-west to the Dachstein

massif (2955m) and then west through the Hohe Tauern

National Park holiday region where the peak of Wildkogel

(2224m) awaits. Athletes must then negotiate tricky

inaccessibly arid landscape and a confusing Karwendel crossing

towards Garmisch-Partenkirchen and the Zugspitze (2962m),

Germany’s highest mountain.

The route then crosses the Italian border and goes

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2013/04/ mads-world-world-paragliding-series-arwip-

following in the wake of the OCV sul on the Open Class in

2011, have decided to organise a new competition

series open to all types of paragliders, and with

a cumulative scoring system so that we may crown a
tour champion at the end of each season.

The 2013 series consists of just three events (from

2014 we will have five events/year), with the first one

taking place in Krasnoy, Macedonia, in the last week of

June. Then follows the, Giessen in August, and Reitersdorn,

Colombia, in December.

For registrations for the events are open on our

website [www.race2goal.net] where you can

also find further information about this initiative

or find the Q&A at [www.xcmag.com/2013/04/
mads-world-world-paragliding-series-arwip-

Product News

Nova Loop – New PG Helmet

The Loop has a shell made from ABS, a long lasting
and highly impact resistant thermoplastic polymer, and

smart venting-system which ensures a balanced helmet

climate. The lining can be easily removed and washed.

Four different fully adjustable visors are available

(open, yellow, grey or grey with a mirrored coating),

reducing draft, protecting from harmful UV-rays and

increasing contrast in diffuse light conditions. All visors

are free from optical distortion, scratch-resistant and

boast an anti-fog coating. The grey shading is dark

enough to fly without additional sunglasses. If you want

to use your sunglasses (sun protection or optical) together

with the visor anyway, Nova recommend making sure it fits well. The visor can be

removed and replaced easily with a coin. When wearing ski goggles during winter

flights, the goggles elastic strap butts in the back of the helmet.

The Loop weighs 400g, is available in three sizes, comes including a protective bag

and is certified with both CE 956 for airports and ON 107 for skiing and snowboarding.

The Loop and visors are available via [www.nova-wings.com/english/

welcome/shop.html]. for a non-paraglider version (no Nova-Logo) or other colours, check out Cheley Products [https://shop.finsier.wacker-charly.de/]

Till Gottschalk, Nova

Braunig SensBox

This instrument is a useful, small, basic visor with selectable display of altitude or

vario for paraglider pilots, or a reliable back-up instrument for competition pilots.

The Sensbox contains the following electronic functions/sensors:

GPS module of the most recent technology

magnetic compass

gyroscope/pressure sensor for alitmetry and ONI

digital vario with acoustics

three-axes gyros

three-axis acceleration sensor

temperature sensor

datalogger (igf file)

Bluetooth 4.0 LE

USB interface (also usable for battery recharge)

Flights are recorded in usual ‘igc’ format and saved on

a SD card. Read data from this medium is possible on any PC system. Firmware

updates are performed via the SD card.

All flight related data can be transferred in real time via Bluetooth on an iPhone or

iPad using Bluetooth 4.0 LE, in this case on a Butterfly-Avionics app [www.

butterfly-avionics.com/index.php/de/products/butterfly-avs/flight-paraglider-delta-app], for paraglider and hang glider pilots an app available especially named ‘freeflight’ and represents a perfect navigation system with
topographic maps and restricted areas, integrated flight information, with route

planning, but also variometer, GPS speed and altitude over ground (AGL).

In the presence of an iPad together with the Sensbox will form a perfect flight cockpit.

Considering Apple is currently the Bluetooth Version 4.1 (Low Energy) pioneer,
it can be assumed that Google Android based instruments will follow shortly,

making these features of the freeflight app also available there.

However, this does not yet exhaust the options of the Sensbox. One for instance
easily record a tour by automobile/hike/track and convert the ‘igc’ file saved on the

SD card into a Google ‘Kont fuif’ and thus picture the tour in Google Earth. One needs a tool, such as freeware GPSHome – a high-performance program which rules nearly all formats – or for example [www.maddyhome.com/]

igc/convert.cgi]. The converted ‘igc’ file can be uploaded by clicking on Google Earth without the need for complex flight software.

For test flights it is even possible to represent coordinates, etc. in three dimensions/60.

Available in Australia from Moyes Delta Gliders for RR price of $58, phone 02 93148444 or email [vik@moyes.com.au].

[www.moyes.com.au]
New Gradient Golden

Gradient’s new Golden (EN-B) is an all-round wing for new or weekend pilots and those who fly XC for fun. The Golden offers a lot of passive safety. As an entry-level EN-B glider it would suit flying schools too. The Golden is placed between Gradient’s Bright4 (EN-A) and the new XC wing, Nevada.

A lot of innovative features from Gradient’s XC Gradient’s development can be found in the new Golden: one is the DSD system from Gradient’s successful Aspen4. In cooperation with the sail manufacturer Porcher Marine, Gradient realized a complete new double coated tissue for the Golden: the ‘EVERLAST’. It gives a maximum of durability and maximum tissue solidity to the wing. The Golden is made for all pilots who love the typical Gradient handling and appreciate a glider with a long life and high value retention. The Golden is available in 5 sizes: 22, 24, 26, 28 and 30. The new Golden is supposed to be used for paramotoring.

[www.gradient.cx]

Warning!

Do not buy Gradient Nevada, top-end EN-B glider. For your hard-earned money you will get fewer lines than with similar gliders by other manufacturers. You can easily get a genuine retro technology with at least 4 more lines for only 80% of the price. If you know how much quality lines cost, you realize it is a good deal. Gradient is making poor excuses for ripping you off talking about reducing drag and increasing performance.

It gets worse. You will also get about 0.2 kg less of fabric. This results in Nevada having more docile dynamic behavior so you will be missing a great deal of the coveted excitement on collapses and possibly even on the ultimate thrill – a crash or a drowning reserve. This flaw also makes tight wind launches less challenging.

Graduates all three challenges. The light version (fully certified) weighs another 1 kg less. A postural level of physical exercise you miss on carrying the Light Nevada is not well worth the dollar savings.

The distinct G Canyon logo will also make you easily identifiable in the air among all the Gibson and companies on other brands. Don’t use all time standing out from the crowd especially while flying a cheapo glider like that.

The worst of all: you can’t brag to your friends about flying a 5.4 grand glider.

You are not cool if you can’t blow your budget on a premium. Nevada results for around 3,900 – Gradient’s explained that they are not wasting money on extra fancy glides without achieving noticeable progress in not good enough. Anyway, check out the technical specs, you will definitely find more realistic why to stay away from Nevada.

A free car sticker sent upon every inquiry.

Gin Boomerang 9

The Boomerang 9 is a no-compromise competition glider designed for high level camp and XC pilots demanding the very best performance. The Boomerang 9 was designed from the ground up to achieve EN D certification in line with the regulations for the 2013 season onwards.

The Boomerang 9 is the first product to feature EPT (Equalised Pressure Technology). EPT uses numerical analysis to find the best solution for certain airflow parameters. As a result air pressure inside the wing stays more constant and deformations of the airflow are reduced, increasing aerodynamic efficiency, and translating to better performance and all-round flying characteristics.

The Boomerang 9 follows the philosophy of the original Gin Boomerang, that to fly fast and far, pilots must above all feel comfortable on their wing. The Boomerang 9 offers impressive safety compared to its level of performance. Nevertheless, the Boomerang 9 is aimed at world-class pilots who have the experience and ability to fly two-riser wings safely at speed without collapses.

All Gin Gliders products are available in Australia through Paragliding Queensland or selected dealers. Contact <info@gin-glider.com.au> for more information.

Phil Hystek
This article highlights some of the issues involved in flying off Mt Buffalo, to ensure appropriately rated pilots who choose to fly there give the launch the respect this site demands.

by Gabriel Toniolo

For many years, Mt Buffalo has been a premier launch for hang gliders. It is a large granite mountain with launch situated at the NE facing edge of a sheer gorge. Launch is approximately 3200ft above ground, making the view breathtaking. This launch has attracted many pilots because of its awesome scenery and how the wooden ramp, located over the gorge, allows a take off immediately into a high altitude over amazingly picturesque alpine terrain.

Whilst the launch appeals to most pilots, it is not without its complexities. Since the ramp is steep and launch is into open air, one may incorrectly assume the launch to be easy. Although this may be the case in the right conditions, however, the conditions at launch can not only change rapidly, they can also appear misleading. To take a couple of extracts from the site guide:

“There is no room for mistakes.”

This comment must not be taken lightly. In addition the site guide states:

“Hazards/Comments: Minimum pilot rating is advanced for this site, however, intermediate rated pilots supervised by an advanced pilot may launch. Action will be initiated against pilots launching illegally.”

This year has seen several more incidents from this launch, one accident involving an lifting the pilot to hospital (fortunately the injuries were not severe). Whilst this pilot escaped major injury, one can expect death to result from any similar incident.

This site requires an advanced pilot to be at launch at the time any intermediate pilot attempts to take off. In fact, it would be even better for an advanced pilot with practical experience at the site to be present.

Gusts (thermals) often occur up the granite face of the gorge. As they travel up past launch, they may detach or – following fluid dynamics – follow (hug) the terrain to hit only one side of the wing, lifting it unless controlled by the pilot or an assistant. This can happen without warning.

In southerly winds, the launch can look ‘on’ due to rotor coming over the back.

Since the rear of launch is shielded by rock, it is possible that only people positioned above the rock (in the fenced viewing gallery) or to the side of launch can ascertain the true direction of the wind. An experienced pilot, however, may be able to detect the rear of his/her wing lifting or an unusual ‘non-settling of the wing’ if the wind is coming over the back.

The ramp is intentionally steep to assist launching in, what typically will be, vertical airflow. A common error seen among pilots who are unfamiliar with the site during launch is a much too high angle of attack when standing on this flat section where pilots can rest their glider until it is time to launch. However, once they lift the glider it is easy to ‘feel’ that they have an appropriate angle of attack when standing on this flat area, but as they step onto the steep section for launching, their angle is inappropriately high. Solutions to this are either to start the launch process one step further down the ramp before the glider is lifted, or rely on your qualified helpers to advise you.

I cannot stress this point enough: the ramp is deceptively steep, thus while standing on the horizontal plane prior to launch typically sets pilots up with a nose-high angle, even though one’s senses decree one to have pulled the nose down sufficiently.

Another common error at this launch includes pilots holding their gliders up and waiting for conditions to come ‘on’. Keep your glider and your nose down, use wire assists even when not considered necessary. Judge the conditions and only when appropriate, pick the glider up and launch without any unnecessary waste of time.

Typically, we all wait to launch with the wind straight on and ideally between five to 15kt. Not at Mt Buffalo! Whilst it is essential that the tell-tales are straight on, this site is best launched during lulls, not during cycles. You will have plenty of height after launch to find a thermal – launching during a thermal cycle or any stronger phase is ill advised. Conditions here can change rapidly and unpredictably.

Do not take this launch lightly!

It is an awesome launch, but needs to be given due respect from a safety point of view. Many people have written about this site in the past, and it is easy to forget the near misses and tragedies of the past. In speaking with the lucky pilot involved in an accident this year, he reflected that perhaps the launch does not have the risk versus reward value to favour it over the nearby and well known Mystic launch.

(1) ‘Unusual’ according to the information given by the tell-tales in front of the ramp.
Our cameraman gave us endless stress, we never missed a sunrise. On the first morning, with head torches glued above our weary eyes and gliders on our back, we were halfway up the dune as the sun rose over the horizon at 5am. We were completely alone in this wildest of places. A strange stillness suffused the group, the experience was very emotionally as the Indian ocean crashed beneath us in a myriad of turquoise and white.

Behind us over 150m of sand, followed by hundreds of metres of cliff with their shifting shades of pale orange and brown and to top it all we had a perfect 15km/h breeze direct on the face. As we’re carried away by the softest of laminar winds, and after gaining a quick feel for the air, we were soon halfway up the cliff face, nearly 500m above the ocean. With the breeze too weak, we were unable to gain more height, but were more than content to fly up and down the island exploring its strange forms from the air. We flew the whole day, every now and again landing on the dune crest for a rest and a drink. As evening came and our confidence grew, Mike Küng spontaneously started an expression session with a death spiral, finishing nearly with a perfect circle in the sand from his stablo. Others followed with the most impressive glider control I have ever seen – wingovers with immense energy, with the finest of body contact on the dune surface. Or dune skiing – flying with direct feet contact on the sand over several hundred metres. As two local boys looked up from the beach, our colourful gliders danced in the fading shades of the day. What must they have thought? Who are these men dancing with colourful cloth on their dune?

As night drew in, we hadn’t had enough, but landed on the beach next to our sleeping bags shortly before nightfall. Greeted by the big smiles of our guides who had already made a fire and started to prepare local fish for dinner, we knew life couldn’t possibly get any better. With so many new and wonderful impressions, there was an amazing energy around the fire as we tried to convey to them the experience of flying on their wonderful island.

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The island is Socotra, an island that time forgot and known to the few who have been there as the ‘Galapagos of the Indian Ocean’. Upon arrival on Socotra one encounters the sensation of being near the origin of life on Earth – a bizarre cross between Jurassic Park and Lord of the Rings. However, we are not the first tourists on the island, but since the unrest on the mainland and the related travel warnings few people have ventured here in the last years.

Some years ago an Australian backpacker visited here and never left. We never saw him, but his presence was evident and story has it he runs a small school teaching locals English. It wasn’t long before we met the loveliest local people, one or two of them with a basic understanding of English. They became our friends and guides and without them we would have never seen and experienced the island as we did.

When you first see the dunes, you feel that something just isn’t quite right – normally big dunes are found in large flat deserts, like in Namibia or Algeria, here they rest only a few metres from the sea and are piled up against imposing vertical cliffs. The nearly 250m dunes reach nearly halfway up the 600m cliffs and at the bottom of one of these dunes we rolled out our ground sheets and made camp.

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Photos: Mario Eder
Thermal Centering Techniques

Burkhard Martens explains how to use the core.

When all hell breaks out: The little story of how he cored the thermal and spiralled up inside the narrow core. Let it be said right away: this is a bit of an exaggeration; it does, however, capture the feeling one gets while doing it rather well.

When thermalling in large even lift we try to circle as flat as possible to minimise the descent (all wings descend more in a turn than when going straight). Whilst in strong, narrow lift we need to remain inside the core as our own descent rate becomes less relevant as the bank angle increases. However, at all times it pays to fly with the least possible descent rate to optimize the climb. On paragliders we brake both sides slightly to fly with the least possible descent rate to optimise the core so our own descent becomes less relevant.

How To Find The Best Lift

In the illustration (see page 37, top left), the core of the thermal has climb rates of about 4m/sec and is situated approximately in the centre of the thermal column, with the climb rates progressively decreasing towards the edges. If a pilot enters the lift zone without turning, he will eventually exit again – just as is the case for pilot A in the illustration.

While crossing the thermal, pilot A will have felt one side of the wing lifting more than the other, because this side was in better lift – she will have been sitting somewhat askew in the harness. To efficiently use the thermal, the pilot must turn towards the side that produces more lift – just as pilot B does at ‘a’. After a short while pilot B, with the help of his/her vario, feels the lift getting weaker, so is about to leave the better part of the thermal (at ‘b’), and s/he immediately turns hard to get back into the good lift. By now the vario will be getting progressively lower and pilot B opens up the turn somewhat (at ‘d’) in order to explore the size of this climb. She just misses the best core, flies out of the good stuff at ‘e’ and turns sharply to get back in – and in this attempt hits the 4m/sec core! Now s/he knows how much to expect and can turn as sharply as needed to remain in the core.

Summary: Finding the best lift

- Climb rate decreasing – turn tighter
- Climb rate increasing – open up the turn
- Climb rate remains constant – circle radius should also remain constant

There is a reason why the big raptors always circle in thermals; it is the most efficient way to climb. Never attempt to fly figure-eights, always make your course adjustments carefully, without too much impatience, fly the circles cleanly and without sharp edges, because edges mean increased descent. Never brake too much – the wing climbs best when flown at minimum descent, which on most paragliders means around shoulder height.

Upwind And Downwind Of The Thermal

On no-wind days there is no lee and no upwind side to a thermal. Yet, as soon as we have any wind, the best climbs are usually to be found upwind, nearer the windward side of the thermal. Besides, falling out of a thermal on the windward side is far preferable to falling out the downwind side – simply turn back and fly with a tailwind back into the thermal again.

Total Energy Compensation – TEC

Most modern varios have a TEC setting that can filter out the ‘lift’ caused only by changes in our velocity. If we fly fast and then brake hard, some of the excess energy is converted into altitude and we might think we have encountered a thermal. Setting the TEC of the vario correctly can filter out such ‘fake’ thermals.

Efficient coring made easy: If the climb rate decreases, turn tighter (back to where you came from). If the climb rate increases, open up the turn. If the climb rate is constant, maintain the curve – unless someone else is climbing better nearby.

Hint

When I encounter lift while flying straight, I always keep flying straight until the lift begins to decrease again, then I turn into the wind for my first circle.
Barefoot Flier
Meets -16°C

18 February 2013, Danbury Airport, Connecticut, East Coast USA: The setting for my FAA Sport Pilot Practical Test flight. 10am and -9°C despite the sunshine. Pre-fighting with a -5°C windchill made me think longingly of home in FNQ. The FBO staff had brushed the Tecnam down to remove any snow, but others had not called ahead and had an indefinite wait.

by Andrew Parker

The forecast predicted the gusty 15 to 20kt wind would calm slightly within an hour, but only 68/26 was operational due to snowbanks and this meant an interesting 60º crosswind. The tower advised of a 20-minute PPR given frequent closure of the airfield to accommodate snowploughing. Hopefully the examiner would give me some slack… We had just completed the two-hour oral portion of the test and it was time to fly.

To swing the prop as soon as he cleared the space. KDXR – 08/26 open, still 17/35 closed

Meets -16ºC

The fuel wagon arrived and my refueller climbed his ladder carefully, wrapped and hooded so only his nose was visible. The forecast predicted the gusty 15 to 20kt wind would calm slightly within an hour, but only 68/26 was operational due to snowbanks and this meant an interesting 60º crosswind. The tower advised of a 20-minute PPR given frequent closure of the airfield to accommodate snowploughing. Hopefully the examiner would give me some slack… We had just completed the two-hour oral portion of the test and it was time to fly.

The fuel wagon arrived and my refueller climbed his ladder carefully, wrapped and hooded so only his nose was exposed. Topped off, he then ran the gas heater, blasting the engine bay for a good 10 to 15 minutes so it was warm enough to swing the prop as soon as he cleared the space.

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Hot to Cold

11N Pvt ‘grass’ strip
11B - 08/26 open, still 17/25 closed

My examiner had asked if I wanted to defer the flight portion given the conditions and I opted to step outside and get a gut feel before answering. My instructor had just landed with a new student and assured me that it was noticeably calmer than when I sat down for the oral. I felt that I could handle things and if worst came to pass I could simply ask my examiner to take over and accept a ‘pink ticket’. It was a go…

After 1.6 hours of flight testing, starting with the cross-country and diversion, followed by tight turns, slow flight, stalls, engine out, turns around a point and controlled airspace, entitlements and restrictions (we must have covered the full knowledge test again), we returned to Danbury for soft and short field landings and take-offs. The wind had dropped slightly but it still made life interesting.

This was nowhere near as exciting as my first two landings in the US in August last year which opened my instructor’s eyes wide! Transitioning from trikes to three-axis controls involves doing counter-intuitive things with your feet on touchdown… I’m a trike pilot from the warm Atherton Tablelands and my Outback suits my style of open-air, low, slow flight. Currently stationed in the US for work and needing to scratch the urge for flight, I struggled since trike flying in the US is comparatively scarce and difficult to find.

The FAA had introduced the Sport Pilot Certificate about 10 years ago and I felt that it would serve me as an interim solution. I hear whispers that CASA is looking at something similar and although I was unable to have my Australian RAA/HGFA hours recognised in the US, I felt the 20 hours required would be manageable. Hopefully my US hours will be recognised back home.

All flight training for foreigners in the US is controlled by the Transport Security Agency to whom you must submit fingerprints, endless documents and a ‘processing fee’. Once cleared, additional training only requires payment of another fee, but as I have found, one cannot add another aircraft to an existing clearance, hence it’s worth to include the entire fleet of the chosen flight school in the initial application.

Much of the training book work is approached through self-learning, either online or via books and videos. A simple pre-solo written test is followed by a computer-based knowledge test. I commented to the FAA that weather-related questions are challenging for foreigners – given lack of aids and the strict, sterile test environment (how many of you can describe the ceiling in ‘north-west Arkansas’ from a Prog Chart that lacks any state names?). Endorsements are required for any controlled airspace.

Flying is flying. The feeling of breaking free and getting airborne in the US is as satisfying as back home. The east coast north of New York is busy and heavily controlled, but I was surprised at the number of large C152 based strips, many of them municipal.

Controllers appreciate a tower visit, are adaptable and accommodate varied terminology. My use of “circuits” in place of “tight pattern” did not phase them since many have dealt with non-US pilots in Afghanistan or similar operations. My greatest challenge was to keep the weekend flying going over winter, between storms, overseas missions and keeping the family happy.

Costs? ‘New England’ is not cheap by national standards. The Tecnam and C152 both rent for US$320 wet and instruction is a steep $95 per hour. With instruction, all TSA charges, books, headset and other payments – my 26 hours to completion of the practical flight test plus the examiner’s fees – set me back around US$7000.

As I taxied the plane back to the ramp, my examiner asked, “So what are you going to do with your Sport Pilot License?”… I had passed! I’m waiting for the right moment to tell my wife that I know of a great little J3 Cub for tailwheel training, another fitted with floats and that a Citiabra owner offers unusual attitude training… and (since I was instructed by a full CFI) if I have the courage to suggest it, I only have 14 hours before I can sit my full PPL.

Life is a journey, flying there simply makes it more enjoyable.
I was asked in the Sunday Times to write about the flight which I made six months ago. It was a very long flight, a large part of which was taken up with thought and worry, but despite my best efforts, I could find no one to take the back seat. So in the end, I decided to go on my own and face up to the panic solo.

I set off to fly a microlight 24,000 miles around the world, the first time a man had made such a solo flight, and the first time a microlight had flown solo around the world. My plans were notional, but I had a flight plan with Heathrow the previous day, by alarm, and spending a frustrated half-hour pumping nothing like the previous day’s gales. I tiptoed around the runway, can be classed as ‘interesting’. I had a habit of looking for small boats rather than big ships as I head out to sea. I figure I can bellow at a yachtsman and he will pay me for the privilege, rather than big ships as I head out to sea. I figure I can bellow at a yachtsman and he will pay me for the privilege, rather than big ships as I head out to sea.

I had no idea what was going to happen as I flew over the mountains. It was blowing a strong gale as I took the trike off the runway. I was trying to line up for the petrol pump, and landing there (115FF, about £12), as well as Abbeville, Le Touquet on the French coast, because of the high cost of fuel. I was avoiding the Thames and Medway rivers. I did not need a map, I was already very familiar with the area.

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I was over the Thames and Medway rivers. I did not need a map, I was already very familiar with the area. I reached Cap Gris Nez, and took off again. Dieppe airfield is 18 miles further up the coast, over some high cliffs and a distant city, rather than a coastal town. My heart went out to the Canadians who had lost their lives flying Dieppe in 1942 under what was criticised later as another madcap idea from Lord Louis Mountbatten.

I had flown low, I had coped with smoothness and future adventures. As I came within range of Dieppe, I called to say I was passing and discovered that I had made myself even more unpopular two days earlier by flying off with the keys to the fuel pump. When I offered to land at the German airfield, I was so well-behaved that I offered to drop them all off at Le Touquet. I called to the coast and flew along the cliff top at 2300ft, with nervousness returning, over the Parishes of Saint John the Baptist, Saint Martin, Saint Peter, and Saint Paul.

I had been over three hours in the air, and it was lunchtime again, with English pilots all over the coast. I had been flying solo for 110 miles to Bagnoles. My route took me across a large bulldog. I was trying to line up for the petrol pump, and landing there (115FF, about £12), as well as Abbeville, Le Touquet on the French coast, because of the high cost of fuel. I was avoiding the Thames and Medway rivers. I did not need a map, I was already very familiar with the area.

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Changes to the Constitution proposed by the HGFA Committee

As a collective of ‘I just wanna fly’-individuals, we are definitely not interested in going to meetings or doing any of that boring stuff to do with HGFA administration… and that is why you need to spend three minutes reading this article.

Things have changed since the HGFA was brought into existence 40 years ago and our Constitution needs some revision. After extensive consideration, the HGFA Committee recommends to the members that the following changes to the Constitution be implemented.

Amendment 1: Electronic Communication

Due to its speed and convenience, electronic communication has become the dominant media. We need to add a clause to the Constitution so we can benefit from the convenience and lower cost of this media. This addition to the Constitution will allow HGFA members to be notified of meetings and vote electronically. Postal mail will continue to be used for those members who do not have an email address registered with the HGFA.

This change will reduce the costs of HGFA administration and encourage greater participation of members in the election of the Committee of Management.

Amendment 2: HGFA Committee of Management (CoM) composition

In the early days, the HGFA was a true Federation with the CoM comprised by a representative from each of the nine major flying regions. Under this system, the HGFA was connected to the members, and the regional representatives were accountable to the members of their region who had elected them. When the system for electing the CoM was changed to an Australia-wide ‘first past the post’ model, where all members cast up to nine votes from a list of self-nominated candidates, it immediately created a disconnect between members and the CoM. The Committee members were no longer accountable to a specific group of members and not all flying regions were represented on the CoM.

Due to just 1.2% of the membership casting a vote in the HGFA Committee election, and the requirement of a quorum of only three members to pass motions, in 2008/9 the HGFA Committee was taken over by a small specific group of members. This caused massive disruption when it was decided to close the State levies and introduce centralised distribution of regional development funds, contrary to the will of the membership. The States and Regions got up in arms and more than 12 members resigned from the HGFA Committee in protest.

The return to a Federation model has been endorsed by the States and Regions. The ‘enhanced’ 8:4 Federation model as described below will bring to the CoM. Experience in Administration and an understanding of the processes of Government would be an asset.

The nomination and optional nominee statement can be posted as above or emailed or faxed (faxing is unreliable) to the National Office as follows:

Email: <office@hfga.asn.au> or Fax: 03 9336 7177

The HGFA Committee is recommending to the members that the CoM be re-elected from an Australia-wide vote regardless of the region they’re from.

Amendment 3: Increase CoM quorum from three to five

With a larger Committee and the ease with which internet meetings can be convened (compared to postal communication and face-to-face meetings), this change is desirable.

Amendment 4: Vacated CoM positions to be filled by elected members

Currently the CoM determines who replaces a Committee member who resigns. This Rule was used in 2008/9 to fill vacant CoM positions with members who supported the disciplinary processes. The CoM recommends that a vacated CoM position is to be filled by the member who polled the next highest number of votes in the CoM election which elected the current CoM. This ensures the CoM consists of representatives elected in accordance with the preference of the members.

The ‘enhanced’ 8:4 Federation model as described above provides:

1. Regional representation which connects the HGFA to the members
2. Accountability of CoM members to the members of their region
3. Proportional representation
4. The opportunity to re-elect productive members from past CoM
5. A CoM comprised of members duly elected in accordance with the preference of the members
6. Protection for the HGFA from being controlled by a small group of members with narrow agendas.

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New HGFA Logo

The following objectives were taken into account while creating the new HGFA logo.

- Can be utilised on the new updated website, being worked on now
- Suitable for use with various forms of social media adapted by various groups throughout Australia
- Hopefully withstand dating
- K.I.S.S. factor (Keep it simple stupid)
- Hopefully withstand dating
- Numerous variations were considered with input from many and varied sources. The final result was put to the States Associations in a recent meeting, at which all participants approved of it

Over the next few months, the old logo will be replaced, wherever it appears. Stationery will be updated when old stock is used up and replenishment is required. We hope you like it.

Important Information For All HGFA Members

CHANGE, CHANGE, CHANGE! ...in HGFA National Office Hours
Office hours are now 10am to 4:30pm EDST, Monday to Friday – for phone, email and fax.

ELECTION of HGFA Committee of Management (CoM) for 2013-2015

As per the HGFA Constitution nominations are called for election of the 2013-2015 CoM.

Our constitution permits self-nomination.

Nominations must be current Full or Family members of the HGFA. Voting rights will be for current Full or Family members.

Nominations for election to the nine positions must be received by 4:30pm on 21 June 2013 at the HGFA National Office at 4c/60 Keilor Park Drive, Keilor Park VIC 3042

Nominations are requested to prepare a statement declaring their interest in holding a position on the HGFA Committee of Management and to include a brief resume outlining their history with the HGFA, their professional skills, their working experience and to give a vision statement of what she would bring to the CoM.

Experience in Administration and an understanding of the processes of Government would be an asset.

The nomination and optional nominee statement can be posted as above or emailed or faxed (faxing is unreliable) to the National Office as follows:

Email: <office@hfga.asn.au> or Fax: 03 9336 7177

The Nominations and their Resumes will be published in August/September 2013 SkySailor. The Electoral Ballot Paper will also be included and is required to be returned via Australia Post into the Office no later than day’s end on 2 September 2013; pre-paid postage will be provided.

The current HGFA Committee of Management (CoM) five year term of office expires at the 2013 Annual General Meeting 2013. The new Committee will take office at that time.

by Brett Coupland, HGFA Committee
Review: Gin Atlas

Back in mid-1990s, South Korean manufacturer Edel was the biggest paragliding business in the world. The design/R&D team headed by highly innovative designer Gin Seok Song had the company ride a wave of success that was the envy of the industry.

by Phil Hystek & Dave Gibbs

Gin’s camp winning designs were ‘standard setters’ and his design philosophy flowed all the way down the line of Edel gliders to the entry level Atlas. At the time, the Edel Atlas was renowned for its excellent combined performance/stability relationship.

Gin Seok Song’s departure from Edel in the late ’90s was the catalyst for the eventual implosion of that company. Gin’s desire to stay out of the paragliding industry.

In 1999, Gin started Gin Gliders Inc., and in the years that followed, he remained one of the main innovators in the sport of paragliding, producing several competition-winning gliders, including the Boomerang series of camp wings.

Now, 15 years since the original Edel Atlas graced the skies, Gin has designed a brand new Atlas which has just been released. Yet these two gliders bear a similarity in name only.

Dave Gibbs, a regular on the Australian camp scene, who normally flies high and EN-D wings gave the new Atlas recently a run at the Queensland Championships in Toowoomba and liked what he found. Following are his impressions:

Construction

Last weekend I took the opportunity to fly the brand new EN-B Atlas from Gin. This ‘State of the art’ EN-B is aimed at the novice to intermediate pilot, but is also good fun to fly for the experienced pilot.

The construction is interesting, as there are many innovations usually reserved for higher certified gliders. Despite the three risers, there are very few lines. In fact, there are only seven main lines on each side – similar to a two-liner. The Atlas has only two A-lines per side making Big bar very effective.

Also very noticeable is the amount of nylon wire used to help set the profile – again very similar to a two-liner. The Atlas has only two A-lines per side making Big bar very effective.

Take Off & Flight Behaviour

Inflating the wing is super easy; the wall sits perky and seems keen to be lifted into the air. Making the wing feel eager to fly – even a light pull on the risers lifts the glider and inflates it quickly, stopping overhead without overshooting.

Once in the air, it has a solid feel and feedback is excellent. The wing pitches forward and slightly left or right indicating which way the thermal is and really helps the less experienced pilot learn about thermalling.

Brake pressure is direct and progressive, increasing quite substantially when the brakes are pulled lower than the carabiners. The speedbar is light and very usable and I found it very comfortable to cruise around on half bar.

Lasting Impressions

The glide is fantastic for this class of glider. I went on a long glide with other gliders – all EN-D wings – and the closest was a three-year-old design, but even on half bar I clearly had a better glide. Going cross-country with other wings – again, mostly EN-D – and despite the Atlas being slower, at no point did I feel disadvantaged... amazing!

The standard of finish on the wing is first class with hardware and workmanship amongst the best I’ve seen in the business.

Overall, with the new Atlas Gin has produced a wing that is safe, fun and has awesome performance – perfect for those looking to step up from a EN-A wing.

Paraglider inflation and take off advice.

by Phil Hystek

Forward Inflation

- Set up your canopy correctly
- Centre yourself in relation to the canopy
- Start with your lines just tight
- Pull with the harness, not the risers
- Bring the canopy all the way up over your head before releasing the risers

Reverse Inflation

- Set up your gear in a sheltered area, not on launch
- Place the canopy on launch in a nice rosette
- Build an even and well formed wall
- Use the weight of your body to inflate the canopy
- Actively control any turning of the canopy from the moment it leaves the ground
- Bring the canopy to a stop, stabilising it above you, prior to turning around
- Step-under the canopy as it inflates to reduce the speed of inflation (less need to use the back risers to slow the wing)

Take Off

- Accelerate smoothly and slowly – don’t rush
- Keep your glider overhead – don’t accelerate faster than the wing
- Try to smoothly and gradually move your shoulders through the risers and place your weight over the front strap of your harness
- Keep your hands as far back and as high as possible during the take off run
- Keep running smoothly while accelerating with the glider
- Try to make a smooth transition from ground to air.

Remember that the canopy produces the thrust during take off. You only need move as fast as the glider moves and control its direction. It’s not up to you to drag the glider off hill.

Notes: During launch, the brakes should only be used to control the glider’s pitch and direction. Only apply the brakes to slow the glider if the canopy is overtaking you and you can’t run any faster.
South Australian Hanging Gliding Association Inc.
PO Box 567, Kilburn 5084.
Trs: Andrew Smith 0412 708370.
V-Pres: Phil Lyng 0408 161838 ; V­Pres: Ian Miller 0405 299429.
Secrets: Karen Hoffmann; SO: Mike Forwood; Web: Andrew McCarthy 0428 666845.

Northern Territory

Thistletop Hang Gliding Club Inc.
PO Box 3024, Erina Heights 2250.
Trs: Gene Goodall 0418 501215.
V-Pres: Peter Douglas 0418 209442.
Secretary, 12 Hillside Crs, Maylands WA 6051.
Rosemary Paine 08 9841 2096.

Victoria

Dunlopview Hang Gliding Club Inc.
PO Box 2742, Melbourne 3001.
Trs: Andrew Crompton 0400 707267.
V-Pres: Cal McClelland 03 9798 1840.
Secretary, 10 Freedom Ave, Frankston VIC 3199.
Phil Lyng 0408 970743.

Western Australia

Albany Hang Gliding Club
PO Box 69, Albany WA 6330.
Trs: Neil Simons 0428 658428.
V-Pres: Cal McClelland 03 9798 1840.
Secretary, 10 Freedom Ave, Frankston VIC 3199.
Phil Lyng 0408 970743.

Coffs Harbour Paragliding Club Inc.
Secretary, 221 Ridge Cls, Wyndham WA 6561.
Trs: Kelvin Goodrich 0413 658219.
V-Pres: Peter Martin 0430 891474.
Committee: Sean Coates 0412 380245.

Newcastle Hang Gliding Association
PO Box 298, Buxton NSW 2309.
Trs: Brian Goodfellow 0412 402307.
V-Pres: Peter Martin 0430 891474.
Committee: Sean Coates 0412 380245.

Western Victoria Hang Gliding Club
PO Box 3024, Beaconsfield VIC 3807.
[www.wvhgc.org.au].
Trs: Peter Beal 0408 942459.

Clubs

Southern Cross Hang Gliding Club Inc.
PO Box 227, Rainbow Beach QLD 4581.
Trs: Tracey Evans 0408 975402.
V-Pres: Steve Mardell 0417 539730.
Secretary, 8 Donn Road, Bellbird QLD 4034.
Drake Bell 0409 820517.

Vic Air Sports Hang Gliding & Paragliding Club Inc.
PO Box 46, Stanthorpe Qld 4380.
Trs: Michael More 0412 576078.
V-Pres: Peter Dier 0423 512362.
Secretary, 10 Freedom Ave, Frankston VIC 3199.
Phil Lyng 0408 970743.

Air Sports Hang Gliding & Paragliding Club Inc.
PO Box 46, Stanthorpe Qld 4380.
Trs: Michael More 0412 576078.
V-Pres: Peter Dier 0423 512362.
Secretary, 10 Freedom Ave, Frankston VIC 3199.
Phil Lyng 0408 970743.

Hanging Gliding Federation of Australia

All clubs and nominated Senior Sids and Sods

Please confirm all 50 and so appointments with the HFA office/@hfagfa.asn.au to ensure these appointments have listed on the Membership Database and can receive notices and correspondence as required. As a result of the official appointments, we are required to be endorsed by clubs in writing on the appropriate forms. Some in the future confirmation is not received, these listed below will be disqualified and current forms of confirmation is held, the appointment will be taken as having expired.

All correspondence, including changes of address, member

HGFA National Office
4c/b Kelvin Park Drive, Kelvin Park
[03] 9393 2923, fax [03] 9393 2924.
[www.hfgfa.asn.au], [www.hfagfa.asn.au].

Albany Hang Gliding Club
PO Box 69, Albany WA 6330.
Trs: Neil Simons 0428 658428.
V-Pres: Cal McClelland 03 9798 1840.
Secretary, 10 Freedom Ave, Frankston VIC 3199.
Phil Lyng 0408 970743.

Coffs Harbour Paragliding Club Inc.
Secretary, 221 Ridge Cls, Wyndham WA 6561.
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V-Pres: Peter Martin 0430 891474.
Committee: Sean Coates 0412 380245.

Newcastle Hang Gliding Association
PO Box 298, Buxton NSW 2309.
Trs: Brian Goodfellow 0412 402307.
V-Pres: Peter Martin 0430 891474.
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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 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

Airborne S25, very good condition, approx. 60 hrs, suit heavier pilot (I am too light) – $1600. Contact: Gary C-0417 795478 (NSW).

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Moyes Litrump 4, 2.5 hrs, one year old, Decam sail, small wheels & waterproof bag – $1500 ono. Also a Moyes Sonic 165, 100 hrs, very good condition, all offers considered. Contact: C-0408 359784 (NOW).

Rev 3.5s fully carbon, less than 20 hrs, grey & fluoro green. Contact: 0402 137075 (NSW).

Paragliders & Equipment

Fixed Ignition MG & Edel Barrel harnesses with speedbar. Excellent condition, done less than 20 hrs flying time – $1500 ono. Contact: C-0417 691230 (H) for inquiries.

Swing Arcus 6, 21m, orange/yellow, 30 hrs, great condition. Harness: Swing Connect Reverse, large, new cond. Reserve: Gin One O2, great condition. Great ready to soar package – $3500, plus shipping if outside Sydney. Contact: Henry C-0457 786056 (pennytime/NSW) or –Hyman@hotmail.com.

Microights & Equipment

Airborne 159D2 T2-2952, 100 engine hrs, with service history (will fly till sold). Crazy wing, 100 hrs. In excellent condition throughout – $28,000, inc. heavy duty tripod trailer cover, light tube path cover, new Microeconomics integral helmets, built in M160 Moscaz VH transmitter, hood & strobe lights. Contact: Joe C-0409 556822 (Vic).


Over the pristine Clouds I go
Into the souls Of the humans
With the wings
From the dreams
Of two hundred Thousand years
From all that calculated
And died
I soar on their industry
Rising from the mountain
With certainty
On their failures
My wing is borne
In colors and new metals
Of strange wires
They did not have
They did not know
What nature was hiding
In the air
The creatures
Of the secrets Flew
Into their hearts
And told them
One day we would
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