



Soaring AUSTRALIA

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May 2011



**Friendship Flight 2010:
Morning Glory Adventure**



**2011 Bright
Paragliding Open**



**2011 WA State Hang
Gliding Championships**

- 1 Friendship Flight 2010: The Morning Glory Adventure
- 6 HGFA At The Australian International Airshow
- 8 Wrap up: Breakneck Ridge Fly-in, Lake St Clair
- 10 When A Diamond Is Not A Diamond
- 12 JoeyGlide 2011 – Coaching to Fly For
- 13 Testing of Glider Static Pressure Plumbing
- 14 Mystic Hill Memberships
- 16 Electronic Navigation
- 18 2011 IGC Meeting
- 20 The Physiological Demands Of Competitive Cross-Country Hang Gliding
- 23 I Won The Dust Devil Lottery!
- 24 Vintage Gliding Corner
- 28 Women With Wings 2
- 32 The Barrick Kanowna 2011 WA State Hang Gliding Championships
- 34 Call For GFA Award Nominations
- 35 Final Glide: Ray Addinsall
- 36 GFA News
- 38 2011 Bright Paragliding Open
- 40 HGFA News
- 42 Letter To The Editor
- 43 Soaring Calendar
- 43 HGFA Operations Manager's Report
- 44 Contact Addresses
- 46 Classifieds

Gaggle over Mystic, 2011 Bright Open
Photo: John Chapman

FRIENDSHIP FLIGHT 2010: The Morning Glory Adventure

Diane Davey

The morning of 12 October 2010 is not one I'm likely to ever forget, it's the morning I got to make a long time dream come true: it's the morning I got to fly on the Morning Glory.



It's a long way from Melbourne!



Burketown: Notice how the town is not much bigger than the airfield



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

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

Classifieds, Club Executive and Member Updates

HGFA members should submit classifieds (secondhand gear for sale) and changes of address, etc, details (whether for Club Executives or individual members) to the HGFA Office <office@hgfa.asn.au>. See HGFA Classifieds section at rear of this magazine for more details.

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

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

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DEADLINE FOR ALL CONTRIBUTIONS:

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

It wasn't as good as I had imagined; it was much much better! But before I tell you all about it, let me tell you a bit more about how this adventure began.

Two thousand and ten wasn't looking like much of a year for me. It started off with some fairly serious health issues which were immediately followed by my employer informing me that my services were no longer required. After nearly 10 years of service, I was disappointed at how inconsiderate it was of them to retrench me so far away from the gliding season: it was the start of winter for goodness sake! What was I to do?

Having been fortunate in making a full health recovery, I wanted to take the opportunity to do something really special before returning to the corporate world. Going up to Burketown on the Gulf of Carpentaria and flying the Morning Glory was something my husband Phil and I had spoken about for years. The Morning Glory is a big roll cloud. As the name suggests, it generally appears in the early morning. It can be thousands of feet high, 1000km long and can move at up to 60km/h.

Although roll clouds have made rare appearances at locations around the world, the most 'reliable' location for these magnificent clouds is right here in Australia, in

the Gulf of Carpentaria in Far North Queensland. They have been observed relatively reliably up there in the brief window between the dry season and the wet season (September/October).

Many glider pilots dream of going up to Burketown and flying the Morning Glory but very few have done it, and here's potentially why: It's very difficult to get up there (you pretty much have to fly yourself there), it's one of the most remote and isolated places on the planet (makes the back of Bourke look like New York city), and once you get up there (BYO glider), there are no guarantees that the cloud will come when you are there, or that it will come at all. You then have to get yourself home before the rains start.

Planning and Preparation

As my preparations progressed, it became obvious that my husband Phil would unfortunately not be able to take the time off work to join me on the trip. I was discussing my options with our good friend Chris McGough (who had sent me solo in a glider many years ago), lamenting that I might need to cancel the trip because I couldn't find anyone to go with, when Chris gave me this look that seemed to say 'you idiot'. Then he added: "Just go by yourself, you'll have a ball!"

I suspect that at this point, many husbands would be full of reasons as to why their wife should not be leaving for several weeks to fly 5000km plus by herself over the remote Australian outback to chase a cloud. But thankfully, Phil reacted differently; rather than trying to stop me, he encouraged me and offered me support. He's an experienced pilot (power and gliding) with over 5000 hours, much of it flying over remote areas, so he had some idea of what I was getting myself into. It was incredible to have 24/7 access to ask questions and work through challenges with the person that knows me and my strengths and weaknesses even better than I do. I will forever be grateful for Phil's support throughout this remarkable adventure.

Preparation for the trip consumed my every minute of every day for the few months leading up to departure. The key elements were flight planning, flying skills and currency, regaining fitness, finding a plane and getting it ready to go, emergency equipment, camera gear and one of the most rewarding aspects: fundraising and communications.

The flight plan was one of the most critical parts. Much time was spent considering flying aspects of the plan such as fuel stops, terrain, duration of the legs,



The 'Gadget Bag'. I even know how to work some of these things!

diversion options, prevailing weather patterns, flooding conditions, locust risk, emergency maintenance options, airfield surface for ease of groundhandling, etc. Also considered were many non-flying aspects such as accommodation and food options, mobile reception, internet coverage, general safety, etc. Thank you to Ian Patching and Andrew Rigby for letting me pick their brains about their 2009 trip.

Knowing that it was a real possibility that I could go all the way up there and not see the Morning Glory, I wanted to make sure the journey was as much a highlight of the trip as the destination. I planned to fly three to four hours per day. This would give me time to wander around the towns I was passing through, meet a few people and take in some of the local attractions. It also gave me flexibility to do a bit more or a bit less, should I feel that way, or if something unforeseen (including the weather) decided to have a say.

Having had to take a few months break from flying when I was recovering my health, refreshing my flying currency was of obvious importance. I also felt that although I would be flying a motor glider, I could benefit from formally learning from the power flying syllabus so as part of my preparation, I obtained Recreational Aviation (RA-Aus) certification.

Although I had access to motor gliders during the week, I wasn't strong enough to manoeuvre them in and out of hangars on my own (particularly full of fuel!). This meant that I was limited to flying motor gliders (and gliders) on the weekend, when people were around to help me. This limitation, on top of the poor weather we were having on the weekends, was quite frustrating, so the RA-Aus training had the added benefit of allowing me to do some flying throughout the week. The RA-Aus flying was also great for practicing engine failures/outlandings.

The engine in a motor glider is generally a very simplified engine. For this reason, I had been advised to consider it only as reliable as a tow rope or a winch wire (yikes!), which is why it was very important to me to be practiced and confident with emergency procedures.

Getting There

I could easily write a book on the trials and tribulations of finding a plane to hire and having it ready to go in time. Contingency planning, luck and the support and dedication of a fantastic bunch of people who believed in what I was doing made it all come together in the end. Many thanks to Geoff and Gayle Beutel, Mike Burns, Ingo Renner, Phil Henderson and Garry Sharp.

I'm grateful for the many people who helped me in so many ways. From advice on flight route, safety equipment and cameras to the loan of a sat phone and backup GPSs and so much more, the trip would not have been possible, or as safe, without the assistance of such a supportive flying/gliding community. Thank you to everyone who provided assistance with my preparation; including my husband Phil Prapulenis, Ian Patching, Andrew Rigby, Chris McGough, John Fawcett, Neil and Deborah Williams, Roger Richards, Russell White, Norm Hearn and Brendan English.

The weather didn't wait for the trip to start to send some challenges my way. I managed to get the glider, Motor Falke VH-FLK, out to some higher and drier ground just before its home strip at Warring Field in central Victoria was taken over by ducks, water fowl and float planes.



"I learned a lot about the Limbach engine working with Mike in the lead up to the trip." – Mike Burns, Diane Davey and Ingo Renner. New canopy fitted and FLK fit for a 5000km journey thanks to Mike and Ingo

An extra week of preparation, courtesy of the weather, was great to finish off the usual array of last minute bits and pieces and attend to neglected essentials such as a haircut and a massage. You don't really expect me to fly across the country with bad hair and stiff shoulders now do you!

With each day, I progressed along my route. I was grateful that my planning had taken into consideration my penchant for playing with the clouds and also left me some time to actually visit the towns in which I chose to spend the night. To me, this made it more interesting and less like I was just ticking off a bunch of names on a map as I passed through. Each town was an opportunity to discover something different and interesting, meet some locals and learn something new; like which paddocks to select (or avoid) in a particular area, which was something that varied a fair bit along the way. I also kept a close eye on the weather forecasts up north to adjust my dawdling should it start looking more 'glorious'. I took a full week to get to Burketown, with weather stopping me at Charleville (rain) and again in Winton (wind).

Burketown At Last

When I finally got to Burketown I could hardly believe it. I was so excited! I remember Paul Midson from Byron Bay welcoming me to Burketown, then introducing me to Russell White at the airfield. Russell has been going up to Burketown from Byron Bay each spring for the Morning Glory for over 20 years. He and Rob Thompson were the first to take a glider

up on the Morning Glory back in 1989. Russell and I had been communicating via email in the lead up the trip. He had not seen me arrive in the Falke and must have thought I was some strange crazy woman when I gave him a big hug! I guess he was right.

I was the last of the gliders to arrive, with at least one having already left to return home by the time I got to Burketown. I had crossed paths with those guys in Charleville on my way up when they were on their way back home towards Lake Keepit. All up I believe 10 or 11 motor gliders made the journey to Burketown for the 2010 Glory, including a remarkable four Motor Falkes! Those I had the pleasure of sharing the Savannah skies with during my time there were:

Russell White and Erich Wittstock in Grob 109 VH-FFN; Paul Midson and Brian Marshall in Dimona VH-ZDD; John Spillsbury and John Williams in Motor Falke VH-DNE; Ian McPhee and Ashley Lewis in Motor Falke VH-YHB; Geoff Pratt in PIK20E VH-XOI; Rob Thompson in Dimona VH-GYT; Paul Henderson and Cliff Hanson in Ximango VH-KIR and (me) Diane Davey in Motor Falke VH-FLK.

I settled into the Burketown routine relatively easily. It consisted of waking up between 4 and 4:30am, getting myself ready and walking across to the gathering point (addition on fifth day: taking care to avoid stepping on cane toads on the way to meeting point!), then scrounging a cup of relatively decent coffee while everyone got organised. We then all hopped into the Savannah Lodge Rav4 and made our way to the airfield. Once at the airfield, we would complete our daily inspections in the dark, by torchlight. I managed to get the spot under the floodlight so it was pretty easy for me. As it started to get light, there was a bit of a scramble to line up to be among the first to take off on first light.

We'd then fly north or towards any promising looking clouds to see if anything was happening, keeping radio contact to find out what everyone else was doing and seeing. On most of the mornings, this ended up being followed by a discussion on our options for breakfast and/or lunch. Visits to Adels Grove, Sweers Island and Karumba all did wonders to ease the disappointment of not finding any Morning Glory. We got some reasonable lift on a few of the first nine mornings, including some 'dry Glory' where the wave system was present, but no cloud to help us work out where it was and where it was headed. You'd observe it



All packed up and ready to go. Phil escorted Diane to Cobarr in the Pacer you can see behind her

on the ground, where it would rustle up the trees at the edge of town, then make its way to the airfield before going past and the air becoming still again, letting you plan your take-off in between waves.

It was a close to perfect existence; you'd get up, go flying to watch the sunrise above the most scenic countryside you can imagine, land somewhere fabulous for breakfast, go flying some more, pause for lunch, then have a siesta in the shade as the temperature soared over 40°C. Then jump in the pool to wake yourself up before sharing a relaxed dinner with some great new friends. I kept thinking I had gone up there to find the Morning Glory but instead I found paradise!

Waiting For A Glorious Day

After a while, everyone had pretty much given up on catching the Morning Glory for the year. After weeks of waiting, some bad weather on the way and commitments back home, the guys decided to call it quits and started packing. I had been hoping to stay longer, but given the short and long range forecast, the long trip and everything else ahead of me, the best decision was for me to leave in company with the guys; but not before I had ONE LAST GO!

No one really thought we'd find anything that morning, including me. In fact, I had even reluctantly started packing up the glider the day before to save a bit of time. Many stayed at the lodge that morning to get ready to go. This was how I came to share my Morning Glory flight with Erich Whittstock instead of sharing

it with my tent, which was hastily removed from VH-FLK that morning (along with the high res camera – oops!) as we blasted off for one last try.

The sunrise looked its usual gorgeous self, there were a few cumulus clouds popping here and there, mostly out to sea. We could also see a bit of something off to the north-west. It didn't look like your classic Morning Glory wave, but Erich and I being Morning Glory 'newbies', and not knowing any better, thought the 'something' we could see warranted a bit more exploration. With our imminent departure from this tropical paradise, we were probably a bit (!) on the desperate side too, so it didn't take much convincing to push on a bit further.

Classic Morning Glory clouds are roll clouds which generally stretch roughly east-west, moving in (rolling) from the gulf (north) to land (south). The lift is produced by the air rolling upwards at the front of the cloud and goes to about halfway up the top of the cloud before it rolls back down the back of the cloud, which means that the lift is in front of and above the cloud, not behind or underneath it, if that makes sense. The Morning Glory system can include several waves, or lines of cloud. The first wave/roll is called the primary. It is the most well defined and also produces the best lift.

What we were seeing did not appear to be the classic Morning Glory we're used to seeing in photographs. The bands of cloud were not very well formed as we approached them from the south. There was weak lift, but it appeared to be in



The 'lift side' was getting more and more defined as we headed north. The air was smooth as silk. You can also see the lines of cloud in the distance in the top right of the photo



This photo is one of the best illustrations of the second layer of Morning Glory that went up to 10 000ft. Note the sharp edge of the cloud at the bottom of the photo, then the cloud shadow on the ground for two-thirds of the photo and finally the sunshine at the top of the photo

the 'wrong' spot, it was to the north of the cloud so it seemed was more 'behind' the cloud instead of in front of it.

As we went further, the system slowly revealed itself more and more and it all started to make sense. It was headed north, not south! We were coming at it from behind, which explained why the lift and sink appeared to be back to front. It also explained why the waves got better and more defined as we went further north towards the primary wave.

To make things even more interesting, as we headed north towards the primary, we were flying along a cloud that ran perpendicular to the waves; the edge of this cloud was becoming more and more defined. After a while, from about 5000ft, we found that we no longer encountered any sink between the waves. We were steadily climbing at a rate of about 300ft per minute. We then realised that we were on another, higher wave system intersecting with the lower waves but at a higher altitude: a 'Layered' Morning Glory if we can call it that. We ended up taking this higher wave all the way up to 10 000ft. Towards the top, we had a good view of it and could see it curve around to the north-west over the water as far

as the eye could see! It was truly spectacular. The air was smooth as silk for the entire flight, just over four hours.

I apologise for not having adequate words (or photos!) to describe what a wonderful experience it was to be up there. Due to my camera mishap, the only photos I have are those from my phone (hence the poor quality). Even so, I'm sure you've all been in situation where even the best camera cannot do something justice. There we were, above the stunning gulf country landscape in a wonderland of magical clouds in smooth, silky air AND we weren't cold! Perhaps think of how it feels to watch a beautiful sunset; then multiply that by 10 000. It was kind of like that.

We ended up about 150km north-west of Burketown, at Massacre Inlet, near the border of Queensland and the Northern Territory. It's on the WAC chart, but don't try looking for it on Google Maps; it won't tell you where it is. In fact, aside from appearing on the WAC chart, none of the tracks west of Burketown even rate a mention on anything but the most hard core 4WD maps. That gives you a clue as to how remote this place is. If something went wrong, you'd get down okay on one of the many flats, but it's what you do after that you have to think of.

I've drawn up a very rough mud map of the flight from memory using rudimentary drawing tools on a WAC chart. I wasn't up to speed with all my



"I know how I'd rather travel"



Sunrise over the Albert River: "one of the most awe inspiring things I've ever seen"



The best crew one could ever hope for – thanks Phil!

gadgets (clearly still aren't!) and learned the hard way that I didn't have a record of the flight.

I was pleased to find a satellite photo online from that day. The photo is a composite and was taken around midday to 1pm, so not really the best illustration of the morning, but better than nothing. The photo from 12 October 2010 shows the crossing pattern in the cloud over the Gulf; some lines running south-east to north-west intersecting with other (higher?) NE/SW ones. Most of the SE to NW waves seem to have dissipated as they headed over the water, which is pretty much what we observed during the flight.

It's interesting to compare the 2010 satellite photo with one from 2009. You can clearly see the difference between the classic Morning Glory of 2009 and the layered type I came across this past year. There is no disputing how different the weather patterns have been this year; it's not surprising it had such an effect on the Morning Glory.

In my search for satellite images, I came across some interesting-looking cloud formations over the water on the other side of Arnhem Land (just west of the Gulf). Could this be one of the next gliding frontiers? Perhaps those more meteorologically-minded and adventurous within our midst might uncover a few more secrets about this incredible phenomenon (how about it Russell and Rob?)

When I planned the trip to Burketown, I had hoped to find the Morning Glory, but what I found there was so much more than just a cloud. Thank you to everyone at Burketown for such a great experience, especially Erich Wittstock, John Spillsbury, Russell White, Paul Midson, Brian Marshall, May 2011

Geoff Pratt, Rob Thompson, Ian McPhee, Amanda Wilkinson and the crew from Savannah Lodge, Lyn and Tex Battle from Sweeners Island and Simon Carroll.

My adventure 'officially' finished on Sunday, 21 November. As I tucked VH-FLK back into its hangar at Warring in central Victoria, it was hard to believe that this wood, tube and fabric glider with a 65hp engine took me from the south coast to the north coast of Australia and back again; over 5500km at an average ground speed of 65kt! All up I flew 54 hours, including the sightseeing around the Gulf.

I mentioned at the start of the article that one of my goals for this trip was to do something really special. I wanted to do something that could help other people who weren't as fortunate as I have been. What I'm proud to have done as part of this trip is to have raised funds for the Stand By You Cancer Foundation. The Foundation is run by a small group of volunteers. The mission for Stand By You is to provide short term financial support for people living with any form of cancer, their families and carers in order to help alleviate the impact of illness and to enhance quality of life. They help with many small things most people take for granted; like a taxi to get you to and from chemotherapy treatments when you can't drive yourself, or childcare to look after your kids while you have your treatments. Thanks to the generous donations of my friends, family and from the flying and gliding communities, including many GFA members, many people affected by cancer will be able to get a bit of help when they need it most. The secure online donation page is still open if you'd like to



Mud map of a Morning Glory Flight on the Normanton WAC chart



Made great friend, raised money for a great cause, had a ball



Mick Petroff's photo of the classic Morning Glory of 2009. "Is it any wonder I want to go back for some more of this?"

All photos: Diane Davey

contribute. Visit [www.mycause.com.au] and search for 'Friendship Flight 2010'. Thank you to all the donors and to the many who helped make this trip possible!

So that's how flying the Morning Glory ended up being so incredible. Not only did I get to live my dream of flying along this incredible cloud, I got to make some fantastic friends, I saw some incredibly beautiful places and raised money for a great cause in the process. I am incredibly fortunate to have an amazing husband and a bunch of friends who supported and encouraged me from the very start of this incredible adventure; thank you to all who stood by me and helped make all this possible.

Now I just need to work out how I get back up there!



HGFA AT THE AUSTRALIAN INTERNATIONAL AIRSHOW

Ken Jelleff



Trike table inside the HGFA marquee

Two trike pilots, Max Glynn and Chris Bullen, arrived early on the Thursday to set up the various video and board displays, and to strategically position Max's XT912 so as to receive maximum exposure from the hundreds of thousands of spectators who would be wandering past. Max and Chris were well organised with their camper trailer positioned at the nearby Lara Recreation Reserve, along with a multitude of other officials and participants connected with the Airshow.

THE SOUTHERN MICROLIGHT CLUB WAS PLEASED TO BE A PART OF THE HGFA STAND AT THE RECENT AUSTRALIAN INTERNATIONAL AIRSHOW, HELD AT AVALON AIRPORT 48 KILOMETRES WEST OF MELBOURNE.



Chris Bullen engaging with enquirers



Queueing for a look at the Giant US Transport

As the official public opening time arrived at lunchtime on Friday, other HGFA personnel had also arrived and readied themselves for what was to be a hectic but enjoyable three days. Rob van der Klooster erected his Fun 190 hang glider simulator, providing the opportunity for hundreds of eager participants to climb into an apron harness and hang beneath the wing, testing the various control inputs. Many dozens of browsers sat in the trike, and took the various flying school brochures home with them, and our reps were kept busy explaining the joys, and the technical aspects of microlight flying.



Display Trike attracts attention

I joined the team on the Saturday morning after a slow road trip into Avalon, and marveled at the scale of the logistics involved in parking thousands of cars in a paddock and herding people toward the correct entry point.

Fortunately the weather gods were kind, and even whilst queueing for coffee or a bite to eat, there was constant entertainment in the form of the fighter jets doing their low level thundering passes in excess of 500kt, followed by the old warbirds, stunt pilots and fly-bys by



Max Glynn talks trikes



And the crowd looks up at the fighters zoom by

Photos: Ken Jelleff



Reg Thaggard and Chris Bullen at the HGFA stand

beautifully restored passenger carriers of a bygone era. It was a privilege to be a part of such an illustrious aviation community on display and well worth the efforts of Mark Pike and the team to put the HGFA and its activities out there for the public to see and appreciate.

Wrap up: Breakneck Ridge Fly-in, Lake St Clair, 12 and 13 March 2011

John Harriott



OUR CLUBS STARTED PROMOTING THE EVENT IN EARLY FEBRUARY AND HOPED TO INTRODUCE THIS HIGH POTENTIAL INLAND SITE TO AS MANY LOW-MEDIUM AIRTIME PILOTS AS POSSIBLE.

skys mid-late morning. Potential for overdevelopment in late afternoon. Base to 5500 asl. Rain 1-5mm with 30% probability. 30°C.

Light/variable winds, easterly at 2000ft launch height – so we will be relying on the thermals from the west-facing ridge to provide safe launching conditions. Evening winds may increase to 10kt.

Sunday promised to be similar, but a bit better.

This was not going to be an epic weekend and naturally this caused a few drop outs. The actual turn-out on the weekend was 71 pilots plus 21 supporters and approximately 30 in the clinic.

Arrival on Friday mid-afternoon presented a bit of a shock as the potholes in the campground were full of water... turns out the rain gods had delivered 8 to 10mm that morning to the entire area.

It figures, the dam wall that created the lake was put there because it rains a lot.

Trying to ignore the potential impact on the newly upgraded road we set up and had a great night with most attendees arriving that evening and camping in the same area – drawn to the orange windsock like Bogong moths (or it might have been the beer...).

Next morning at 6:30am we attempted to check the road and sure enough it was muddy – very, very muddy – and the 4WD opted to stay where it was, halfway up the hill.

A brisk walk later, the 8:30 briefing called the road impassable, with another briefing at 11:30 if we received sunshine and then a move to the LZ at 12:30.

Curt Warren did a great job filling the morning with an interactive theory-based discussion on thermalling, cross-country flying and various other magic subjects.



The sun cooperated and by 12:30 the road had dried sufficiently to risk the lead vehicles on a summit attempt. It was dry!

One well-received radio call in the LZ later saw over 20 vehicles negotiate the road with minimal surface damage. The road had shed 8 to 10mm of water in 27 hours and was passable both days.

Saturday delivered over-the-back conditions and weak thermals, making for difficult launching conditions. Eight paragliders and Glen McFarlane in his Airborne Rev had the best of the day – Glen put on a stirring thermalling exhibition right in front of launch for 30 minutes. This was a great practical demonstration of the lessons that Warren Windsports had been giving that morning at the campsite.

The BBQ that night next to the water was hosted by the CCSS pilots and partners and we fed an appreciative 58 people. Great to see the huge fire burning, kids loving it and the gleeful expressions of those who flew saying "Ask me about my flight!"

Plenty of prizes from our sponsors Moyes and Airborne were awarded to those intrepid aviators, and a few to those with stories to tell from the ground.

Next day dawned with better conditions and high probability of thermals due to 33°C forecast and minimal cloud cover till late in the day. Unstable, pre-frontal – it should have been epic, but was, in fact, okay.



Twenty-nine pilots flew with courageous nil wind launches... the thermals that should have rolled up the western face just did not appear on launch, much to everyone's surprise, but they were out there, tantalisingly close.

Phil Robinson from Canberra launched and flew his LightSpeed all the way to Singleton and back and then proceeded to circle the lake and environs for three hours at 8300ft asl. Similarly, Phil Searle, a low-hour novice flew his paraglider around for 1.75 hours and bagged 1223.7m height... exactly! Have a look at the photos at [www.centralcoastskysurfers.com].

The wrap: We introduced the site, severely tested the road, taught some theory, made new friends, grew the experience base

and a number of us flew as well. The site has so much to offer, so let's do it again when it is on properly. Keep an eye on the 'Trips' section of the CCSS and NHGC website for the next trip.

Special thanks to our generous sponsors at Airborne and Moyes and a quiet note of appreciation for your personal support to my fellow pilots and spouses.



When A Diamond Is Not A Diamond

Arnold Niewand

The Scene: Horsham Week competition 2010
The Day: Day 3, Monday 8 February 2010
The Task: Horsham, Francis, Ultima, Donald, Horsham (546km)
The Pilot: Arnold Niewand (Horsham Flying Club)
The Glider: Pegase (VH-HDJ) Standard class

The day dawned and looked like a very promising flying day, the temperature trace looked good and the task setters decided today was the day to set tasks in excess of 500km.

This was the first time a task of over 500km had been set at Horsham Week competitions for over 10 years, and everyone became quite excited. There was a buzz in the air at briefing time and an expectation that some contestants would have a chance of achieving a personal best and claim some 'much longed for' badges. For some of the regular Horsham Week competitors this took their memories back to 'the good old days' when the weather was good and long competition flights were the normal, rather than the exception.

For me as an early cross-country pilot this was an opportunity too good to miss. In my occupation as a farmer, I work on the land mostly outdoors and there are times during every summer when you see these really excellent flying days, but unable to make use of them because of work commitments. This was one day that I was not going to let slip away!

The following half hour after briefing was very hectic and not conducive to being cool, calm and collected. Suitable paperwork had to be found, tasks declared, with all turnpoints correctly identified, an official observer found and a signature gained.

It was fortunate that I had attended the cross-country coaching class the previous week. Part of the course lectures touched on flying for badges and how to claim. During the course we were handed out relevant paperwork to assist us in claiming for badges, and I put all the forms in my possession to good use.

Other pilots who were wanting to claim a badge flight, but had not attended the coaching class didn't have the necessary paperwork and I found that I was photocopying my forms to hand out for others to use, for which they were very thankful.

I can thoroughly recommend the coaching week to anyone who wants to improve their cross-country soaring technique, as the week long course really sets the scene for early competition pilots. You have the experience of a dozen cross-country coaches, all with slightly different approaches to certain flying conditions, and it is great using their knowledge and adapting your flying technique to suit.

Back to the competition. I managed to have our Victorian Soaring Association head coach David Wilson agree to be my official observer, and we checked and double checked everything to ensure all things were okay. It would be devastating if one was to complete the course successfully and have the badge claim dismissed due to not fulfilling the pre-flight requirements.

I have to admit workload and stress levels were higher than previous flying days due to the extra requirements that a badge flight demands, however, all the necessary flight planning, glider preparation, in flight food and water requirements and personal needs were attended to, and I felt that my pre-flight preparation was thorough and adequate. Once again a lot of this was due

to following the rules laid out in course lectures the previous week.

Out on the grid the day was living up to all expectations, with cumuli popping and thermals randomly lifting the odd glider wing. Launch time came and I decided to climb into my glider early to get ready. I started my checks and completed them; everything was fine with the aircraft. It was then that 'Murphy' decided to rear his ugly head.

My PDA with all my turnpoints in it was just a blank screen, I had lost all record of the task that I was about to fly.

I quickly looked around; Max Hedt was walking up to me and wished me good luck and asked if everything was right, I said, "No it was not," and explained that I had lost all of my turnpoints on my PDA. Max promptly said, "But you have your map with you, and your course all plotted on it don't you?" I affirmed that and Max told me not to worry about those new fangled things, use the map and you'll be right!

Max was right and I had full intentions of using my maps anyway, but I felt I needed to have my PDA working as well, as this would verify exactly when I arrived at my turnpoints, and I would have a second copy of my flight, even though it would be in XC Soar.

There were three gliders in front of me ready to launch, and with four tugs towing, I estimated I had a possible five minutes or so to put turnpoints into my PDA and get organised.

I worked quickly putting in the turnpoints: Start... Horsham... next turnpoint... a sign comes up "is this the finish?" NO... put in Francis... accept... next turnpoint "is this the finish?" NO... put in Ultima.

Two tugs land and suddenly there is only one glider in front of me - ...accept Ultima... next turnpoint "is this the finish?" NO... put in Donald... accept...

Max Hedt comes up to me, "Come on Arnold forget that stuff, you should

be concentrating on your flight and take-off not fiddling with that. Have you done your checks yet?"

I look up, the glider in front of me was being launched, but my tow plane had not yet landed.

Back to my PDA... where was I... oh, yes... Donald is in... next turnpoint "is this the finish?" YES... put in Horsham A/D... accept... all finished. Phew!

I look up and my tug was in front of me... controls free and full movement, canopy down and locked, cable attached, and I was ready... all clear... take up wing... take up slack... and the launch was happening.

This is not the text book pre-flight preparation I would recommend to anyone, but believe it or not, I felt quite calm, and reasonably composed, as the rumbling of my glider main wheel filled the space around me, and then silence, as I was floating along, hovering 500mm above the ground.

All was well and I was beginning the longest flight of my short career in soaring.

Even though this was a competition day I decided from the start that I was not going to fly competitively, I would be a participant, but not a competitor, I wanted to complete the course and gain as many badges as I could. Finishing was my first consideration, and I flew conservatively for most of the day.

The first leg of the task took me over country I had never flown before, past Goroce, over large green centre pivot irrigation paddocks that stood out in stark contrast to the dry landscape around them, dry salt lakes that reflected the sun, some heavily wooded areas, and then across the border into South Australia, to Francis, a small grain silo nestled among wooded farm lands with a few buildings around.

Rounding the first turnpoint, I had to head diagonally across the little desert for Ultima, near Swan Hill. It was a great run over the desert, and I left the desert near Nhill and began flying over the flat fertile farmlands of the Northern Wimmera and Southern Mallee. My flight path went just to the south of Lake Hindmarsh, north of Beulah, south of Sea Lake and eventually to Ultima.

Turning at Ultima, I could see to the north of me was Swan Hill at about a 30-degree glide angle and I thought to myself, "If I flew to Swan Hill and over the river, I would have flown in three



Arnold Niewand preparing to launch during Horsham Week

Photo: Peter Weisenfeld

states of Australia in a glider flight out of Horsham."

Turning at Ultima the task was more than half finished, I must focus on making it to Donald next.

I was able to find a lift street that aligned itself directly toward Donald and for a considerable time flew in a straight line without losing much height. Wycheproof and Birchip went by on my right side, and nearing Donald I picked up a good thermal over Lake Bullock, which took me into Donald with good height. I turned over the top of the grain silos at Donald and headed for home.

What a feeling, 81km to go and all I needed was another good thermal somewhere near Minyip and my longest flight was in the bag! As it turned out I found that thermal and made it home with a safe margin of height.

A 546km task completed.

Jubilant, excitement, and a real sense of achievement followed after landing. Back in the clubhouse David Wilson signed off on all the paperwork, verified that I had completed the course, downloaded the trace off my Swiss Flarm, and said congratulations, you have qualified for two diamond badges, Diamond Goal and Diamond Distance.

I was using our club's Swiss Flarm as that was the only recording instrument I had available to me, so in the following weeks, after downloading the necessary forms off the net for my claims, and securing all signatures, I sent all the details off to the badge claim officer to process the claim.

A fortnight went by before I received an email from the officer asking me if I had a back-up of my flight on another recorder. I told her I did, but it was on my PDA which was running XC Soar, which she promptly told me was not suitable for claims.

Upon enquiring as to why she wanted another copy of my flight, she told me that Swiss Flarm dataloggers were not suitable for Diamond Badge claims.

The rule book states that Swiss Flarms can only be used for claims up to Gold level and not for Diamonds, so she could not award me the Diamond badges I was claiming.

What a bombshell. I couldn't help but to be disappointed, what could I do? It's there in black and white; the international rules were changed several years before to exclude Swiss Flarms from the Diamond section of badge claims.

So for all the glider pilots who rely on Flarms as your dataloggers, be aware that they are only valid for badge claims up to and including Gold level, but not for Diamond badges.

A Diamond is not a Diamond when it is recorded on a Flarm.

It's disappointing that I don't have the badges, but I did complete the course, and the next time I attempt a 500km or longer, I will be better prepared and having the experience of the first flight will make the second easier.



High above Ultima in the Pegase

Photo: Arnold Niewand

JoeyGlide 2011

– COACHING TO FLY FOR

Adam Woolley – Contest Director

Much of the long standing success of JoeyGlide stems from the coaching we've been able to provide to the juniors of Australia. A large part of this success is thanks to the author below, Paul Mander. Using his time off each and every year, Paul has tirelessly been there to share his passion, skill and experience with the juniors. In this, the third article, JoeyGlide is pleased to announce that Paul will again be the head coach for the event, and below he outlines the opportunities, fun and progression awaiting those who rise to the JG coaching challenge!



JoeyGlide 2010

Photo Tom Wilksch

A CHALLENGE TO ALL GLIDING CLUBS OF AUSTRALIA!

To the senior pilots in every Australian gliding club, on behalf of that enthusiastic bunch of juniors who show initiative to help themselves.

- Arrange a 'young-at-heart' club coach to be available for JG
 - Bring your club two-seater to JG
 - Encourage two to three juniors from your club, or per club glider
 - Have a club fundraiser, or allow a cheap hire rate to help your juniors make it to JG
- Advantages to doing the above
- Introduce your juniors to the world of competitions, the amazing fun, camaraderie, and challenge of the sport
 - Introduce them to the world of crewing, and how they can give back to the sport if they're unable to fly/compete themselves
 - Help get your juniors enthused by being a part of the hype that is JG
 - Cut the ties to the home airfield, encourage cross-country soaring and see your club prosper from all the additional activity it'll bring
- See You at JoeyGlide!

It's stimulating to work with Woolley Pup Pup (WPP). The enthusiasm is catching, and the pace is frenetic.

I have no doubt that the next JoeyGlide will be our biggest and best, which is a big call given the wonderful standard which has been achieved in the past. I'm glad to have been asked to be part of it.

My role is to deliver coaching at a level that is appropriate to the event.

So who is eligible for coaching at JoeyGlide? In short, everyone, from solo standard to the experienced cross-country junior pilot; though past experience has taught us that the requirements are quite focused and specific. Generally speaking we don't have a call for advanced coaching, because anyone who has progressed to that level (Silver C and above) is probably competing. High performance gliders like an ASH are counter-productive because the effort of flying them gets in the way. Duos and DGs are perfect. Likewise, high performance by the coaches, aimed at 'showing them how it's done', is not what we're about. We want the pilots to do it for themselves, and so do they.

Thus the coaching is generally pitched at the introductory level. That is, we take young, sometimes very young and very inexperienced, pilots who want to build up their cross-country flying skills but who may not yet have got beyond the circuit. We find that with a coach in the back, even very low hours' pilots can explore this new environment, wherein they make their own plan, navigate, find lift, manage safety issues and the myriad other things that have to be addressed, and fly themselves around a set task each day.

A session is held each morning where presentations are made aimed at 'how it's done'. Then in the afternoon we take

the two-seaters and fly a task. Each pilot is coached according to the skill displayed.

The coach's role is to be helpful, offer advice where appropriate, take over if things get out of hand, but otherwise encourage the pilot to fly him or herself around the task.

Occasionally we find that we have someone who has progressed past this early stage and who wants more advanced

coaching prior to participating in competition. That is always a pleasure, and the coaches enjoy responding to the opportunity to work with someone at a higher level.

We hope to attract Juniors who want to fly cross-country but may not yet feel they're ready, or who want to fly competitively but who are still unsure whether they're ready. Come along, have some adventure, some challenge and a lot of fun!

Adam: Thanks Paul, I am also thoroughly looking forward to this year's JoeyGlide. With all the enthusiasm surrounding this event already through input from all the junior pilots, this will be one not to miss! Stay tuned for more opportunities and events happening within JoeyGlide in the following articles.



Testing of Glider Static Pressure Plumbing

David Spicer RTOA WA

Section 1.4 of the BSE covers pitot-static systems. The requirement for static leak checks is listed on page 1.4.10 as: no leaks allowed. I consider this requirement to be unwarranted, and will seek to have it amended. My experience on power aircraft is that the tolerance on the allowed leak is normally specified in the manufacturer's maintenance manual, but I have yet to find any such tolerance in any glider manual; it appears only in the BSE.

Only about half of the gliders that I have checked do not have significant leaks in the static system. Usually, I am quite happy to sign up such leaks as a minor defect as I believe that the effect of such leaks is negligible.

Theoretically, there could be no leaks in a static system when operating normally in an unpressurised aircraft. The static plumbing only passes ambient pressure from the atmosphere to the altimeter. The inside and outside pressures in the plumbing would normally be equal – so there could be no leaks. Therefore, why test for leaks?

However, there may be small variations due to mass flow through the cockpit (vents etc) or the altimeter not being connected to the static-ports. I have found many gliders with the static plumbing at the rear of the altimeter disconnected, leaving the altimeter vented to cockpit pressure. Aircraft designers do go to some lengths in positioning the static system ports in order to reduce Position Error (PE). PE is explained on page 1.4.2

of the BSE. However, the static system PE in low speed aircraft, such as gliders, is usually small enough to be negligible. Consequently, the difference between the true ambient pressure (ie, the pressure measured without the influence of the airframe) and the pressure measured inside the cockpit is similarly likely to be small.

To meet the intent of the BSE requirement, I induce a negative pressure in the static system and watch for leaks. To do this, I usually apply a negative pressure sufficient to make the ASI read about two-thirds full-scale deflection. I then monitor the fall off in pressure over around 30 seconds. If the ASI has not fallen below half the airspeed (set previously) during this 30 seconds, I deem the static system to be serviceable. If the fall is greater, then I sign-off the problem as a minor defect – to be fixed at the next annual inspection.

Permitting no leaks in a system

where the pressure differential is very small appears anomalous. Consequently, I propose an amendment to the BSE that would allow the above procedure to be used.

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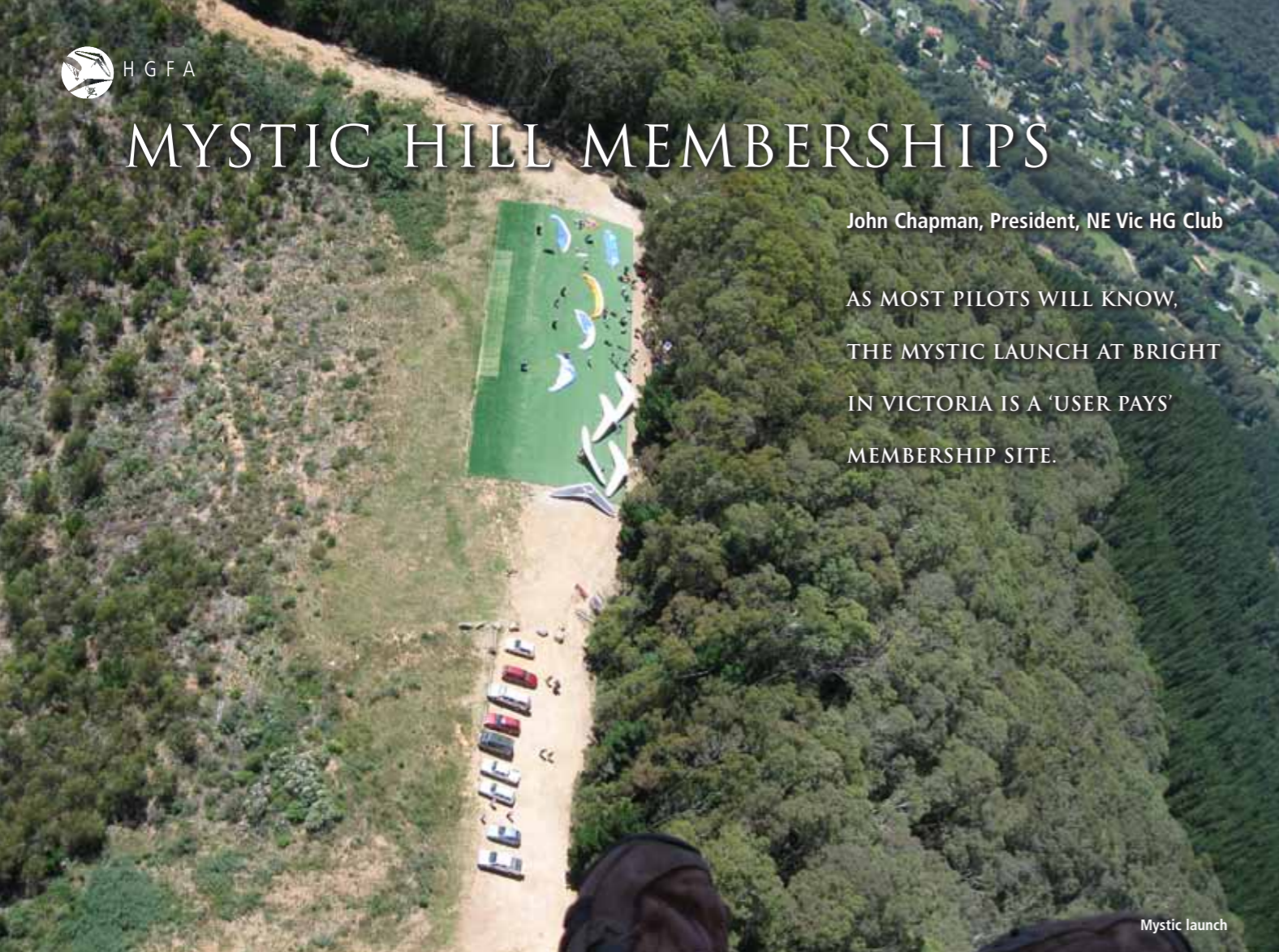


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MYSTIC HILL MEMBERSHIPS

John Chapman, President, NE Vic HG Club

AS MOST PILOTS WILL KNOW, THE MYSTIC LAUNCH AT BRIGHT IN VICTORIA IS A 'USER PAYS' MEMBERSHIP SITE.



Mystic launch

The NE Victoria HG Club, which administers the site, is obliged to collect fees from pilots who use the site in order to keep it operating since we receive no help from any other organisations, apart from loans that need repaying, and the site needs around \$20 000 a year to remain open to pilots. This mainly pays for the loans for the new carpet, keeps 10km of gravel road to two-wheel drive standard and pays about \$7500 a year in lease fees to the farmer for the landing field and to the pine company who control the top of the hill. With the current level of membership this doesn't leave a lot to save for future expenditure to procure our own landing site or replace the professionally laid matting in years to come.

This season, a regular checking of pilot memberships has revealed quite a number who, either through misunderstandings or deliberate intentions have failed to acquire their NEVic club membership before going up the hill to fly. This is embarrassing to both committee mem-

bers and pilots when found, but we are obliged, both by our contract to the pines company and our obligation to our current members, to insist on current club membership before pilots leave the hill by glider! This embarrassment is compounded when, during the membership process



Dave Smiley on his new Mentor2 over Mystic



Bright Open 2011

the pilot's HGFA membership is also found to be expired!

Mystic is popular with pilots for many reasons – it is in Bright, a major tourist town, so family members enjoy the holiday also. It is usually 'on' sometime almost every day and there are enough local pilots that getting up the hill is not a problem. And if you like thermal cross-country flying, then that's pretty good, too, but flying from Mystic costs money! If you do not support this, then please, consider flying somewhere else.

Since Easter, the paper/cash membership has again been available at the Outdoor Inn campsite for \$30 cash for the two week membership (\$100 annual) – see Terry.

On-line membership of the NEVHGC is available through our website at [www.

nevhgc.net/membership.htm] using either Paypal or credit card and currently costs \$95 per year to July or \$25 for two weeks membership (ie, a \$5 discount on the paper system).

Formal membership checks will be run on launch several times each season and, with the current membership list available on our website, anyone can check on another pilot's status. If everybody pays their share we can keep the fees reasonable, if not, then fees will need to rise to cover the substantial cost of keeping Mystic Hill available to pilots and this will penalise those pilots doing the right thing! Next season organisers



Sas over Bright. The start of autumn burning off

Photos: John Chapman

of tour groups will be asked for a pilot list in order to check NEVHGC and HGFA memberships.

So please, do the right thing and join the club before going up the hill.



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Matthew Cameron

I am almost loathe to write this article as my gliding exposure to this form of navigational ASSISTANCE is limited. However, I have had sufficient experience outside of gliding within the aviation community to be able to have a realistic input on the pitfalls that are likely to be encountered.

Despite the reliability of modern day electronics the facts of the matter are that such devices can and do fail, even those whose reliability and design requirements are far beyond what is available to the average glider pilot. The sophisticated flight simulators and electronic devices that are commonly found in the airline industry are a case in point. Despite having operational standards that are light years ahead of gliding requirements such devices continue to have problems on a regular basis. They are neither preventable nor predictable.

During a long exposure in the aviation industry I was repeatedly told that certain electronic items could not fail and even if they did the appropriate warning system was infallible. The simple facts are that there were many incidents where electronics did fail and the appropriate warning systems also failed to provide the warning in accordance with their operational requirements. On each occasion human intervention prevented at the very least nasty incidents and on one occasion, a potential catastrophe. Yes, they are getting better; however, the authorities are continuing to receive an increasing number of incident and accident reports relating to electronics. It is possible that one reason for this is the increasing use of electronic cockpits. However, if the reliability of such devices is increasing one could reasonably assume that the number of incidents would also be decreasing?

Electronic navigation for the uninitiated is not new, it first appeared during the 1930s, in fact Germany designed the Inertial Navigation System (INS) in 1933; they just didn't have the technology to manufacture it at the time. Further devices were developed during World War 2 and progress in this field rapidly developed during the early 1960s. Many early models were complicated, heavy, and sometimes difficult to use.

The information that they provided varied from basic information to very sophisticated devices that could track stars in daytime through cloud (1960s' Astro tracker) and provide a continuous readout

of your position and all the relevant associated data, initially on tape followed rapidly on a small screen. So what we are using today in a glider cockpit is not new, the big change is the reduction in size of such devices, they will now fit in the palm of your hand and only weight a few grams. In contrast to the past they are very reliable but definitely NOT infallible.

The very first mantra taught to pilots learning to fly on instruments is that you MUST believe what the instruments are telling you; this is all well and good but what if the source of the information is faulty and the warning systems, if any, fail to activate? From a cross-country pilot's point of view you should treat ALL such information as suspect and have an independent method of comparison and navigation to back up what you are seeing if at all possible.

A typical scenario is comparing forecast winds to those that are appearing on your electronic screen. In today's world aviation forecast winds are very accurate, if what you are seeing on your screen is totally opposite to the forecast you should treat the information with suspicion.

As an example, on inspection of the synoptic weather chart it is apparent that the wind at your particular location will generally be from the north. Consulting the BOM area forecast you note that the winds at the various altitudes are forecast to be 340/15kt. If, after you have settled down in flight the electronics show that the W/V is 180/20 I would treat this information with suspicion. A large air mass is not going to change direction that quickly unless there is a frontal passage.

In aviation, history has proven that 100% reliance on electronics can lead to disaster even in aircraft with multiple systems and back-up, numerous accidents have occurred where electronic flight instruments have failed and the crew were unable to cope with raw data instruments. It is possible to fly even large aircraft on attitude alone (similar to gliders) IF the crews have the knowledge and are trained in such procedures.

We also need to consider human error which is a very real problem. One glider pilot I know set out on a triangular cross-country flight, at the first turnpoint his electronic navigating device told him to turn right when he knew he had to turn left. He had inadvertently entered an incorrect latitude. I lost my first attempt at a Silver C badge by programming a wrong departure point. So the first item is to double check what has been entered into ANY electronic navigating device including recorders. Incidentally, I have come across numerous waypoint lists that are preceded with the warning, not to be used for navigation? (Where then, do they come from? Further, what is acceptable accuracy?)

Secondly, is the power source reliable, you did insert new batteries if required or you did charge the independent power source before flight, and did you test this source to ensure a correct charge? Recently I flew a glider with a suspect battery, it indicated a correct charge, but it failed in flight after about two hours of use, this was the only indication that it would not hold a full charge. It had of course, to be replaced by a new unit.

Such items continue to be a source of failure when airborne. Cold and heat will also affect both batteries and components, close a glider canopy on the 40°C plus day and the temperature in the cockpit will rise very rapidly perhaps to a point that will simply shut down your navigational device, recorder or power source including batteries. You may have to insulate either or both to ensure continual operation. Extreme cold for those who indulge in wave flights may also cause the same problems.

Another problem if you are not electronically inclined is the difference in logic and display between different systems. Unfortunately those who manufacture such devices are attempting to cover a wide variety of users, from the beginner to the racing pilot. In many instances not a great deal of the capability of a particular system is used. In addition

it takes time and air exposure to get used to a new system.

Perhaps those systems with the greatest flexibility are those that allow you to customize what is available on the screen, you can start with the basics and feed in what you think you need in the light of experience.

Another problem is the effect of sunlight on the screen, it diminishes the picture obtained sitting at your desk dramatically. If on a particular heading the sun obliterates your screen you may have to alter the angle to improve the sight picture. More time with your head in the cockpit.

Irrespective of the type of electronic device that you use you should ascertain the validity of the data base particularly in relation to the maps that are used. Whilst the actual devices may be accurate when working properly you should be aware that all electronic charts are suspect. I have an e-mail from one manufacturer who informed me that although the chart is based on WGS 84 (the normal navigational standard) they will not guarantee its accuracy.

I have talked to other glider pilots about this and many report that electronic waypoints are distant from actual geographic positions as ascertained by the Mk 1 eyeball! You have been warned.

It is claimed that one benefit of electronic navigation is that it is less time is consumed, ie, it is much quicker to interpret what is on a screen rather than reading a map, and it keeps your head outside of the cockpit where it belongs.

In my opinion there is an element of distraction, there has to be, the screen needs to be looked at for information. Whether the information presented relates to exactly what you want to see,

or you have to alter settings, it is another portion of the loop that encompasses flying the glider and searching for thermals. In this case the typical glider pilot is in the same situation as a power pilot flying on instruments. Initially, there is not enough time to do everything; fixation on particular instruments or processes is common. With training, exposure and currency the instrument pilot become more adept at scanning instruments. I suggest that the same will occur with glider pilots, this distraction will become less with time and exposure to any particular device, the same applies to charts.

Another source of distraction is excessive screen data; it may come under the heading of 'nice to know, but is it really necessary for the task at hand'? Most systems seem to have a custom feature that allows the user to select screen information on any particular page. Each pilot needs to make careful decisions as to what is required to be displayed for the safe conduct of the flight; I suggest that you delete the information to exactly what is needed, nothing more and nothing less. In my opinion, based on using both in isolation, providing the pilot has competency in map reading the same amount of time and attention is required in flight.

Competition pilots and those interested in FAI badge flights cannot achieve their aims without electronic navigation and recording. Personally I don't have a problem with that, glider electronics are wonderfully accurate instruments when they are working correctly, but to rely on them totally is, in my opinion, fraught with potential problems. Recently I had a PDA that dumped the whole of my

navigational program out of the system. I did nothing to cause the problem and thankfully I was on the ground. It merely proves once again that such occurrences do happen. It is necessary that you check each individual item for correct operation before you close the canopy.

Despite the reliability of modern day electronics one of the real problems in aviation at all levels, is of concern to the relevant authorities. Investigation into numerous accidents and incidents continues to show pilots are using automation and electronic data even when they are aware that such information is suspect. Is this because they no longer have the skills and knowledge to operate and navigate in a non-electronic cockpit?

From a gliding point of view you may choose to ignore the basics of navigation and just rely on your super accurate electronic device, it's fast, generally accurate and requires little skill in setting it up when proceeding on a cross-country flight, for the competition pilot it is indispensable. If you are flying cross-country you should ALWAYS carry a back-up chart in the cockpit with your intended route clearly marked upon it, laminating helps and the chart may be used many times. If you consider this a waste of time just put yourself 150km from home when the electronics fail. Nothing to navigate with, no W/V information and no chart, are you that good? Of course you never bothered to learn how to use a compass; it is after all an out of date and useless instrument! At the very least a chart allows you to cater for the worst case scenario and may prevent an uncomfortable night in a cramped cockpit.



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2011 IGC MEETING

Notes of Meeting – Terry Cubley

The IGC is the international body responsible for gliding sport. Its major focus is on international competition, records and our wide range of badges (ABC, Silver, etc), with responsibility for rules and approval of changing technology (GPS flight recorders, scoring systems etc). In more recent times it has started to increase focus on improving flight safety and on declining worldwide membership issues.

IGC is but one sports commission of the FAI, which has responsibility for all aviation sport worldwide, including hang gliding, ballooning, parachuting, etc.

The two-day annual IGC meeting typically takes place near to the FAI office in Lausanne, Switzerland, although occasionally it is held in other IGC countries.

The annual trip is not exactly a junket. Two days on an aeroplane to Switzerland, two days in a meeting and two days back to Oz, but it is good fun! Meeting with and discussing gliding issues with glider pilots from across the globe is interesting and revealing. There are common issues with varying approaches/solutions. The European Union in particular is going through fairly traumatic times with European Airports setting a range of new requirements re airspace and transponders, licensing and medicals. A brief glimpse into our own future, I imagine, so it is worthwhile learning how different countries handle it.

Is it worthwhile participating in IGC? It costs us \$3000 plus per annum. If you believe there is value in badges, certificates, records and even competition, then you probably say 'yes'. If you think that there is value in sharing approaches to dealing with government bureaucracy and declining membership then you will probably say 'yes'. If you think we should just do our own flying and to heck with the rest of the world, then you probably think that we are wasting your money. My view is obviously the first two options.

There were representatives for some 34 countries present at the meeting, which is held in the Olympic museum – a very impressive facility on the shores of Lake Geneva, which borders Switzerland and France. As such, it is predominantly French-speaking, but most Swiss speak French, German and English so it is easy to communicate. The start of March is spring in Europe; many pilots are starting their season flying in the French Alps, but in Lausanne it is zero degrees and murky, one cannot even see the Alps nearby.

No snow in the valley this year either, but it is sunny and pleasant.

FAI Matters

Promotion 1

One of the major focus areas for the FAI is media promotion. The FAI executive has the view that they want to control all media promotion of sports' flying and tap into this lucrative market. Unfortunately, there is no current market as air sports are virtually unknown, other than Red Bull air races. [Note that the Red Bull air race is not taking place in 2011/2012 due to safety concerns.]

The consequences of the FAI approach is that they are frustrating the few groups that are trying to improve our exposure and increase media coverage. The Grand Prix promotions' company, Planetaire, involving Peter Newport (New Zealand) and Mario Heiten (Chile), have been proposing to promote the environmental credentials of gliding and have been trying to negotiate a deal with FAI. You can see their latest DVD based on the Chile GP on the Go Soaring web page. FAI has been making this difficult and is refusing to sign the contract unless FAI gets the core media rights. Planetaire is spending millions of dollars on the GP product whilst FAI make no contribution, but egos appear to be in the way.

What options for IGC – either convince FAI to be realistic or to do a deal directly with Planetaire and use our Grand Prix to promote gliding.

Promotion 2

FAI has an arrangement with Airports' TV to promote sport aviation. An increasing number of DVDs are being shown on their internet site. See [www.airports.tv/].

World Air Games (WAG) 2013

Review of the bid process in mid-March. Announce location of 2013 event by June 2011.

Records

International Records For Multi-Place Gliders And Motor Gliders

There has been much discussion, mainly from the two guys who are breaking most of the records in Argentina these days, about who has to be in the glider to claim a two-seat World record. The IGC meeting clarified that for World records using a multi-place glider all crew must have a sporting licence and be named in full on the claim form and the claim will be registered to the declared pilot-in-command. (Full details in the sporting code)

Use Of GPS Altitude Above 50 000ft

Amazing how things turn around. We have been repeatedly told that GPS altitude is too inaccurate, but now it seems that pressure altitude becomes very unreliable above 50 000ft – just not enough air up there. As a consequence it was agreed to use GPS altitude for records and badges above this altitude.

Badges

Remove Need For Pilot And Glider ID In Flight Recorder Declaration For Badge Claims

This means that if you use a club flight recorder and your name isn't programmed into it, you can still claim the badge. Note: These changes don't come into action until October 2012 so you better make sure you update the flight recorder for the next year or two.

Allow GPS Altitude

Allow GPS altitude as height evidence for Silver and Gold badges when you use non-approved flight recorders (Flarm, etc). But there needs to be virtually double the error margin. Again, this doesn't happen until October 2012.

ENL (Environmental Noise Level)

Pilots with motor gliders need to carry a flight recorder that records engine noise so the official observer can see if the engine has been used. Electric (low noise) and jet engines (much higher frequency)

don't quite work with these recorders unless it is placed right next to the engine. The noise levels of these engines is similar to the noise from opening the canopy clear view panel. Official observers should require an external sensor to be placed next to the engine or should insist on running of the engine before start.

Ranking List

Many of you will have seen the world ranking list [www.fai.org/gliding]. There is now a junior ranking list and a women's ranking list. Pilots are asked to update their details – photos, etc. They also want women to indicate that they are women. They don't know who the women are as different names in different languages make this tricky.

OSTIV

OSTIV were promoting their World Meteorological Organization/OSTIV publication Weather Forecasting for Soaring Flight. Sounds like a really good publication. Look for OSTIV on the FAI web page.

OSTIV were also advocating changes to competition organisation to try and improve safety, safety pays.

Gliding accident data shows 1.42 deaths per 100 000 flights worldwide. This is not improving and competition statistics are eight times higher.

Rather than legislation, they suggest promoting an internal safety policy, applied and supported by all pilots. Competitors should actively contribute to safety of gliding.

Proposal 1: Safety Award At Competition Events

For most outstanding contribution to safety.

Proposal 2: Enhance Emergency Cockpit Egress

Training and measurement during competition. Award best performances – age levels.

Some work on this has happened already in Australia (Caleb White and others in Victoria have been doing this).

Faster egress means better chance of survival. With 1.5G loading, a pilot needs approximately 850m to get out, pull the rip cord and survive.

Proposal 3: Reward Safety Provisions Installed In Competing Gliders

Need to overcome the fear of impact on glider performance.

If improving safety is a definite aim of gliding competition, we need to reward safety improvement

Propose six percent of maximum score for safety installations. (Start with two or four percent then increase to six percent).

Suggest a free choice shopping list of rewardable safety devices. No need to install all.

Foam cushion 0.4%; five point harness. 0.6%; spinal protection device; shock absorbing landing gear; ELT; angle of attack indicator (side string); stall warning; GPS; strobe lights; Flarm.

OSTIV – Certificated Aircraft

Another area of discussion recently, with a few people concerned about gliders like the Diana, which seems to beat everyone, but has been on a permit to fly for years, and is unlikely to get full certification due to inherent safety issues.

Certificated aircraft are designed according to JR22, CS22, Ostivas.

Permit to fly: under development, doesn't have a full CofA. New safety standards recently developed means that certification is harder/longer to achieve.

Discussion focused on this being a natural process, would restrict development of future gliders. Permit to fly is issued by a national airworthiness authority. If want to fly in another country, have to request an entry permission – which may be refused. EASA gives approval for the whole of the European Union.

Agreed to retain status quo – glider must have a type certificate or permit to fly (that does not exclude competition).

Changing Championship Structure

The most significant change is the PW5 has been removed as a separate class and has been included in a more general 13.5m class. This class will be removed from the traditional World comps and have its own World championships starting in 2015.

13.5m class definition:

- Wingspan not more than 13 500mm.
- May use disposable ballast.
- Proposed maximum wing loading of 35kg/m².
- Flaps and winglets are okay.

To replace the PW5, a 20m Two-seat class will be introduced with Standard and Club class, starting in 2014. Twenty-metre class will only allow one entry per country. No handicaps for World championships.



Lausanne IGC meeting room Photo: Terry Cubley

A proposal to make Flarm mandatory in World championships was not permitted to be put. There are still a number of countries not happy about Flarm which goes directly against the push from OSTIV for improved safety. I really cannot understand this mentality from some countries.

Voting For 2014 European And World Championships

World Open/18m/15m – Poland (Leszno)

World Stanard/Club/20m – Finland (Rayskala)

European unflapped 2013 – Poland (a place near to Leszno)

European (flapped) 2013 – France (Vinson)

Barron Hilton Challenge

Although the Barron Hilton Cup has finished, the concept continues with the Barron Hilton Challenge. This is run through the OLC using the original rules: declared flights, FAI triangle. It will be run on an annual basis, not bi-annual.

Election Of IGC Officers

President: Bob Henderson

1st Vice-president: Eric Mozer (USA)

5 Vice-presidents: Goran Ax (Sweden),

Visa Matti Leinikki,

(Finland) Brian

Spreckley (UK), Roland

Stuck (France), Rene

Vidal (Chile).

IGC Awards

Lilienthal Gliding Medal

Awarded to Reiner Rose who developed and runs the OLC.

Pirat Gehriger Award

Awarded to Tony Burton, Canada.

Next IGC Meeting

The next IGC meeting will be held in South Africa on 2 and 3 March 2012. This will be the first time the meeting has been held outside Lausanne for about seven years.



The Physiological Demands Of Competitive Cross-Country Hang Gliding

Darren Morton and Wendi Herman

COMPETITIVE CROSS-COUNTRY HANG GLIDING PILOTS CAN BE CONFRONTED WITH EXTREME PHYSICAL, EMOTIONAL AND ENVIRONMENTAL STRESSES. IN ORDER TO FURTHER UNDERSTAND THE DEMANDS OF THE SPORT WE STUDIED 17 EXPERIENCED PILOTS AT THE NEW SOUTH WALES STATE TITLES HANG GLIDING COMPETITION.

METHODS

The pilots were fitted with a monitor that recorded their heart rate and altitude every two seconds during flight. We also measured their body weight immediately before and after flight, as well as how much fluid they consumed. Finally, the pilots responded to a questionnaire that asked them about details of their flight.

RESULTS

Sixty-nine percent of the pilots reported that the launch conditions were ideal and none indicated that the conditions were dangerous. Only 19% of the pilots indicated that they felt scared or apprehensive about launching. Similarly, only 13% reported feeling apprehensive or scared at the conclusion of the flight when landing.

The average flight time was 146 minutes. The pilots' mean displacement was 88.4km with a mean flight altitude of 1902m (ranging between 1363 and 2601m) and maximum altitude of 2925m (1870 to 3831m). The level of turbulence encountered during the flight, as rated by the pilots, was none (50%), light (44%) and moderate (6%). When questioned

regarding noteworthy disturbances during the flight, 18% of the pilots reported having come in close proximity to other gliders and 12% claimed to encounter cloud, both of which can present safety hazards. On average the pilots rated the exertion required for the flight as between 'light' and 'somewhat hard'.

For all except one subject, heart rate was highest when launching (165bpm, 93% predicted maximum heart rate), followed by landing (154bpm, 87% predicted maximum heart rate). Interestingly, there was no statistically significant relationship between heart rate during the launch or landing and the level of anxiety reported by the pilots.

The pilots' average heart rate during the flight was 112 ± 11 bpm (64% predicted maximum heart rate). Heart rate was inversely related to altitude for all except one pilot, meaning that as the pilots' altitude increased their heart rate decreased. This trend remained for 14 of the pilots when the high heart rates surrounding the launch and landing phase were omitted by removing the initial and final five minutes of each pilot's flight data. The

pilots' heart rate at their maximum altitude (107bpm) was significantly lower than their heart rate at the lowest point of their flight not associated with landing (114bpm).

Average fluid loss during the flight was 1.32L (ranged from 0.30 to 3.00L), which approximated a rate of 0.55L/hr. Mean fluid consumption during the flight was 0.39L resulting in a net loss of 0.96L, or approximately 0.40L/hr. Six pilots consumed no fluid during the flight. Only one pilot reported having to urinate while in flight (quite a skill!).

DISCUSSION

As the sport of competitive cross-country hang gliding has evolved, the demands on competitors have increased with pilots being required to fly further, higher and at greater speeds to be competitive. Few other sports, if any, involve the potential for heat stress, cold stress, hypobaric stress and high levels of anxiety, all within a single event.

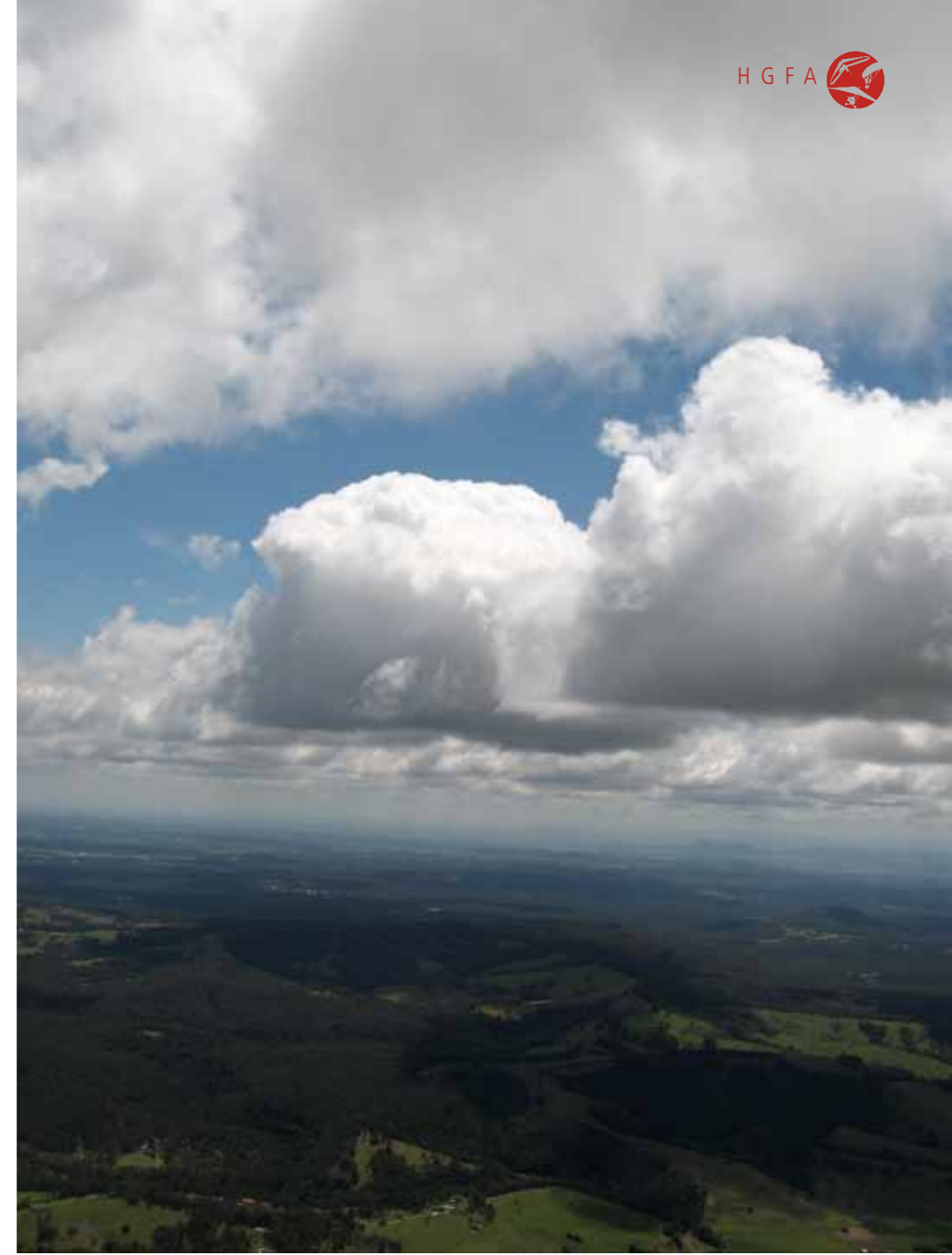
Despite the stresses associated with the sport, the relatively low mean heart rate of the pilots once in flight suggests

that it is not of high cardiovascular demand. It would therefore seem that from the perspective of optimising performance, a high level of cardio-respiratory fitness is not required to excel in the sport. However, while mean heart rate was only around 65% of predicted maximum, the sport does require considerable endurance, given that a competitive event can extend for over five hours.

It would be interesting to replicate this study with less experienced pilots or in conditions that the pilots deemed turbulent as both of these may result in higher mean heart rates. The heart rates of less experienced pilots would likely be higher due not only to higher arousal levels but also to increased physical workload as they tend to be less efficient in controlling the craft. Similarly, greater turbulence would call for more pilot input, even among experienced pilots, which may in turn result in higher exertion scores and associated heart rates. It is somewhat surprising that the pilots involved in the study deemed the level of turbulence to be 'low' as the conditions were very unstable, characterised by localised thunderstorms. Clearly the pilots were extremely experienced (on average they had logged around 1800 hours).

While the sport of hang gliding appears to be of low work demand there are brief periods of high intensity, especially when launching and landing. Similar observations have been made in pilots of commercial aircraft. Clearly, the high heart rates observed when launching and landing are attributable to anxiety as compared to physical exertion. It is interesting that the pilots, highly experienced as they were, claimed not to be anxious when launching or landing but their heart rates told a different story.

It is widely accepted that anxiety narrows and individual's perceptual field (the information they can process) resulting in them missing important cues relevant to performance. With a compromised ability to receive and process information, the individual's decision-making ability is also impeded. In the sport of hang gliding, the pilot is required to process numerous cues and make important decisions, especially when launching and landing, and the consequences of not performing this effectively can be devastating. What is clear is that the launch and landing phases of hang gliding present the greatest safety concern yet as launching and landing constitute a small portion of the overall event, relatively little time



Photos: Darren Morton flying the Hunter Valley

is spent in developing and maintaining these skills. To improve the safety of the sport, pilots of all levels would benefit from practising launching and landing to ensure a high level of proficiency in these basic skills.

The observation that heart rates were lowest when the pilots were at their highest altitudes is interesting as the opposite might be expected due to the rarefied air encountered at these altitudes. At the peak altitudes achieved in this study (average of 2925m), with one pilot attaining 3831m, the partial pressure of oxygen would be reduced by approximately 36%, resulting in hypoxia and increased cardio-respiratory demand. If the hypobaric conditions encountered at the peak of flight in the study did increase heart rate, the effect was masked by more dominant factors. The most important of these

factors is likely a decrease in arousal with increasing altitude. While this may be counter-intuitive to those unaccustomed with the sport, altitude gain for the pilot means increased time for decision making, a decreased immediate danger of having to land, and a reduced risk of being terminated from the contest. Another factor that could conceivably reduce heart rate at altitude is the cold temperature. Pilots are especially exposed to the cold on their face and hands and while all the pilots wore gloves, 81% flew without a visor for face protection. As a result, their face would have been subject to wind chill when gliding at speed at the higher altitudes. It is well documented that cold exposure of the face can trigger a mammalian diving reflex which causes heart rate to lower.



I WON THE DUST DEVIL LOTTERY!

Bob Pratt

THERMALLING, HIGH OVER BOGGARBRI GAP, MANILLA, THERE WERE HUGE DUST DEVILS ON THE FLAT AREAS IN ALL DIRECTIONS. MARVELLING AT NATURE'S DISPLAY I THOUGHT, 'THESE ARE THE ENCOUNTERS THAT MAKE FLYING SO SPECIAL AND PERSONAL.' IN FACT, ONLY OTHER PILOTS COULD APPRECIATE THE VISUAL MAGNITUDE OF THE SCENE BELOW.



Dustdevil reaction – 3kg harness punches above its weight



I encountered my first dusty at Manilla home paddock in hang and coming in to land: It lifted me up 25m over two farm sheds and dropped me off 300m away to land safely. Thank goodness my number is still in the barrel.

Fast forward five years, I was flying at Manilla on a day when, regardless of skill level, many pilots were bombing while others reported chunky air on climbing out. My climb from launch was not fun and the sink alarm soon played its mournful tune as I was on glide to land: "Bugger!" then, "What the heck?" Really low now, my glider is tracking sideways and hitting a little turbulence. I looked up and the glider appeared fine. Descending rapidly, I looked down to see a circle of flattened grass and the usual dusty contents swirling around me. My glider had stalled and gone parachutal,

Setting up to launch or on glide to land, dusties are no longer a spectacle – just very scary. While flying in the Owens Valley, California, the home of massive dusties, I selected a truck bay next to a highway for an easy landing – the only clearing amidst endless sagebrush. Much to my dismay with more speed than I was comfortable with, I landed 100m short. The truck bay immediately transformed into a huge dusty! In reflection I thought, 'Wow, I won that roll of the dice!'

Like most experienced pilots we can recount various dusty events but somehow, subconsciously, we imagine it won't happen to us. With 55 years diving experience including cave, professional, sports and spear fishing I joke about sharks, 'dive with a buddy, it halves the chance of an attack'.

I think most risky sports participants use similar techniques to deal with chance.



Lenticular, Sierra mountains, California. Note the rotor cloud below

The fluid losses experienced by the pilots in the study were surprisingly moderate given that the ground temperatures were in the high 30s. However, when it is considered that the pilots spent little time in the hot and dry conditions that prevailed at ground level during the hours of the competition, the fluid losses are understandable. Applying the standard environmental lapse rate of a 6.5°C decrease in temperature for every 1000m gain in altitude, the temperature at the pilots' mean elevation would have been approximately 22°C. Indeed, the fact that the pilots wear gloves and warm clothing testifies that they are more concerned with staying warm than getting too hot. The most significant fluid losses probably occur prior to launching as this is when the pilots are exposed to the high temperatures.

While the fluid losses on average were only slightly more than one percent of body weight, some pilots lost up to 3.00L during the event which amounted to over three percent of body weight. In terms of physical work capacity, the impact of dehydration is probably not a major concern, but it might be of concern from

a cognitive performance perspective. The limited studies on dehydration and cognitive performance suggest that at around two percent dehydration, attention is impaired and visual motor tracking ability is compromised. Both these capacities are important in competitive hang gliding. Anecdotally, many hang gliding pilots complain of headaches following an extended flight, but it is unclear whether this is due to dehydration or other factors such as the prone body position with neck hyperextension that is adopted during flight. Regardless, pilots could benefit from being more intentional with regards to the maintenance of fluid balance. For the subjects in this study, maintaining fluid balance would have involved consuming on average an additional 400mL/hr, although this quantity was highly variable. Pilots could benefit from determining their individual fluid losses and developing a personal fluid consumption protocol.

PRACTICAL IMPLICATIONS

- The sport of competitive cross-country hang gliding is not of a high physical work demand. Accordingly, without

devaluing the merit of conventional fitness training, it may only provide limited benefits to the performance of competitive pilots. The best form of training is likely to be 'time in the air'.

- Even highly experienced hang gliding pilots demonstrate symptoms of anxiety in their body (ie, heart rate) when launching and landing, highlighting the importance of being proficient and current in these skills.
- While fluid losses during flight are on average surprisingly moderate, pilots may still benefit from developing a personal hydration protocol, especially from the perspective of optimising cognitive performance.

Acknowledgements:

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Reference: Morton, D.P. (2010). Heart rate responses and fluid balance of competitive cross-country hang glider pilots. *International Journal of Sports Physiology and Performance*. 5(1):55-63.

VINTAGE GLIDING CORNER

BORDERTOWN, 1 TO 8 JANUARY 2011: JUST HOW MUCH FUN IS THIS

David Goldsmith – Vintage Times Issue 121

we would have had no rally at all due to the tropical deluge of rain that hit south-east Australia in the second week of January. I don't know what premonition it was on the part of our Bordertown hosts that made them plump for the first week instead of the usual second, but we should be truly grateful for their prescience, for it gave us seven out of eight days of flying and a dry trip home.

At first, they were not sure that they had done the right thing at all, as the wettest late spring and early summer for over 10 years had caused the harvest to be late coming in, leaving our mainly farmer hosts a little short-handed. Nevertheless, on New Year's Day the Bordertown-Keith Gliding Club had their ever-competent and efficient launching crew, CFI and chef's team ready to hit the ground running.

The first participants arrived on the Thursday before the rally began, including Jenne and me, to see the airfield and club grounds looking an absolute picture: well manicured grass runways with the thickest, greenest grass cover we have ever seen (usually thin, dead straw at this time of year), the lawns around the club house, in camping areas and at the launch pad on the end of runway 17 were lush, soft, jewel green, irrigated carpets. Our intention was to set up camp, rig gliders on the Friday morning and be ready to fly on Saturday, the first day of the rally.

The forecast for Friday was, however, ominous, 40°C, strong to gale force wind and catastrophic fire danger. After an



JR and Nick Marshall

almost still dawn the big, hot, blow arrived with a vengeance, building up as the morning wore on. Instead of rigging, trailers were made secure in the trailer park as more participants arrived. By Friday evening nine gliders had arrived, among them the Howse family Kookaburra which had suffered a rather difficult trip in the savage headwind. It spent a considerable time en route with Ian Patching, who was towing it, holed up in shelter of the leese of the Grampians Gliding Club hangar at Ararat until the wind abated enough to allow him to safely continue.

That wasn't the only trouble the wild wind caused. A Renahan family tent was shredded after being erected and Ian Patching's tent was inadvertently left on the side of the road when he had to take it out of the boot to get at tools and equipment to make the Kookaburra more secure in its trailer. Ian remembered and

went back for it, but the light fingered were quicker.

John Zoanetti arrived after making the long trip from Hendra, Queensland, minus his Cobra which he had left safely dry in its enclosed trailer in a warehouse on high ground well above flood level. His house was not in such a happy position and anxiety about it, on hearing updated reports of the floods, caused him to leave for home again the next day.

After Friday's 43°C temperature and 40kt winds it was a relief to have much cooler temperatures and a light southerly wind on Saturday morning, though increasing cloud and virga discouraged some from rigging. More gliders arrived with their custodians and many members arrived sans gliders. Ian Patching ably demonstrated his labour-saving way of rigging a shortwing Kookaburra with HH, making it look quick and easy. David and Rosie Howse arrived in their futuristic Vari Eze, not able to stay for long unfortunately due to David's work commitments.

No launches were made on the Saturday with some light rain reaching the ground early in the afternoon. People were content to catch up with each other, set up camp, help with rigging as they could, do any small maintenance jobs necessary on gliders and just enjoy the social side of the event.

At briefing on Sunday, the dreaded 'banned word' was decided upon, this year by ballot. Everyone at the briefing put a suggestion in the hat and the word 'six' was duly drawn from it. Diabolical! Especially for owners of a certain Schleicher designed glider, or anyone who hit 6000ft, or a temperature of 26°C, etc, etc. The collection pot was so successfully filled with fines for using it, that by Friday morning, the banned word was no longer banned, much to everyone's relief, as there was plenty in the pot to provide drinks for all at the presentation dinner.

Flying for the rally started well with Ian Patching taking the first launch and staying away for three hours 15 minutes in the Boomerang TR up to a maximum of 4500 in the south-easterly wind. The Kookaburras both gave good service as pilots not current on winch renewed their acquaintance with this form of launching (thanks to instructors Ged and JR, and Kookaburra owners, Howse family and Gary Crowley).

Monday was a better day, again blue, with isolated climbs to 6000ft, mostly about 5000ft with some good streeting. The southerly wind continued and ther-

mals didn't get going till about 1300 hours when you could stay up with a struggle till the temperature warmed further. Long soaring flights from an hour up to four hours were enjoyed by just about everybody who launched with very few relights. The little Cherokee LU was seen on top of the stack in a couple of gaggles during Lindsay Gamble's flight in it of three hours two minutes. Distances flown included 130km by Ian Patching in Boomerang TR, 140km by Bob Hickman in Boomerang QY, 77km by Mike (Rena) Renahan in Boomerang TL, 116km by Caleb White in Foka5R QN, and 80km by Emilis Prelgauskus in Super Arrow TJ. Leigh Bunting flew a triangle, Bordertown-Mundulla and back to the airfield in three hours four minutes in his Grunau Baby 2B GDN with the comment that he 'coulda walked it faster'. The thermals were often slow, hard to work and multi-cored, but it was just good to be up there.

The winch and Kookaburra NZ were lined up and ready to fly at 0830 hours the next morning with three youngsters, Amy (16) and Nick (14) Marshall and Daniel Renahan keen to continue their instruction on circuit training. With three or four circuits each under their belt JR took a break from instructing to take the Yellow Witch up for a couple of hours while the day was developing. Conditions were much the same as the previous day, maybe a little more reliable, or perhaps people were gaining in confidence. Patch took TR to Nhill and back, 202km. He found the thermals rather better organised in Victoria going to a height of 6100ft. Bob Hickman took QY on a 191km tour and Caleb flew 180km in the Foka5R QN.

The lower performance gliders stuck a bit closer to home with Mundulla and Bordertown township being popular turn-points. The Yellow Witch went around the latter triangle twice with Leigh Bunting at the controls and the K7, VH-GNU, flew an out-and-return to Mundulla with Eric Sherwin and JR aboard, their best climb going to 5300ft.

The same southerly airstream continued on Wednesday with some broken high cloud. The forecast temperature of 27°C was reached with thermals again going to about the 5000ft mark. Despite the fact that it could be pretty hard work, many people enjoyed long soaring flights. Ken Caldwell was up for three hours five minutes in his Cherokee LU, John Mackley for three hours 27 minutes in his Ka6CR and Caleb White four hours 27 minutes



Brothers Reg and Rob Moore renew acquaintance with an old friend, ex-Adelaide Soaring Club K7 VH-GNU



Speedy Gonsalves and Trevor Mills flew to the rally from Caboolture Vintage Gliding Club

Photos: David Goldsmith

in the Foka5R QN on a 202km distance flight that took in Nhill and Mundulla. This was a great effort from Caleb during which he found it useful that the harvest was so late coming in; working machinery was a reliable thermal trigger as he went from paddock under harvest to paddock under harvest! The longest duration flight of the rally, four hours 47 minutes, was flown by Bob Hickman on this day in his Boomerang QY during a 108km tour.

Thursday was the only day on which we had to leave the northern end of the field and make the long trek to the southern end to launch into a northerly wind on 35. The first to launch (as he was on most days of the rally!) was Ian Patching in the trusty Boomerang TR. He was rewarded with the longest duration flight of the day, three hours 34 minutes, during which he took in a 'Cook's tour' of the area over 153km.

The day looked a bit daunting with a rather strong wind, especially at height, widespread high thin cirrus and a thicker band of cirrocumulus type cloud coming across from the west. This had the appearance of a convergence line of some sort. Under it, in the Ka6E GEA, Jenne had some good climbs, the best to 6900ft before the thermal weakened, and was



Gary Crowley assisted by Diane Davey and Phil Prapulenis



The Bordertown group

Photo: Peter Brookman [www.brookmanonline.com]



VINTAGE GLIDING CORNER



Lindsay Gamble, Ken Caldwell and Cherokee11
Photo: Bob Hickman

also able to make some good progress into the headwind with little loss of height during a 96km triangle flight in three hours 33 minutes. Leigh Bunting found the wind rather too much for the little GB1 to cope with but still managed to travel nearly 50km during a two hour and two minute flight. Rena's Boomerang, TL, was taken up for two hours and 20 minutes of fun by Ged Terry.

John Ingram kindly made his K7 GNU available to the youngsters, Amy, Nick and Daniel, for further training and experience in a different type, with JR again in the back seat.

The strongest soaring day of the rally by far was Friday. Caleb presented a very promising day at the 10am morning weather briefing with thermals looking to reach 12000ft if the forecast temperature of 36°C was reached. The wind was expected to abate and back to the west.

The NW wind allowed us to use runway 31 with the Kookaburra NZ being first to line up for further training flights, but as soon as it contacted the first sniff of lift, Tango Romeo was at the launch point and ready to fly with Ian Patching aboard. He covered 372km in four hours 40 minutes – a very worthy winning flight for the Renmark trophy.

Caleb White launched in the Foka5R QN immediately after Ian's first launch, managing to get away, and also had a fantastic flight heading east into Victoria before turning to come back. He covered 332km in four hours 43 minutes.

David Goldsmith flew 118km in two hours four minutes, heading east to Lillimur and then north before turning for home. A wonderful local flight in the K7 GNU was had by Alan Patching and John Ingram. After taking their initial thermal

to 3500ft while drifting in the NW wind to over the township of Bordertown, they headed back into wind to find that they continued to climb in a straight line, apart from an occasional turn in the stronger lift, to over 7500ft! When they wanted to come back for someone else to have a turn, their efforts to find some sink were unsuccessful; even practising a few stalls lost little height! Eventually it was decided that the all powerful airbrakes had to be deployed to get down to circuit height.

During the early afternoon we had the arrival of two very long distance participants, all the way from Caboolture, Queensland. 'Speedy' Gonzales and Trevor Mills flew in aboard Trevor's very beautifully finished RV8.

Bob Hickman and Mike 'Rena' Renahan (each in their Boomerangs) were lured west by a cloud street on 80 and 91km flights respectively, however, they found conditions were not as good in this direction. The best climb between them was to 8200ft the cloud street moved rapidly to the NE, both found heavy sink around Keith and had a struggle to get home, encountering some very rough air on the way.

The wind backed as forecast and caused Markus Trnovsky, CFI, to have to call a close to launching at 1600 hours as the crosswind, by then a south-westerly, was too strong, a couple of cables going over the downwind fence. A change was coming.

Early on Saturday morning our weatherman, Caleb White, was seen with helpers de-rigging the Foka and packing it away into its trailer. I guessed we had to take that as a comment on the weather that he saw coming for the last day of our rally. Trevor and Speedy departed in the RV8 shortly thereafter on their long trip back home to a sodden and soon to be even more sodden Queensland. Mass de-rigging began after briefing. Kookaburra NZ (continuing its training mission), Ka7 GNU and Ka6E GEA took a few last flings into an overcast, and in places virga laden, grey sky, Leigh Bunting managing the longest duration of 13 minutes in GEA (how does he do that?). The first spits of the very light passing showers that came later in the day came as the de-rigging party was still on and the gliders on open trailers found dry homes in hangars.

With all de-rigging done and gliders ready to travel home the next day, everyone was ready early for a par excellence lamb spit roast presentation dinner. To our continuing good fortune, the next morning dawned dry with a light easterly

wind, allowing everyone, including those with gliders on open trailers, to get their birds home safely.

- Gliders in order of arrival were:
- *Chilton Olympia Yellow Witch VH-GFW with JR, Merryn, Nick and Amy Marshall*
 - *Ka6E VH-GGV with Erik Sherwin*
 - *Ka6CR VH-HNA with John Mackley*
 - *Ka6E VH-GEA with Dave and Jenne Goldsmith*
 - *ES60 Boomerang VH-GTL with Rena, Carmel and Daniel Renahan and family*
 - *ES52 Mk IV Kookaburra VH-GNZ owned and flown by Gary Crowley and towed from Millicent by JR*
 - *Cherokee II VH-GLU with Ken Caldwell and Lindsay Gamble*
 - *ES60 Boomerang VH-GTR towed by Geoff Hearn, flown by Ian Patching and owned by Theo Van Alkemade*
 - *ES60 Boomerang VH-GDU with Ted and Kath Bowden and Kevin Barnes, owned by Philip Beale*
 - *ES52 Mk III Kookaburra VH-GHH owned by David and Rosie Howse and towed in by Ian Patching.*
 - *K7 VH-GNU brought by John Ingram*
 - *Grunau Baby II VH-GDN with Leigh Bunting*
 - *Chilton Olympia VH-GLY with Phil Prapulenis and Diane Davey*
 - *ES60 Boomerang VH-GQY with Bob Hickman*
 - *Foka 5R VH-GQN with Caleb White*
 - *ES60B Super Arrow VH-GTJ with Emilis Prelgauskas and Rachel Westcott*
 - *ES60B Super Arrow VH-GGP with John Viney*

Aircraft to visit included:

- *Vari-Eze 19-5033 with David and Rosie Howse*
- *Piper Pacer VH-DNW with Diane Davey and Phil Prapulenis*
- *Vans RV8 VH-YGY with Trevor Mills and Speedy Gonsalves from Caboolture, Queensland*
- *Xenos 19-7235 with Chris Dearden*
- *Sapphire with Keith and Edna Nolan*
- *Aeroprakt 20 24-7232 with Paul Woods*

Other members and friends to attend included Peter Feitz, John Zoanetti, Nigel Baker, Rob and Reg Moore, Cath Conway, Baylee Roberts, Alan Patching, Doug Cole, George and Helen Buzuleac, Colin Collyer, Martin Simons, Ged Terry, Alan Delaine, Kim Van Wessem, Keith Willis, Peter Brookman, Brian Gerhardy and Markus Trnovsky. Kevin Sedgman, Sylvia Sharman and Ralph Crompton unfortunately were not well enough to attend.

[www.vintageglidersaustralia.org.au]



THANK YOU

The Bordertown-Keith Gliding Club members continue to show their skills in running a highly successful rally, from having the place spotless and the grass mowed and watered at the beginning to managing a large presentation dinner at the finish. All the jobs in between such as managing operations, winchdriving, tow-outs, catering, cleaning, timekeeping, cooking and providing drinks and having a lot of fun mixing with the visitors, just all seems to happen like clockwork, thereby ensuring that we look forward to our Bordertown gliding holiday each year. Andrew, Nugget, Peter, Greg, Markus, Brian, Bruce, Bully, Tyson, and others including the gliding juniors and families, all contributed to the running of the event and earned much appreciation.

IT'S A SMALL WORLD

Ged Terry

Many followers of Vintage Gliding Australia will know of my annual gliding pilgrimages (29 so far) to Australia, trying to escape some of the worst of the British winter weather. In the same vein I have sporadic pilgrimages (seven so far) to fly at Homestead General Airport on the edge of the Everglades in South Florida. I fly with Miami Gliders, with a great bunch of guys whose fleet comprises two L-23 Super Blaniks, a Standard Cirrus, a Pawnee tug and a Cessna 172.

I am always curious about the history of anything I fly, a bit nerdy perhaps, but sometimes the trivia can be interesting. For example, before they were exported to the USA (around 2005) Miami Gliders' Super Blaniks, N304MG and N305MG, were registered VH-ZAB and VH-ZBZ with Beverley Soaring Society in Western Australia. I flew ZBZ at Beverley in 1998 and now regularly fly it, and the other ex-Beverley Super Blanik, at Homestead. Small world. On revealing my fascinating fact at Homestead, the retort was "They both arrived with red dust everywhere."

Incidentally, the L-23 Super Blanik does not (yet?) have the airworthiness woes that have smitten the L-13 Blanik so 'my' Super Blaniks are hale and hearty and are still flying happily and frequently.

Another co-incidence at the vintage regatta in 2000 at Lake Keepit, I flew the Lake Keepit Soaring Club ASK 21 VH-GMN (which wasn't vintage but, having no taste, I'm happy flying anything, anywhere). I had previously flown this glider in England

in 1994 when it was BGA 2805 with the London Gliding Club at Dunstable. Again, a small world. Whatever will turn up next I wonder?



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GFA AGM
Meet the Board, Q&A
Gliding Seminar, 6 speakers
Awards Dinner

Put it in your diary.
Further details to follow.



Women with Wings²

BRIGHT, VICTORIA 2011



The aims of the event were to increase confidence, skills and to promote safe decision-making in a fun, supportive, collaborative environment without the pressure of competition. Skill improvement increases confidence, but pilots lacking in confidence usually learn poorly in pressure situations; WWW2's rationale and structure were to provide a supportive environment to increase confidence so that learning and skills (launch, landing, cross-country technique) could more easily grow. Integral to this process was for each pilot to recognise, accept and trust her own individual journey in flying, to set her own goals, and to give her the confidence to resist the peer pressure and expectations (external and internal) that so often divert us in unproductive directions.

Paragliders flew (or flew away) from Mystic every day but one, while we hangies also had exhilarating thermalling flights to cloudbase at Buffalo and Tawonga Gap, plus multiple sleddies in silk at Mystic to practice those nil wind foot launches and landings.

The thermals were soft and pleasant due to the amount of moisture in the ground – and everything was still very green – amazing for autumn! The alpine views were breathtaking – tarns, waterfalls, massive rock faces, forests with tree ferns... glorious!

Forty-six HG and PG pilots (just eight hangies) attended, making it the biggest-ever gathering of female free-flyers in Oz. Pilots from SA, VIC, ACT, NSW, QLD attended, plus visitors from NZ, Germany, Sweden and Switzerland, but our two Far North Queensland and Western Australian hangies who registered couldn't make it at the last minute because of travel costs, even though we had arranged gliders for them to borrow, to avoid the expense of transporting their own. Organisers of the next event could consider rejigging funding to make it even easier for the most distant pilots to attend.

More than 20 pilots had their very first inland/thermalling and/or cross-country flights, first successful forward launches, first flights on three-liners, etc. Many pilots are successfully hooked!

WWW2 Organising Committee:
Barb Scott, Birgit Svens, Helen McKerral, Julie Sheard, Kathryn O'Riordan and Nic Bowskill

WELL, THE VOTES ARE IN:

WWW2, HELD IN BRIGHT,

VICTORIA, FROM 7 TO 11

MARCH, WAS A GREAT SUCCESS.

A HUGE THANK YOU...

...to all the State Clubs and Associations who allowed us to get HGFA funding – the amounts you all contributed combined to guarantee us the \$1500 HGFA dollar-for-dollar funding. This event simply could not have happened without your support. You can be sure that all participants were made aware of Club and Association help, and we encouraged them to support you in return!

ACT Hang gliding and Paragliding Association, Cairns Hang Gliding Club, Canungra Hang Gliding Club, New South Wales Hang gliding and Paragliding Association, South Australian Hang Gliding Association, Victorian Hang Gliding and Paragliding Association, West Australian Hang gliding Association. Thank you also to the North-east Victoria Hang Gliding Club for hosting our event, and to our generous private donor.

We publicised the availability of checkflights beforehand and at least six pilots whose membership had lapsed rejoined/had check flights for this event after not flying for 18 to 48 months due to accidents or fear issues. Many more said the event had rekindled their joy of flying. The HGFA has made a profit on its investment!

Most of the paragliders had multiple flights on the four out of five days it was flyable, and many also flew an extra day before registration on Sunday. Every attending pilot flew. Even to the hangies, the improvement in paragliding technique was obvious on launch, so CASA should be very happy with the outcome of their funding too. In fact, there were huge across-the-board increases in both confidence and technique amongst the restricted and intermediate pilots especially (see 'Feedback').

Brian Webb stayed on Mystic launch for the restricted pilots, while his assistant

FEEDBACK FROM PARTICIPANTS

"On my long drive back to Queensland, I had plenty to think about. During the week, I've grown as a pilot, experiencing amazing highs and challenging lows. Not only have I increased my skills, confidence and airtime; but I came away with an increased respect for the risks involved in the sport and the importance of building a strong foundation slowly and safely. We had the perfect environment to do that at WWW2 and I'm grateful for it. Finally, I had heaps of fun, met some cool people and came back home loving the sport even more." (Intermediate)

"I can't remember the last time I had such an amazing week and I'm completely utterly hooked. I knew I liked flying but I didn't know I loved it the way I do now. Having the opportunity to discover so much for myself and learn at my own pace with the guidance and support that was there was exactly what I needed. Brian did an amazing job, and it was awesome when the more experienced flyers rediscovered their confidence and skills as the week went on and came out of the woodwork to help all us newbies or lead people off into the distance." (Restricted)

"The organisation was amazing – the drivers, talks and dinners – we really felt we were looked after. I learned a lot about safety in launching and about different launch conditions." (Intermediate)

"I can't begin to express the growth I'm experiencing on so many levels following my week at WWW2. I've truly discovered my passion for paragliding. Thank you for such an awesome, fun and valuable event."

"It was so affordable for the quality of instruction, the retrieves and mentoring. Everyone was so 'together' and focused."

Andrew Horchner initially helped in the LZ but, as pilots' confidence and landing skills improved, he joined Brian on launch. Some days, they were on launch from 9:30am until dusk!

Olli Barthelmes was an amazing mentor for the more advanced HG pilots, while Tony Barton was great for our newer ones; Tove Heaney polished up our landings and was an inspiration just by being herself. Tove arrived without a glider, rejoined the HGFA after a three-year break on Monday morning and flew six different gliders during the week, starting with a check flight on a Fun 190 to ease back into things; "I'll just fly to the bomb-out," she said, and we all laughed, because, of course, after cranking it to cloudbase she immediately disappeared into the distance! She flew a Litespeed when she got home the following weekend: Tove's back!

"There was a good balance of fun and safety... bringing all those wonderful women together and sending them home as fully fledged pilots. The sky is now our limit!"

"Thank you for giving me the opportunity to discover my comfort zone and then expand on it. Words are not enough to convey the mental, emotional and spiritual growth I experienced!" (Restricted)

"This week has inspired and excited me again with my flying. I realise that I LOVE flying and had put in on the backburner for too long." (Advanced)

"Amazing support, very open and accepting environment to allow every participant to find out what is holding them back and to address the issues."

"Olli, Tony and Geoff were fantastic! Brilliant organisation, safety, and a general feeling of being nurtured and looked after in every aspect of flying. Excellent safety briefing before each flight and instruction on take-off and landing conditions. I always felt safe and fully informed about the flight and take-off landing... SO good for my flying!" (Intermediate)

"The atmosphere has been awesome, just everyone's attitude and positivity is incredibly confidence building. Brian and Andrew provided amazing support and guidance."

"May I say I wouldn't have been flying again if it wasn't for this event!" (Intermediate)

"Making the event affordable and achievable for many was important and, I believe, delivered. Dedicated retrieve drivers were a huge bonus. Safety was reinforced and taught well by Brian." (Restricted)

"This event caused me to re-certify with the HGFA. I had not flown in approximately three years due to becoming a mum, and I am now so enthused to continue in the

sport I love." (Intermediate)

"It was fantastic to get flying again after a break in such a supportive environment and with exactly the right amount of help. And so many inspiring women! Amazing instructors! I learned so much! And had a ball!" (Restricted)

"Very organised. Focused on flying and safety. So many mentors to learn from. Supportive environment."

"I very much enjoyed my seven sleddies off Mystic. I knew I was not ready for thermalling and those flights were exactly what I needed after such a long break from flying. I practised my launches and landings and felt much more confident at the end of the week. I loved the views gliding down off Mystic to the LZ and believe it or not that was all I needed to enjoy my flying!"

"I was inspired to fly on the coast at Merewether, Newcastle on Tuesday, this week and had two good little flights. I caught up with Kathryn and Nicola who were flying too – a bonus!"

"The objectives were achieved in abundance. I saw so many pilots improve out of sight in their launching abilities and general confidence." (Intermediate)

"WWW2 has convinced me to renew my HGFA membership – I was about to give up flying." (Intermediate)

"I felt empowered to make my own decisions and more confident in the air as a result of the clinic. It made me believe I could achieve much more than I thought and that I was in control of how I handled myself and my flying. Having met other female pilots in my local region has encouraged me to stay in the sport." (Restricted)

each day. Kathryn then separated the footage into PG and HG, and we split into two groups to watch them on the non-flyable day. This proved not only fun (who doesn't like to watch themselves launching and landing?), but also an invaluable instruction with instant feedback on technique from our instructors and mentors as we watched them together. The footage also identified line issues with a number of paragliders.

Day prizes at debriefs comprised Skypig, PB Star, Brown Trousers, Big Sista and Koala Awards. This allowed us all to learn from each others' triumphs and mistakes in a fun and constructive way, without the angst!

WWW2 trophies were: *Flygrrl (by vote, to the pilot whom we all aspire to be): confident, skilled, intelligent, enthusiastic, positive, inspiring, supportive – basically someone who has their*



Flygirl Award winner Sonja Fardell with her Go Pro, donated by Warren Windsport

flying sh*t together): Sonja Fardell
Big Sista: Alex Bryse
Little Big Sista: Christa Texler
Peregrine Award (Most Improved HG):
Brigitte LaFontaine
Peregrine Award (Most Improved PG):
Gabrielle Davidson
Eagle Award (Best PB): Gia Arbuthnott
(who had never thermalled, who was in

BE YOURSELF

Diana Sima

As the clinic date approached I was both excited and fearful. The tone of the emails going to and fro and on the blog, was certainly encouraging. I felt very welcome. Nevertheless, I also imagined that I would be very much out of my depth as I was such a new pilot and had not flown for 10 months. I heard that champions and very experienced world class competitors would be attending and I would be a fraud to keep such company.

Happily, Helen's opening address on Monday about setting our own goals proved my fears groundless: "Your goal may be to have as many sleddies as possible over the week to improve your launches or your landings..."

Oh! Really? Is that okay then?

It was certainly okay. The instructors were supportive, encouraging and kind and this enabled me to relax. The other pilots – with their range of skills and confidence – mentored, commiserated and celebrated with me. My stomach still wobbled a bit nearing the top of the hill, but I was in lovely company.

By the end of that fantastic week, I had learnt that the way I fly – seldom, tentative and inexpert – was not only okay for me, but was as legitimate as any; to set my own goals, however modest. My career as a pilot had not actually been in danger, but it was certainly not flourishing. Now my confidence level – not only in my ability, but in the knowledge that I will keep flying – is rock solid. And I know I won't lose it.



less than ideal equipment and who had her first thermalling flight and XC in one day).

Injuries were one corked thigh and one bruised thigh (PG launching), and one broken arm (HG landing). Total for 100% launches in nil to five-knot wind for us hangies plus 100% landings in nil: zero broken aluminium! Yet, ironically, if the DT had broken in what three pilots witnessed as only a slightly high flare and minor whack, the arm would not have. Of the paragliders, about half were restricted rated, many with little or no inland experience, and many with only a few hours logged, so Brian Webb's safety structure was highly effective.

Accommodation in Bright was cheap. As a group event we got a significant

discount at The Outdoor Inn: Camping \$14/night, twin share cabins \$19/night, single cabins \$23/night (per head). Hot showers, a camp kitchen with fridges and all cookware and crockery, microwave, stoves, kettle, etc: easy to prepare your own food, no need to bring anything, just buy supplies at the supermarket when you arrive!

We employed three full-time drivers; one for the hangies and two for the paragliders. Many partners, mums and daughters also helped out.

Moyes, Airborne, Ozone, Supair, Gradient, Bräuniger, One Small Planet, Women's Own Adventure, FlyOzone Australia, Anabatic Footcare (The Foot Doctor) and many other flying-associated

THE DAY MY DREAM CAME TRUE

Gia Arbuthnott

I arrived in the beautiful hamlet of Bright in northern Victoria as a restricted paragliding pilot who loved the idea of flying, but hadn't realised how overpowering fear could be. I spent the first few days doing as many sleddies off Mystic as I could, getting used to 'inland' air and enjoying the sensation of 'falling' out of the sky and landing safely. Lots of launches and landings and steadily my confidence grew. Talking and discussing my feelings of fear with other women really helped. These were valid feelings, but they could be dealt with. Being feminine was not an impediment to flying!

Female pilots are a rare breed and I was so lucky to be spending a week flying with a flock of them. I was surrounded by inspiring women who were pushing through their issues and achieving goals and who understood my unreasonable desire to defy gravity! Brian Webb and Andrew Horchner were always encouraging and supportive. The whole WWW2 event was so well organised with great attention given to creating a feeling of support and safety. My doubts and fears had been keeping me safe. Too safe and I was ready to leave my comfort zone. The scene was set for me to give birth to my inner cross country pilot.

We had been so lucky with the weather and the window was open on my last day in Bright for one more fly. I focused and launched and headed for the resident thermal. "Marcus here I come!" I felt like Alice in Wonderland. I had the keys to controlling my perceptions and therefore my fears. Things were falling into place in the air. Marcus was feeling big and fat and lazy and as I gently circled I went up and up and up! I was 300m above launch and loving it! I sailed around the bowl without considering landing in the designated landing zone. The sky was my limit. I could go anywhere I wanted. I made a call on the radio for any other pilots considering a flight to the Wandie Pub and Christa came boating out of the blue and said "I'll take you!"

So off we flew, over the back of launch and into the unknown. We flew over the hedge maze (the only way to truly appreciate it!) and over cottages surrounded by autumn trees. The world below was surreal – like a fairytale. I was living my dream. Oh, what a feeling! Yes, all those clichés still don't convey the awesomeness of it.

Christa was leading the way to the landing paddock and I didn't need to worry about getting lost and not knowing where I was. We sailed gently through the warm afternoon air and set up for a nil-wind landing in the paddock with the bull. I was so exhilarated when I landed, I gave Christa a big hug. She was like the mid-wife who helped me give birth to my inner pilot. I love my inner pilot. I trust her to make good decisions and take me on adventures and keep me safe. I have found a sport I love that is worth the fear and frustration because of the joy and exhilaration you get from it. I have booked a cross-country clinic with Brian Webb so that I can grow and strengthen my cross-country flying skills which I am really looking forward to.



and local businesses donated prizes and goodies to our event. One of our pilots is a publicist and arranged several radio interviews; we'll also be writing up the event for various publications in the next few weeks. Check out Kathryn O'Riordan's blog [www.kathrynoriordan.com/] for pics and her take on the week.

Our budget was about \$14 000 and we charged just \$95/head registration for the week. We could keep the price low because we won funding from the HGFA, CASA and many State associations and clubs*, plus a generous private donation of \$1500. Fourteen grand sounds a lot, but we were paying evening meals for all instructors, drivers and mentors, as well as their fees and honoraria, plus travel and accommodation expenses where applicable, plus fuel, bus hire – it's terrifying how fast expenses climb! Our surplus after tense calculations over my spreadsheet was a slim \$250! Instructors Tony Barton of Airsports Newcastle, and Brian Webb and Andrew Horchner of 2toFly in Bright, were extremely generous in keeping their fees modest – and this was critical in choosing the location of our event. Keeping registration fees low was essential: Australian women still earn on average 26% less than Australian men, and several pilots could not afford to attend even with the low fee.

The committee has used the feedback questionnaires to fine tune the programme and format – there are always improvements to be made and the questionnaires raised many excellent suggestions, particularly for encouraging more advanced paraglider pilots to attend – and we will shortly bundle up everything (budget, templates, registration forms, handbooks, etc) and make the entire package available to anyone anywhere in the world who wants to run a similar event. We hold copyright of the logo, but will make it available upon request to anyone who is running a Women's only free-flying skills clinic (but not competition).

Women make up just six percent of the Australian HG and PG population. They make up 16% in skydiving, so we can definitely do better. Despite a few naysayers who during the planning stages dismissed the value of funding our event, the information we initially received from the president of the Australian Women Sport & Recreation Association on attracting and retaining women in male-dominated sports has proven to be spot on. The format of WWW2 was highly effective in attracting female pilots. Many pilots enjoy flying cross-country and

A HANGIE PERSPECTIVE

Kathryn O'Riordan

I didn't quite know what to expect from Women With Wings 2. As part of the organising committee, and a hang glider pilot with about 150 hours, I wondered how much this week would benefit me, the other hangies and the paraglider pilots.

Our motley crew of hangies included a new coastal pilot with no inland hours to ladies with hundreds of hours and reams of experience (and had the stories to boot!)

Our mentors Tony Barton, Tove Heaney and Olli Barthelemes were full of enthusiasm and ready to teach us a few things Everything was organised – all we had to think about was flying our heads off.

From the very first briefing I knew this was going to be a well oiled event. Brian had everything under control with the paragliders and Olli and Tony were ready to take the eager hangies to Towonga Gap.

Wow! What a place. The launch is perched over the beautiful Kiewa Valley. You could see Mt Bogong and Mt Emu off in the distance, inviting us to come fly their slopes.

It seemed everyone had their own agendas. Some wanted to go cross-country and some wanted to fly around and land at the Mt Beauty airstrip. That was the great thing about this event. It was well organised but we also had the freedom to do whatever we wanted with regards our flying – with everyone at different skill levels, this approach worked perfectly.

We had some nice social flying that day with everyone thermalling together at the beginning. When Ollie went deep and low into the ridge I shot off towards the foothills with Tove and Birgit. It was so much fun flying with these experienced women. Although I imagine Tove was not so happy with her glide ratio on the Fun 190.

It was so great meeting and flying with Tove. She is one of my inspirations in the sport. She flew that day for the first time in three years and it looks like she is chomping at the bit to get back on her high performance wing now she has the bug again. It'll be fantastic to have her in the hang gliding scene with her bubbly personality and determined attitude.

All in all a good day for most. However, one of our newer pilots broke her arm after an awkward landing. Such a shame after her great first inland flight.

Driving back into Bright, with its large tree-lined streets and that odd but intoxicating smell of bush fires, I felt a strong sense of wellbeing. This sport brings us to the most beautiful places in the world and for that I feel extremely lucky.

Days 2 and 3 were 'working' days – spent practising light wind launches and landings up at Mystic, a beautiful gentle sloping launch overlooking the town of Bright. Hey, if this was 'work', then I'll swap jobs any day! Feeling the silky air on my face, looking at the beautiful scenery on the way down from Mystic... I had rediscovered the joy of sleddies.

We videoed everything and, looking at all the footage of both hangies and paragliders on Thursday, it was encouraging to see that everyone had improved so much since day 1.

Olli spent some time tuning my LiteSport, so I took the opportunity to fly some different gliders which was interesting. Besides flying, we had some great talks on fear and stress when flying, glider mechanics and thermalling.

The imposing Mt Buffalo was on the cards for the last day. The sky looked beautiful and the launch conditions were almost perfect. How lucky were we? We set up quickly and watched Olli as he thermalled, swooped and dived in front of launch, getting everyone excited. We all got off launch with the help of Tony and – bonus! – we even got some decent airtime thermalling above Buffalo!

Wandering through the wispy clouds, wind in our faces, smelling the autumn air and gazing at the strikingly magnificent mountains below, I'm sure we all felt a sense of how perfect it was to be able to experience beautiful Victoria in a way most people could never fathom.

I didn't want to leave Women With Wings, I wasn't the only one either – we were just getting started! Bring on WWW3!

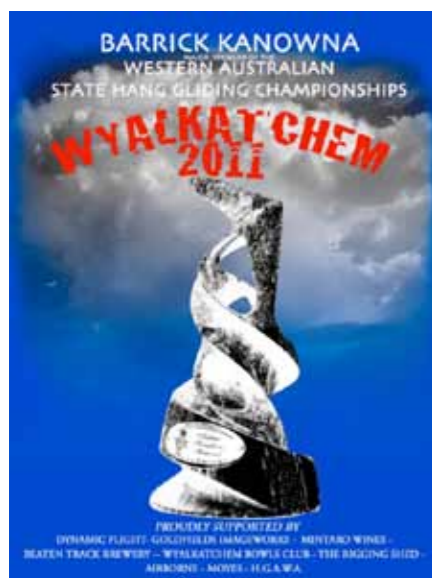


tasks, but are intimidated by competition environments; indeed, many pilots of both sexes never become interested in competition, but still want to improve their cross-country flying. The supportive, collaborative and fun environment of a Skills Clinic provides a stepping stone in confidence and cross-country skills for those who feel they are not yet ready

for competition, or those who simply aren't interested in competition. With the inclusion of highly skilled mentors, there is also plenty for confident, Advanced-rated pilots to gain.

The committee would love to see more of these events around the world.





The Barrick Kanowna 2011 WA State Hang Gliding Championships

Richard Breyley, Competition Organiser

AFTER A SPELL IN 2010 THE 2011 WESTERN AUSTRALIA STATE HANG GLIDING CHAMPIONSHIPS WERE ORGANISED BY THE GOLDFIELDS DUSTDEVILS HANG GLIDING AND PARAGLIDING CLUB. THIS YEAR WE WERE LUCKY TO BE ABLE TO OBTAIN NAME PLATE SPONSORSHIP

FROM BARRICK KANOWNA, AS SUCH WE WERE ABLE TO PROVIDE A LOT MORE FOR THE COMPETING PILOTS. THE TOWN OF WYALKATCHEM WAS ALSO HAPPY TO HAVE US HANGIES BACK WITH THE SHIRE ASSISTING US WITH TEMPORARY ACCOMMODATION AT THE RECREATION CENTRE.

We had a good turn-out of pilots with four teams vying for the coveted Andrew Humphries Memorial team trophy. In WA teams points are heavily weighted towards novice and intermediate pilots so the most successful teams try to have at least one novice or intermediate pilot.

Saturday was practice day and as usual the Golden (Goldfields) and the Perth (Concrete) Dusties spent the day training tow drivers. This year we grabbed Nick and George, both gap year students. I wish we had gap years when I went to uni. It looks like Nick is hooked and is trying to budget a trip to Dynamic Flight into his gap year. The other teams arrived with experienced drivers Mirek (Gero-atrics) and Gary (Team US).



Thermalling away

Photo: Toby Houldsworth

The first day and we have light winds and a threat of thunderstorms. The task committee send us on a spaghetti task around Wyalkatchem. The thunderstorms closed in surprising a number of pilots. There was plenty to talk about at the bar that night. We always love seeing PBs and Antony who is known as 'Sheep' because the sheep don't get out of the paddock either, broke his hoodoo and embarked on his maiden cross-country flight. Jason Kath set a cracking pace taking the lead and Geoff English was the best intermediate.

Nick the Dusties driver got an early nomination for Turkey award. He opened the gate to the paddock and politely let all the other cars through, closed the gate, hopped back in the car and then realised

he was still on the wrong side.

Day 2 and we are off to Wongan Hills via Ejangding, and the storms stayed away until after the task today. Jason Kath extend-

ed his lead and Duncan was the leading floater.

Day 3 was called off due to strong winds and we enjoyed beverages brewed by our sponsor, the Beaten Track Brewery, from Kalgoorlie. The Gibb River Rye was outstanding followed closely by the Apple and Cinnamon Cider and the Sandstone Summer Ale. As all good hosts serve food with alcohol we also had roast beef, lamb and pork.

Being well rested the next day the task committee call Dowerin – Konogoring for task number three. Richo took the honours from Jason with Duncan again the leading floater.

Task 4 and Jason Kath extends his lead even further. We went to Dowerin, Goomalling and Northam goal. This task was a struggle with few pilots getting over three or four grand. Jason Kath needed 36 thermals to make goal (well done) and Scurge use 24 thermals and landed four kilometres short. Scurge is going to have to lift his work rate.

Task 5, and it is looking good. Cu's in the sky and thermals to 8000ft agl, we are going to Water Tank, Meckering and Northam. 'Katherine' Jason Kath falls down early opening the door just a crack for us other mug pilots to have a chance. Typically, after spending four hours trying to stay in the air we can't get down when we get to goal. Convergence had



The winning team 'The Concrete Dusties' left to right: Drew, Sheep, Frilly, Duncan and Scurge (Capt) Photo: Evelyn Dunn

set in over Northam and two of us have to nearly fly back to Meckering to land. There's four in goal and a near miss by 'Frilly' Phillip Knight.

Task 6 and the task committee gets serious and toughens it up with an out and return to Nembudding. Only one in goal, Phil Knight with Shelley the leading floater.

In the final wash-up the results are:

OPEN	
1	Jason Kath
2	Richard Breyley
3	Mark Stokoe
INTERMEDIATE	
1	Shelley Heinrich
2	Duncan Dekoning
3	Nick Holtthouse

Antony Corbet was the leading novice and 'The Concrete Dusties' deservedly

won the coveted Andrew Humphries team trophy.

It has been an outstanding comp with six out of a possible seven flying days. The weather gods not only graced us with plenty of flying, but gave us an interesting mix of conditions.

Special thanks to Murray Wood who did a good job in his first shot at being Comp Director and Phillip Knight for scoring.

We also had great support from our sponsors: Dynamic Flight, Airborne, The Rigging Shed, Moyes, Beaten Track Brewery, Mintaro Wines, Goldfields Image Works and our naming rights sponsor, Barrick Kanowna.



Two Gero-atrics in goal

Photo: Mirek Generow



Jason Kath, collecting his silverware

Photo: Lynn Webb (Goldfields Image Works)

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Note the bolt of lightning in the background!

Photo: Toby Houldsworth

Call For GFA Award Nominations

Tim Shirley – GFA Awards' and Trophies' Officer

Every year the GFA recognises members who have made outstanding contributions in various areas, including sport, operations, airworthiness and administration. They are awarded annually at a dinner accompanying the GFA AGM.

This is a call for nominations for these awards (which includes life memberships), and also to let you know the criteria for them and the process that will be followed.

The nomination period opens at the beginning of May and closes on 31 July. Nominations may be made by any GFA member, but must be endorsed by an Executive or Board member.

Nominations, including citations, must be received by the awards officer in writing by midnight on the closing date. Email is preferred and late nominations will not be considered.

The Executive votes on all awards except life membership (which requires a two-thirds majority of the full Board).

Nominees must have been members of GFA during the period addressed by the citation. Employees are not eligible if the services relate to work carried out in connection with that employment. Employees are eligible to receive awards for services in unrelated areas.

Awards may be given to former members (or posthumously) for services carried out while they were members.

The awards are made on merit, and there is no requirement that an award must be made every year.

In general, these awards are given for services to the GFA as a whole. It would not be usual for someone to receive one of these awards if their service was associated with a single gliding club, no matter how outstanding that may have been.

The available awards are:

- *The Ryan Award – for outstanding service in the field of Airworthiness*
- *The Hoinville Award – for outstanding services in the field of Operations*
- *The W.P. Iggulden Award – for outstanding services to gliding in general*
- *The J.R (Bob) Muller Award – for outstanding services in the promotion of gliding*
- *The Wally Wallington Award – for outstanding services to the sporting aspects of gliding*

Life Memberships may also be proposed using the same process. Nominations should be sent to me at <tshirley@internode.on.net>, including a brief (one to two page) citation.



Performance Awards

Tim Shirley – GFA Awards' and Trophies' Officer

Each year the GFA awards three trophies for the best performances in three categories during the year 1 May to 30 April. These awards are presented at the AGM in September, and are: *Martin Warner Trophy – for the greatest height gain in the season*, *Wally Woods Trophy – for the greatest outright distance flown in the season* and *Bob Irvine Trophy – for the greatest Handicapped distance flown in the season.*

In all cases, there needs to be firm evidence that the claim was achieved. Obviously, any claim that resulted in the award of a GFA badge or record would be acceptable – in other cases equivalent evidence may be accepted.

Nominations will need to reach me at <tshirley@internode.on.net> by 30 June 2011. Those who sent in claims earlier in the year should check with me to ensure that it is in the system.



RANGA Scholarship 2011

Tim Shirley, GFA Awards' and Trophies' Officer

The Royal Australian Navy Gliding Association (RANGA) has established a scholarship valued at up to \$1500 annually to be awarded to a person who can demonstrate a strong commitment to aviation but who is not yet at solo standard in any form of flying.

The money is a grant to assist in training in gliding, and will be paid to the club which provides that training.

The rules for the scholarship, and the process for applications, can be found at [www.gfa.org.au/imis15/GFA/News_Content/Funding_News_Content/RANAGA_Gliding_Scholarship.aspx].

The scholarship runs from 24 July 2011 to 23 July 2012. Applications can be made until 3 July 2011.



Final Glide: RAY ADDINSALL

Andrew Evans

Mt Beauty Gliding Club foundation member Ray Addinsall died on 15 March 2011 at Mt Beauty after a long illness.

His funeral was conducted at Mt Beauty on 23 March 2011 and a formation fly past of the burial service at Tawonga cemetery was performed by Mt Beauty Gliding Club members Ian Cohn and Kitty Vigo flying in IS-28M2, VH-GRK, and Mark Bland and Rod Harris in ASK-21mi, VH-GVS.

Ray developed an interest in aviation at an early age while growing up at the family farm in Rainbow Victoria. He was a member of the Air Training Corps cadets early in World War 2 and joined the RAAF at age 18, flying Kitty Hawks during the war.

After the war he obtained his commercial pilots' licence and flew passenger flights in Tiger Moths for Percy Pratt at Geelong.

Ray learned to fly gliders during the 1970s and Mt Beauty Gliding Club was borne of a vision by Ray and Manfred Rueff in 1976 with just 11 inaugural members.

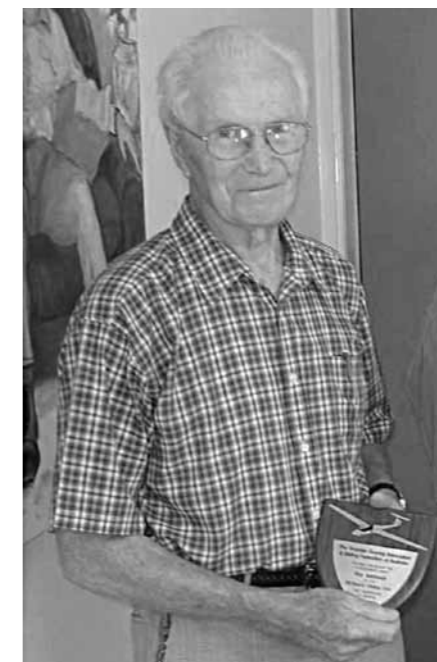
Ray was appointed president at the inaugural meeting of the club and held this position for an amazing 25 consecutive years until 2001. He then assumed an elder statesman-like role in the club providing wise counsel on significant issues as they arose.

In the early days of the club, flying was conducted at Bunn's property between Albury and Howlong where members flew with the Albury Gliding Club using aerotow launches.

After a winch was purchased from Latrobe Valley Gliding Club, winch launching commenced at Mt Beauty airfield.

Ray and Manfred purchased a two-seater IS28 glider VH-WVQ from Riley's at Tocumwal and the club used this glider until it was damaged in 1993.

With support from club members, Ray and Manfred purchased another IS28 glider VH-WVU and this glider is still used by club members today, predominantly for training and passenger flights.



Ray Adinsall

Ray became an assistant instructor and gained approximately 1000 hours gliding experience and approximately 1000 hours power flying experience.

He was awarded life membership of Mt Beauty Gliding Club in 2003 and was presented with a Living Treasure Award by the Victorian Soaring Association in 2006 in recognition of his services to gliding.

The success of Mt Beauty Gliding Club is due in no small part to the major contributions made by Ray and Manfred, through their many hours of voluntary work for the club and their substantial financial contributions though provision of gliders, a winch and hangar space.

Ray and Manfred's contributions over the 35 years since the formation of the club have placed the club on a very strong footing for ongoing success.

Ray was one of nature's gentlemen and a man of high ethical standards. As well as being greatly missed by his family he will be also be greatly missed by members of Mt Beauty Gliding Club and the Mt Beauty community.



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Email: <Airworthiness@sec.gfa.org.au>
Fax: 03 9303 7960



Lisa and Ivan finish
Photo: J Crowhurst



GFA News



Speed Week Update

We have had a great response to the initial posting, and all places have been filled. We anticipate some extra capacity by way of self-launching and winch, so expressions of interest are invited which will be placed on a reserve list.

Dates: 15 to 22 October.

Venue: Lake Keepit Soaring Club.

The week has a regatta format with a competition clinic each morning.

Guest coach is Ingo Renner. Contribution \$150, further information from Paul Mander <paul@mander.net.au>.

Paul Mander

2010 Australian Qualifying Grand Prix

The 2010 Australian Qualifying Grand Prix was re-scheduled and held at Lake Keepit from 19 to 25 March 2011. Nine Australian pilots contested the event which was won by Bruce Taylor with 38 points. Runner on 29 points was David Jansen and third place was taken out by Graham Parker, 28 points.

2010 NSW State Gliding Championships

Lake Keepit from 26 April to 2 May 2011

First three placings in each class:

CLUB CLASS

- Richard Frawley
- Garry Speight
- Vic Hatfield, Ian McPhee

STANDARD AND 15M CLASSES

- Paul Mander
- Dave Shorter
- Lisa Trotter

18M AND OPEN CLASSES

- Graham Parker
- Bruce Taylor
- Tom Claffey

FAI NEWS

FAI Gliding Badge Report

To 29 March 2011

A BADGE

Shortland, Nicholas E	11663	NSW Air TC
Hertlein, Ulrich	11664	Geelong GC
Portier, Frankie David	11667	Beverley GC
Portier-Volk, Marinka	11668	Beverley GC
Burton, Stephen Bruce	11669	GCV
Sahlstrom, Ari Pekke	11671	Sth Riverina GC

A & B BADGE

Burke, Nicholas Peter	11661	GCV
Astin-Walmsley, Kieren	11662	Boonah GC
Kenny, Morgan	11673	Narrogin GC

B BADGE

Hertlein, Ulrich	11664	Geelong GC
Pulis, Patrick	10851	Adelaide SC
Smith, Wade	11647	RAAF Richmond
Sheeran, Cean	11624	GCV

B & C BADGE

Hunt, Mark David	11642	Sth Riverina GC
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C BADGE

Atkinson, Scott James	11608	NSW Air TC
Garner, Stephen James	11474	Sthern Cross GC
Faithfull, Douglas Lloyd	11594	NSW Air TC

A, B & C BADGE

Wright, Marvin	11665	NSW Air TC
Husy, Alex	11666	Kingaroy GC
Eddy, John Bryce	11670	Kingaroy GC
Parsonage, Robert	11672	Adelaide Uni

SILVER C BADGE

Goerdel, Maren Anke M	4751	Lake Keepit
Khilnani, Vasant	4752	Sportaviation
Oehms, Laurence Ross	4753	Sth Riverina GC
Rose, Robin Roy	4754	GCV
Faithfull, Douglas Lloyd	4755	NSW Air TC

GOLD C BADGE

Barnfield, Mark	1168	Sthern Cross GC
-----------------	------	-----------------

DIAMOND GOAL BADGE

Rose, Robin Roy	GCV
Bull, David	DDSC

600KM DISTANCE

Rock, Warren	108	Beverley SC
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Peter Cassidy ridge soars Point Bonney of Wilpena Pound at the Flinders Ranges in his Standard Libelle VH-GTX during Adelaide University Gliding Club's annual trip during the Queen's Birthday long weekend

Photo: Justine Thompson in the front seat of Bergfalke 4, VH-GZQ flown by Anthony Smith

2011 Bright Paragliding Open

Benn Kovco



IN THE LAST FEW YEARS PILOT NUMBERS AT THE AAA SANCTIONED COMPETITIONS HAVE BEEN STEADILY DECLINING. IN AN EFFORT TO BRING PILOTS BACK TO THE MAJOR EVENTS, THE 2011 BRIGHT OPEN RAN IN FEBRUARY THIS YEAR WITH A PREVIOUSLY UNTRIED FORMAT.

Photo: Hamish Barker

The competition this year was focused on attracting new pilots who have been curious about competing, but weren't sure where to start and give them the best opportunity to have an enjoyable and educational week. The major change in the competition format was running two separate tasks – the regular AAA task geared towards the pilots aiming for team selection and maximum ladder points and a second shorter task called the 'A' task which was set with similar turn points as the AAA task to keep all pilots flying together as much as possible. The idea of the 'A' task was to set a shorter, more achievable task for pilots who are new to competition while still giving them the exposure to the highest level of competition in Australia.

This year a pilot mentoring program was established to match the newer pilots with a more experienced pilot to answer questions, provide assistance with instrument and flight planning and general help to get through the craziness that can come along in competition. The program was very well received and the pilots who

took part were very appreciative of the time and effort given by the mentors.

Another addition to this year's event was a series of daily lectures which were held for an hour each morning before heading to launch for the day. The topics included preparing for competitions, managing fear, decision making, competition scoring, setting goals for your flying and more. The lectures were delivered by a group of Australia's most experienced pilots.

'AAA' RESULTS

The competition this year did its best to conform to the natural laws of all major flying events by bringing adverse weather to the region – unseasonal rainfall and the left-overs of a tropical cyclone keeping things at situation normal. A total of four tasks were flown in varied conditions, testing the pilots' patience, tactics and route selection – all the elements that typify flying around Bright. The overall winner was Ari Sahlstrom of Finland who, after winning task 1, led the competition all week with some consistent flying. The well-known Mads Syndergaard of Denmark was in second place flying a new UP proto-

type and local legend Fred Gungl came in third after winning tasks 2 and 4. Fred suffered the same fate as many on task 1 where most of the leaders taking the fast line to the south decked around The Burrs while pilots taking the northerly line along the front of Mt Porepukah had more success. A very notable result for the week was Mark Dobson flying the Nova Mentor 2 in the LTF 1/2 class who flew extremely well all week and was only two points shy of taking out 1st place in the LTF 2/3 class – to put it in perspective that's a few seconds faster on one task or 100m further on the last task where nobody got to goal – it's a fickle game we play but nonetheless awesome flying Mark!

OPEN CLASS

1	Ari Sahlstrom, Finland	Gin Boomerang 7	3267
2	Mads Syndergaard, Denmark		
		UP Edge XR	3081
3	Fred Gungl, Australia	Ozone R10.2	2965

LTF 2-3 CLASS

1	Arnold Frankenberger, USA	Niviuk Peak 2	2482
2	Mark Dobson, Australia	Nova Mentor 2	2480
3	Gareth Carter, Australia	Ozone Mantra 3	2278

LTF 2 CLASS

1	Mark Dobson, Australia	Nova Mentor 2	2480
2	Hamish Barker, Australia	Gradient Aspen 3	2098
3	Paul Underwood, Australia	Ozone Delta	1361

LTF 1-2 CLASS

1	Mark Dobson, Australia	Nova Mentor 2	2480
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INTERMEDIATE

1	Jari Katajamaki, Finland	Nova Factor	1023
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'A' RESULTS

We ended up with a total of 22 pilots flying the 'A' task, all competing on LTF 1-2 class gliders. Task 2 was the highlight with about half the field making goal and many of those pilots making goal for the very first time – and in their first

competition. There was lots of good feedback regarding the separate task and that will help to improve the format in years to come.

'A' TASK OVERALL RESULTS

1	Alex Yaschenko, Australia	Nova Mentor 2	1699
2	Alex Morgan, Australia	Nova Mentor	1483
3	John Hancorne, Australia	Gradient Golden 3	1467

INTERMEDIATE

1	Alex Yaschenko, Australia	Nova Mentor 2	1699
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WOMEN

1	Kari Roberson	Ozone Buzz	1049
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Full results, task details and interactive maps can be found at www.brightopen.org/scoring.html.

Thank You

Major events and competitions like the Bright Open don't just happen, they come together thanks to the efforts, patience and good will of a surprisingly large group of people – the effort of Barb Scott was absolutely pivotal in making the competition happen this year, Brian Webb organised the lectures and the mentoring program and we could not possibly ask for a more experienced and thoughtful Meet Director than Heather Mull. Gavin Zahner did an amazing job during the week with scoring and numerous other technical and organisational tasks. Geoff Wong was on the scoring job as he is at every competition and Brett Hardin supplied and maintained the registration system which is now being used for all our events.

A big thank you to the Mentors who gave their time to assist new pilots during the week: Andrew Horchner, Che Golus, Coin Jeffrey, Felipe Rezende, Fred Gungl, Gareth Carter, Gavin Zahner, Hamish Barker, James Thompson, Kacper Jankowski, Lindsay Wootten, Mads Syndergaard, Mark Dobson, Oliver Blonske, Simon Houston and Zoltan Toth. The daily lectures were generously provided by Andrew Horchner, James Thompson, Geoff Wong, Brian Webb, Mads Syndergaard and Craig Collings.



The Future of Competition in Australia

Where to now? Some new ideas were tried at the Bright Open this year and in terms of attracting pilots back to these events, it seems to have had an effect as we had the highest attendance for several years. But what do you want to get from attending an organised event such as this? Please feel free to make public what you want to see from these events – whether it was your first comp or you've been flying so long you can't remember your first comp, let's open up some discussion around what will keep competitions viable, fun and valuable for all who attend. There is little question that competition flying is one of the best ways to improve your flying and become a safer pilot, ask what you can do to contribute and keep them going.

Thank you to all the sponsors for their generous support:

Outdoor Inn



Bright & Alpine Backpackers

As ever, a huge thank you to Terry and the guys at the Outdoor Inn who have provided both financial support and their resources for so many years now, it wouldn't happen without these guys.



Gavin Zahner of Ozone/One Small Planet, Fred Gungl of Active Flight, Lee Scott at High Adventure and Paul Cox all generously donated prizes amongst all the classes.



Thank you to all and please make an effort to support our sponsors when thinking of your next equipment splurge.

Photo: John Chapman

Soaring Australia Magazine

After several years of partnership and collaboration via the Soaring magazine the GFA have elected to depart from our joint venture. Their decision followed a declaration of intent from the HGFA that magazine should go full colour and bi-monthly by the end of June this year. The HGFA are now looking forward to a dedicated bi-monthly, colour magazine from August 2011. These changes will save the HGFA circa \$50,000 annually.

The reduction in frequency of the magazine will be closely monitored, we intend to expand the content of the eAirwaves newsletter to help bridge the communication gap. The introduction of full colour will illuminate content and provide a more attractive venue for your spectacular images.

We will be relinquishing the magazine name of 'Soaring' to the GFA and reviving the previous name of 'Sky Sailor' pending a better suggestion from the membership floor, details to follow. We intend the centre-fold of the new production to be reserved for those outstanding image or collages, remember your articles and all those excellent photos will be shown in full colour.

Brian Webb, HGFA Board

and features three internal straps and a sleeved heavy duty zipper. To prevent the formation of humidity and wing damaging condensation, the NKare has integral air vents and non-closing ends. Also featuring a small integrated riser protection bag to safely secure both risers and prevent line and riser entanglement, the NKare bag weighs less than 500g and fits all gliders sizes.

It Takes Two To Takoo



Niviuk's New Tandem Paraglider

The philosophy behind every Niviuk wing is continuous improvement and the Takoo 2 is no exception. Niviuk have incorporated their SLE (Structured Leading Edge) system which results in having a very light leading edge, ease of inflation and minimal deformity. The trailing edge is reinforced with the STE (Structured Trailing Edge) technology, creating a clean airflow and allowing for more efficiency and speed in turns, while still maintaining an excellent sink rate. A slightly more pronounced arch gives the profile more stability in turbulence.

The line plan of the Takoo 2 has been carefully developed to minimise total line distance. Total line length on the 39m size has now been reduced to 416m, with 22% less lines compared to the Takoo 1. The improved ELS (Ear Lock System) simplifies the application of big ears. There are also more glider attachment points, improving the loading and pressure on the glider.

The Takoo 2 weighs in at just 8.6kg for the 39m size and 8.8kg for the 42m size, sporting an overall reduced glider weight compared to its predecessor.

For more information on Niviuk products contact Paul Cox at Central Coast Paragliding <coxy@ccparagliding.com.au>, ph: 02 4334 2222 or 0421 072897.

Paul Cox, Central Coast Paragliding

New Flymecc Paramotor

Setting new bench marks in paramotor quality, the cage has been manufactured

from extremely strong, ultra-lightweight carbon fibre and aluminum in combination of special polymers to produce a very robust cage for an almost vibration-free flight. The unit is powered by the new Sky110 which is lighter, has a broader power band, more fuel efficient and is much quieter. The water-cooled motors from Sky Engines have proven their reliability and fuel efficiency globally and this year breaking two World records in the hands of Australian pilot Chris Atkinson.

The Flymecc comes standard with a unique hand grip with a low fuel indicator, hour meter and a digital RPM read out. The Flymecc can be supplied in red, blue or orange.



Since pictures do not display the high quality of these units sufficiently, demonstrator models will be available at the Propfest '11 Fly-in, 8 to 10 July 2011, or for more info check out [www.tribalflight.com.au/Shop/tabid/65/ProdID/8/Fly_Mecc_Carbon_Fibre_Sky_100.aspx].

Matt Fox, Tribal Flight

Nova Bion – New EN B Tandem



Does my next passenger weight 50 or 100kg? Professional tandem pilots are concerned with this question very often – but no longer with the new Bion... Nova's new tandem wing offers a huge weight range from 115 to 230kg! Moreover, it features all important details professional tandem pilots ask for: really easy launch, high durability, high safety, low brake pressure with smooth handling, trimmers, dockable big ears to gently bring down the passenger if needed...

As the name already suggests, the development of Nova's new tandem glider is based on the well-proven low-level EN B wing Ion. The design of the Bion is characterised by a rather low

aspect ratio, which leads to a very gentle collapse and launch behaviour.

The Bion stands out for its reliable launch behaviour. Thanks to unbreakable polyamide rods in the leading edge, the short lines and the low weight of the canopy, the wing inflates quickly, rises easily and almost 'parks' in zenith with no tendency to overshoot. Another positive effect of the short lines is that the Bion doesn't tend to 'dive' after take-off.

The high manoeuvrability of the canopy in combination with the low brake pressure ensures that even long flights will be relaxed. For a rapid descent you can choose: either a steep spiral with low G-forces or big ears. Split A-risers with a magnet-clip help to get the ears in, while clamps allow to fix them and effortless descend with a sink rate.

The Bion features effective trimmers increasing its speed by about 10km/h allowing for stronger headwinds.

The right timing for flaring is easy to find and the low minimum speed allows a smooth landing.

Highlights:

- Huge weight range (115 to 230kg)
- Low weight (8.5kg)
- Kink resistant leading edge polyamide rods
- Trimmer for increasing maximum speed
- Big-ear clamps
- Short lines for precise, responsive handling
- Lightweight, super-strong carbon spreaders
- Highly durable materials and construction

The Bion has passed was classified EN B. For detailed information visit the website [www.nova-wings.com/english/products/bion.html].

Philipp Medicus, Nova



Revo Wins Major Award

The Revo trike was entered in the Sun'N'Fun airshow in the USA, the second biggest airshow in the world. It was up against not only

trikes, but all ultralights being exhibited as well. It won the Grand Champion award – an outstanding achievement for Evolution trikes – the maker of the Revo.

And the first Revo has arrived in Australia and been certified. It's flying out of Bunbury airfield, WA. Three more will arrive early May on the east coast at La Trobe Valley airfield.

Jon Newell



Review: Flying Rags for Glory – the A to Z of Competition Paragliding

An interesting book from Mads Syndergaard aimed squarely at paragliding pilots aiming to compete at a senior level. The preface

immediately sets a no-nonsense tone emphasising the 'chance of a life-altering accident' and 'off-the charts time thief' balanced by competition providing a strong learning environment and being good for the right pilots. This tone is maintained throughout.

The book covers every aspect of competition flying providing insights that would take years to pick out alone. Leapfrog through your current level of proficiency by leveraging from the expertise made available. Favourites for me were 'XC on Speed', 'If you're not climbing' also 'non-conscious learning' and 'making less mistake than the others'.

May 2011

NEW PRODUCTS

New from Niviuk



NKare Folding Bag – TLC For Your Glider

Niviuk gliders are designed and constructed using the very latest materials and performance innovations, such as the SLE (Structured Leading Edge) and STE (Structured Trailing Edge), do require a certain amount of care to maintain the profile and integrity of the internal structures, especially when folding the glider. To make this process easier, Niviuk have introduced the NKare folding bag.

The NKare has been made using high quality coated Rip-Stop nylon material,

for the complete motorised experience

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DVD'S

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Manilla Sky PG Worlds 2007 (90mins)	\$33.00
Getting High XC Open 2005 (40mins)	\$22.00

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Remember this fast tracking must accompany the core requirement of flying, flying and more flying. The reading can only compliment the mandatory hours in the air and distance over terrain where we make then benefit from our mistakes, our learning opportunities. Enjoy a good read then go have a fly.

Brian Webb

Bali High Adventure 2011

High Adventure Paragliding will be returning to Bali for its Paragliding

courses and Tours in August 2011 in news section please and for further details contact us <fly@highadventure.com.au> or visit our website [www.highadventure.com.au].

Lee Scott, High Adventure

FAI NEWS

New Hang Gliders International Record – 21 March 2011

FAI has ratified the following Class O (Hang Gliders) World record:
Claim number: 16125

*Sub-class: O-3 (Paragliders)
Category: Feminine
Type of record: Distance using up to three turnpoints
Course/location: Quixada, CE (Brazil) - Castelo Do Piaui, PI (Brazil)
Performance: 255.7km
Pilot: Nicole FEDELE (Italy)
Date: 5.11.2010
Previous record: 131.5km (10.11.2009 - Kamira PEREIRA RODRIGUES, Brazil)
FAI congratulates the pilot on this splendid achievement.*



LETTER TO THE EDITOR

HGFA State Association Fees

I am a paramotor pilot based in Victoria. I have been a licensed pilot since 1994 and have been paying my (VHPA) State Association (SA) fees ever since. I have never applied for membership of a SA.

In all those years, I never had need to ask for SA help, advice, support or financial assistance and I have never been contacted by a SA representative. I understand, however, there are fellow pilots who need SA assistance and as such there could be a need for SAs.

But for me and many others, SAs are not needed, SAs do not represent me nor do I want them to represent me and they do not influence my enjoyment of the sport. So, why should I financially support them?

I do not have a choice, the SAs have the mandate to lay their hands on my hard-earned cash. The threat is that if I do not pay the SA fee, I am not allowed, by ruling of the HGFA, to engage in my sport as was clearly explained to me several years ago by the then GM of the HGFA. A ruling I would like to challenge. Many pilots just accept these standover techniques and pay to avoid conflict.

In my opinion, this arrangement is not right, is unfair and undemocratic. In simple terms:

In my opinion, the HGFA should not distribute pilot funding to other organisations without the consent of the pilot.

Several prominent members of SAs are against this arrangement of 'only by consent' as it has the potential to reduce their cash flow.

At the latest SAs meeting I was an observer, and it was confirmed that pilot consent was not required and SA fees had to be paid according to your postal code. Acceptable arrangement? Not for me.

On a somewhat related matter: Paying SA fees does not automatically mean you are a member of the SA you pay your fee

to. The HGFA has changed the rules resulting from a risk of litigation. Let me explain...

For many years, pilots were told paying a SA fee through the HGFA annual renewal fee collection method, made you a member of that SA. Many pilots are still under this false impression.

This arrangement was challenged on the basis that, you could not become a member of an organisation (SA) by virtue of becoming a member of another (HGFA).

Nowhere in the HGFA or SAs constitutions were arrangement made for this strange relationship and I question this is even allowed under the Fair Trade Practices Act.

To avoid litigation, the HGFA Board decided to de-couple this arrangement. This was clearly mentioned on several occasions during the last HGFA AGM.

SA fees are now called levies and payment of a SA levy does not automatically make you a member of that SA. To become a member of a SA, you have to apply to said SA. Membership application forms and information on 'How to become a SA member' are defined in the constitutions of the respective SAs.

The levy is for the SA to do with whatever it seems fit and proper. Accountability, as to the spending of the levies, is by the executive of the SA to its members. Many who currently pay a SA levy have never formally applied to become members. SAs do not have to justify to non-members how, where or when their levy is spend.

To summarise:

- I'm forced to pay funding to an organisation I do not want to provide funding to.
- The organisation which receives my funding has no accountability to me as to the spending of my money.

My suggestion is twofold:

That this current arrangement is removed and replaced with an arrangement where the pilot has the right to

choose where his/her levies are distributed to and where SA are financially accountable to all their funding providers and not just to their members.

Jos Weemaes

Clearly, Jos does not like paying the State levy. I suspect few people really enjoy shell-ing out their money to a bureaucracy whether that be State, Federal or Regional. What Jos doesn't concede in his letter is that he and the para-motoring fraternity can access funds through their State, perhaps even to a far greater extent than they, personally, have contributed and I urge them to do so. He also fails to give any credit for the fact that the State organisation has provided a framework for 30 odd years so that he can enjoy his chosen form of aviation. Countless meetings, thousands of volunteer hours, site management, government negotiations, etc, that his and others State levies pay for. Maybe Jos says he's never used these facilities or has no need for the systems already in place and discounts the effort that has been put in over time. With respect, until he has negotiated to set up his own National para-motoring organisation I really don't think he is giving credit to those who put in the time.

The HGFA committee understands that specific flight disciplines may require direct funding for particular projects which have a 'National' impact and as President, I encourage these disciplines to talk to the HGFA about their needs.

Most of us pay taxes for things we may never use, local libraries, swimming pools, roads, parks, politicians, cars, etc, but remember the State levy is in most cases less than 20% of the HGFA fee and I believe in the hands of the states/regions delivers pretty good value to the flying community at the grass roots level.

This system may not be perfect, but it seems to fit with the majority of the pilots HGFA represents.

Rob Woodward, President HGFA

AUSTRALIA

Gliding Queensland AGM 22 May 2011

All GQ members are welcome to attend the Annual General Meeting of Gliding Queensland to be held on the 22 May, 2011 starting at 9:30am. The meeting will be held in the Australian Air Force Cadets' building at Bonanza Drive, Archerfield. All positions will be declared open and applications are invited. Lunch and morning tea will be provided. Please respond to HYPERLINK "mailto:secretary@glidingqueensland.org.au" secretary@glidingqueensland.org.au to advise of your intentions and any agenda items.

RTO/Ops Annual Meeting 21 May 2011

All CFIs and Level 3 instructors are invited to attend the annual RTO/Ops meeting starting at 9:30am. The meeting will be held at the Australian Air Force Cadets' building at Bonanza Drive, Archerfield. Lunch and morning/afternoon tea will be provided. Please respond to Tony Scarlett at <scarletts@flexi.net.au> to advise of your intentions and agenda items.

2011 Microlight Events: Dam Busters Fly-in

Queens B'day long weekend, June 2011
Pilot Registration: \$50, incl. entry wrist band., Dam Busters cap and stubbie cooler. Your wrist band must be worn on launch. No wrist band, no flying! If you want a T-shirt or additional caps/coolers, please order via [www.ppgaaustralia.com/Dam%20Busters/Dambusters_2011_Rego.htm]. Accommodation costs are not included.

Milbrulong Fly-in 15 to 18 September 2011

Mt Beauty Gathering of the Moths 18 to 20 November 2011

Bunyan Wave Camp 2011 September 17 to 25, 2011

Bunyan Airfield (YBUY) – 15km north of Cooma NSW on the Monaro Highway. Limited clubhouse accommodation and on-field camping available, commercial accommodation available in Cooma. Access to the 'Snowy Mountain Wave Soaring Areas' available to suitably endorsed and equipped pilots. Daily weather briefings, coaching and oxygen refills

for bottles with CGA540, standard medical valves or suitable adaptors for CGA540 available provided the O2 bottle is in current inspection. Pre registration is preferred for planning purposes. To register your intentions to attend, to make accommodation bookings or other camp enquiries contact Stuart Ferguson (Club captain) on 0419 797508 or <sd01@bigpond.com>.

OVERSEAS

Åger Women's Open 28 August to 3 September 2011

The competition will start directly after the PG World Cup in Åger in August 2011. The website [www.agerwomenopen.com] is now live. You can find details of how to register for the competition there. We already have some great sponsors who have offered fantastic prizes for our winners: Flymaster Avionics, Drift Innovation, Parahawking. The competition in 2010 was a great success and we hope to make this year even bigger and better, but we need your help! We look forward to welcoming you in Åger!

International events can be found at [http://events.fai.org].



HGFA Operations Manager's Report



Civil Aviation Order 95.8

The HGFA generally, and HGFA pilots who particularly want to fly off the ground with wheels attached should be very pleased with the release on Wednesday, 30 March of amended CAO 95.8. This amended CAO removes the legal impediment to attach and use wheels as a launch method for hang gliders and paragliders. I acknowledge the frustration of many pilots over the last three months who have had their 'wings clipped' during the HGFA imposed moratorium on wheel-based flying. However, it is also very important to note, by acknowledging the oversight and managing the issues around the oversight, we provided the confidence required for our regulator to move forward with their own sense of conviction. The result is a new CAO and new opportunities for HGFA pilots.

Powered Hang Glider And Paraglider Sub-committees

A Powered Paragliding sub-committee was formed earlier this year and a

Powered Hang Gliding sub-committee more recently. Both sub-committees are working to establish certification, training and operation recommendations for the oversight of CAO 95.8. With the release of 95.8 the work undertaken by the sub-committees is very relevant and will generally shape how the HGFA manages the oversight of the CAO. Even though the work continues it is well worth thanking those members for their contribution to date in light of the 95.8 release.

Other Sub-committees

As a member focused organisation, the input and assistance of members is highly valued. In the near future the HGFA will need assistance with other tasks and projects, some of this will be around IT and Manual writing. As these projects develop I will be interested to hear from members who have time, are capable and willing to assist, details will appear in future Airwave newsletters.

VHF Radio

Please note the carriage of VHF radio is compulsory around Certified and Restricted aerodromes. Pilots need to have a current VHF Radio Operators Certificate to operate a VHF radio on aeronautical frequencies. If you are unsure what airfields are Certified or Restricted please follow the link below to the Airservices website and ERSAs [www.

airservicesaustralia.com/publications/aip.asp?pg=40&vdate=10-Mar-2011&ver=1].

If you would like further information regarding radio requirements and procedures please refer to the Visual Flight Guide, Section 3 Operations [www.casa.gov.au/scripts/nc.dll?WCMS:STANDARD::pc=PC_90008].

Speed Wings

Aerosafe a contracted partner of CASA delivering safety services to the industry, developed with input from HGFA members a comprehensive Speedwing Risk Matrix. A Speedwing in general terms is a smaller high performance paraglider with different handling characteristics and operational envelope. Due to the rapid uptake of speedwings by pilots, both within and outside the HGFA the Risk Matrix was a joint effort aimed at identifying residual risk to the individual pilot and to the HGFA generally.

The SOP discussed how this type of higher performing paraglider should fit into the HGFA oversight obligation and to allow time to review and develop the appropriate standards the committee agreed to the following Speedwings must be certified and commercial tandems must use certified gliders to a maximum level of ENB

John Olliff



HGFA OPERATIONS MANAGER

John Olliff
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03 93853340, 03 93355364.

Vintage Gliders Australia
22 Eyre St, Balwyn VIC 3103, 03 98175362.
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NSW Gliding Association (NSWGA)

327 (Gliding) Flight, Australia
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Byron Gliding Club Incorporated
PO Box 815, Byron Bay NSW 2481,
02 66847627.

Canberra Gliding Club
GPO Box 1130, Canberra ACT 2601,
02 64523994, 0428 523994.

Central Coast Soaring Club
PO Box 1323, Gosford South NSW 2250,
02 43639111, 02 43844074, 0412 844074.

Cudgong Soaring Pty Ltd
C/- Matthews Folbigg, Level 7, 10-4 Smith
St, Parramatta NSW 2150, 02 96357966,
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Grafton Gliding Club
16 Fuller St, Mullaway NSW 2456,
02 66541638, 0403 088551.

Hunter Valley Gliding Club Co-op Ltd
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Lake Keepit Soaring Club
234 Keepit Dam Rd, Lake Keepit NSW 2340,
02 67697514.

Leeton Gliding Club
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Narromine Gliding Club Inc.
PO Box 240, Narromine NSW 2821,
02 68892733, 0418 270182.

Orana Soaring Club Inc.
PO Box 240, Narromine NSW 2821,
02 68897373, 0418 270182.

RAAF Richmond Gliding Club
RAAF Base, Richmond NSW 2755,
02 45873214.

RAAF Williamtown Gliding Club
C/O Mr G R Lee, 10 Federation Dr, Medowie
NSW 2318, 02 49829334.

Scout Association NSW Gliding
C/- Bob G Balfour, 80 Malvern St, Panania
NSW 2213, 02 96951100.

Soar Narramine Pty Ltd
PO Box 56, Narramine NSW 2821,
02 68891856, 0419 992396.

Southern Cross Gliding Club
PO Box 132, Camden NSW 2570,
02 46558882, 0417 705997 (emergency).

Southern Tablelands Gliding Club
57 Munro Rd, Queanbeyan NSW 2620,
02 62973504.

South West Slope Soaring P/L
181 Fishers La, Bendick Murrell NSW 2803,
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Sydney Gliding Incorporated
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Temora Gliding Club
PO Box 206, Temora NSW 2666, 02 69772733.

Gliding Queensland
2 Wing AAF School of Aviation Inc.
201 Squadron Air Force Cadets, PO Box 647
Archerfield QLD 4108, 07 38791980, 0415
150965.

Barambah District Gliding Club
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07 54867247, 0412 719797.

Boonah Gliding Club Incorporated
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07 54632630, 0408 016164.

Bundaberg Gliding Incorporated
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07 41579558, 0417 071157.

Caboolture Gliding Club
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0418 713903.

Central Queensland Gliding Club
PO Box 953, Rockhampton QLD 4700,
07 49331178.

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Level 1, 1 Swann Rd, Taringa QLD 4068,
07 46637140, 0409 507847.

Gympie Gliding Club
PO Box 722, Cooroy QLD 4563, 07 54833580.

Kingaroy Soaring Club
PO Box 91, Kingaroy QLD 4610, 07 41622917,
0438 179163.

Moura Gliding Club
PO Box 92, Moura QLD 4718, 07 49973265,
0428 360144.

North Queensland Soaring Centre
PO Box 3835, Hermit Park QLD 4812.

Pacific Soaring
PO Box 259, Caboolture QLD 4510,
07 54994997, 07 54994805.

Southern Downs Aero & Soaring
PO Box 144, Warwick QLD 4370, 07 38348311.

SA Gliding Association (SAGA)
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PO Box 94, Gawler SA 5118, 08 85221877.

Adelaide Uni Gliding Club Incorporated
Adelaide Uni Sports Assoc, The University of
Adelaide SA 5005, 08 88262203, 0412 870963.

Air Cadet Gliding Club
PO Box 2000, Salisbury SA 5108,
08 83805137, 0429 805137.

Alice Springs Gliding Club
PO Box 356, Alice Springs NT 0871,
08 89526384, 0417 530345.

Australian Junior Gliding Club
67A Balfour St, Nailsworth SA 5083,
0417 421650.

Balaklava Gliding Club
PO Box 257, Balaklava SA 5461, 08 88645062.

Barossa Valley Gliding Club
PO Box 123, Stonefield via Truro SA 5356,
08 85640240, 0488 841373.

Bordertown Keith Gliding Club
PO Box 377, Bordertown SA 5268,
08 87521321, 0409 693027.

Millicent Gliding Club
PO Box 194, Millicent SA 5280,
08 87333421, 0427 977218.

Murray Bridge Gliding Club
PO Box 1509, Victor Harbor SA 5211,
08 85543543, 0409 677677.

Northern Australian Gliding Club
PO Box 38889, Winnellie NT 0821,
08 89412512.

Renmark Gliding Club
PO Box 450, Renmark SA 5341,
08 85951422, 0417 890215.

Scout Gliding Club
22 Burford Crescent, Redwood Park SA
5097, 08 82895085, 0418 815618.

Waikerie Gliding Club
PO Box 320, Waikerie SA 5330, 08 85412644.

Whyalla Gliding Club
PO Box 556, Whyalla SA 5600,
08 86452619, 0413 127825.

Victorian Soaring Association (VSA)
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PO Box 620, Wodonga VIC 3689.

Beaufort Gliding Club
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0431 702175.

Bendigo Gliding Club
PO Box 846, Bendigo VIC 3550, 03 54423459.

Bothwell Gliding Club
PO Box 288, Sandy Bay TAS 7005, 03 62267615.

Corangamite Soaring Club
Kurweeton, Kurweeton Rd, Derrinallum
VIC 3325, 03 55939277.

Geelong Gliding Club
PO Box 197, Bacchus Marsh VIC 3340,
03 93385925, 0409 212527.

Gliding Club Of Victoria
PO Box 46, Benalla VIC 3671, 03 57621058,
0429 950580.

Grampians Soaring Club
PO Box 468, Ararat VIC 3377, 03 53525710,
0471 514438.

Horsham Flying Club
PO Box 158, Horsham VIC 3402, 03 53823491,
0427 315845.

Latrobe Valley Gliding Club
PO Box 625, Morwell VIC 3840,
03 51221081, 0407 839238.

Mangalore Gliding Club
PO Box 208 Nagambie VIC 3608,
03 57985512, 0428 635717.

Melbourne Motor Gliding Club
PO Box 278, Dingley Village VIC 3172,
0418 511557.

Mount Beauty Gliding Club
Box 486, Mt Beauty VIC 3699,
02 60591417, 0402 075131.

Murray Valley Soaring Club Ltd
PO Box 403, Corowa NSW 2646, 02 60335036,
0400 244578.

Soaring Club Of Tasmania
34 Clinton Rd, Geilston Bay TAS 7015,
03 62437508.

South Gippsland Gliding Club
PO Box 475, Leongatha VIC 3953, 0437 454986.

Southern Riverina Gliding Club
PO Box 32, Tocumwal, NSW 2714,
03 58743052, 03 58742914.

SportAviation Pty Ltd
Gate 10, Babingtons Rd, Tocumwal Airport,
Tocumwal NSW 2714, 03 58742734,
0427 534122.

Sunraysia Gliding Club
PO Box 647, Mildura VIC 3500,
03 50257335, 0448 293927.

Swan Hill Gliding Club
PO Box 160, Nyah VIC 3594, 03 50376688.

Tumbarumba Gliding Club
C/- Juds Engineering P/L, PO Box 5283,
Wagga NSW 2650, 02 69251642, 0428 251642.

VMFG
GPO Box 1096, Melbourne VIC 3001,
0402 281928 or 03 98486473 (h).

Wagga Wagga Soaring Club Inc.
PO Box 613, Wagga Marketplace, Wagga
Wagga NSW 2650, 0427 205624.

WA Gliding Association (WAGA)
716 Flight Australia Air Force Cadets
7 Wing HQ, RAAF Base Pearce Bullsbrook
WA 6084, 08 95717800.

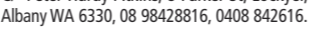
Beverly Soaring Society
PO Box 136, Beverly WA 6304,
08 94595719, 0437 377744.

Gliding Club of Western Australia
PO Box 6231, East Perth WA 6892,
08 92212164, 0417 992806 (weekends).

Morawa Gliding Club
PO Box 276, Morawa WA 6623, 08 99711775.

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

Stirlings Gliding Club
C/- Peter Hardy-Atkins, 8 Parker St, Lockyer,
Albany WA 6330, 08 98428816, 0408 842616.



HGFA

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

HGFA National Office

4a-60 Keilor Park Drive, Keilor Park VIC
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<office@hgfa.asn.au>, [www.hgfa.asn.au].

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

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The Pico Club (National Paramotor Club)
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Rob Van Riswick 0428 290462; Sec: Grant
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Bush (HG SSO) <bethandallan@bigpond.com>,
0407 814524; Comps: Mark Stewart (PG SO)
<artik_mark@yahoo.com.au>, 0421 596345,
Comp: 2nd and last Sunday of each month.
Meetings: Contact committee.

Central Coast Sky Surfers
PO Box 3106, Bateau Bay NSW 2261, [www.
centralcoastkysurfers.com]. Pres: Frank Warwick
0409 468337 <president@centralcoastkysur-
fers.com>; V-Pres: Hayden Leeke 0412 230515
<vice-president@centralcoastkysurfers.com>;
Sec: Greg Holbut 0447 760205 <secretary@
centralcoastkysurfers.com>; Trs: Richard Water-
field 0414 652323 <treasurer@centralcoastkys-
urfers.com>, SSOs: Javier Alvarez 0418 116681
<media@centralcoastkysurfers.com>, John
Harriott 0412 442705 <national-parks-liaison
@centralcoastkysurfers.com>. Meetings: 1st
Thu/month, 7:30pm, Erina Leagues Club, Ilya
Ave, Erina.

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

Hunter Skyailors Paragliding Club
Pres: Bob Lane 0422 744285, <boblane.55@
hotmail.com>; V-Pres: Brent Leggett 0408
826455, <brent@flashme.co.au>; Sec: Albert
Hart 0421 647013, <calbert.hart@bigpond.
com>. Meetings: Last Tue/month, 7pm,
Hexham Bowling Club.

Illawarra Hang Gliding Club Inc.
27a Paterson Rd, Coalcliff NSW 2508. Pres:
Frank Chetcuti 0418 252221 <chetcuti1@
bigpond.com>; Sec: John Parsons; SSO: Tim
Causar 0418 433665 <timcau@ozemail.com.au>.

Kosciusko Alpine Paragliding Club
[www.homestead.com/kapc]; Pres: Michael
Porter 0415 920444 <Michael.Porter@apjll.
com>; V-Pres/SSO: James Ryrie 0417 491150
<James@Micalago.com>; Sec: Mark Elston
0428 480820 <elston.mark@gmail.com>.

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Pres: Russell Harvey 0412 928598
<russellharvey@optusnet.com.au>;
V-Pres: Ebberhard Muller 0418 963526
<eddydmuller11@yahoo.com>; Sec: Darryl
Gledden 0408 281454 <dgledden@bigpond.
net.au>; Trs: Murray Payne 0417 179742

<vpayne3@bigpond.com>; SSO: Paul Cox 02
43342222.

Manilla SkySailors Club Inc.
PO Box 1, Manilla NSW 2346, [www.mss.
org.au]. Pres/SSO (PG): Godfrey Wenness 02
67856545, <skygodfrey@aol.com>, V-Pres:
Matt Morton <Matt.Morton@defence.gov.
au>; Sec: Suzi Smith <suzismith@hotmail.com>,
Trs: Bob Smith <bobskisan@hotmail.com>, SSO
(HG) Patrick Lenders 02 67783484 <patrick.
lenders@gmail.com>, SSO (WM): Willi Ewig
02 67697771 <skyranch@gmx.net>.

Mid North Coast HG and PG Club
Pres: Nigel Lelean 0419 442597; SSO: Lee
Scott 0429 844961.

Newcastle Hang Gliding Club
PO Box 64 Broadmeadow NSW 2292; [www.
nhgc.asn.au]. Pres: Dawson Brown 0429
675475 <dawson@bmhgc.org.au>; V-Pres:
Gary Herman 0401 772289 <garyherman@
aapt.net.au>; Sec: Don Bremner 0421
364997, <dmbremner@optusnet.com>; Trs:
Allan McMillan 0400 637070 <adm@idl.
com.au>; SOs: Coastal – Tony Barton 0412
607815, Inland – Scott Barrett 0425 847208,
John O'Donohue 02 49549084, PG – James
Thompson 02 49215832 <editor@nhgc.asn.au>.
Meetings: Last Wed/month 7:30pm South
Newcastle RLC, Llewellyn St, Merewether.

Northern Rivers HG and PG Club
PO Box 126, Byron Bay NSW 2481; [www.
nrhgpgc.net]. Pres: Jan Smith 0438 876926
<jansmith.cloudnine@gmail.com>; V-Pres:
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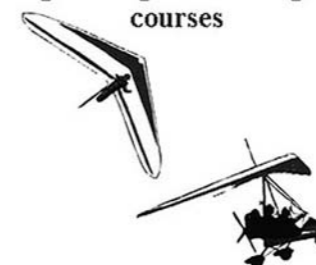
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Advertising Index May 2011

Airports Team 5	15
Contour Camera	BC
Eco Watch	27
GFA Gliding Seminar	27
GFA Form 2	34
HGFA Merchandise	IBC
High Adventure – UP	23
Keepit Soaring	35
Manilla PG – Accessories	41
Microair Avionics	13
Natalie's Travel	33
OAMPS	17
Poliglide.com	40
SportAviation PL	35

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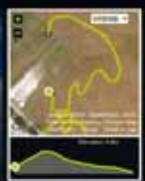
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