



Soaring[★] AUSTRALIA

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Balloon Drop



June 2011



**Weekend Warrior
Series Wrap Up**



But It's Not Wood!

June 2011



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New Zealand Flying
Photo: Bill Verco



Last Joint Edition Of 'Soaring Australia' Magazine

Maurice Little, Chairman of the GFA Marketing and Development department

This is the last edition of the joint HGFA/GFA member magazine. From July onwards each organisation will produce a sport specific publication for their members at half the frequency. In GFA's case, six a year with each edition covering two months' material in full colour. By the time you read this the final touches will be just about in place with the first edition, with feature articles from each GFA department, a focus on one of GFA's many clubs, club corner for news and events, a centre removable and reversible calendar covering the two months and listing the events pertinent for the period. We aim to run this general theme routinely each edition supplemented by free-style entertainment articles from you the members.

Advertising is changing also. All material will be full colour, but classifieds will be directed to the members' website. Display advertising is being managed and driven by the publisher and all sub-editorial, manufacture and distribution performed by the one entity. The GFA is running a small Magazine Management Group (MMG) responsible for collating, gathering, vetting content and initial editorial work for each edition, so that story boarding themes can be created and matched to advertising in a co-ordinated and synergistic way. The MMG will by now have established ongoing links to most National gliding magazines on an exchange material program basis and has already started direct coordination with the various GFA departments and clubs.

We want to make this a quality, entertaining and informative product for members. Initially 48 pages, we hope to grow the magazine and fill it with easy reading, but engaging stories, so please don't be shy, send us your stories and be lavish with full colour images to strengthen the message. Our intention is to try to double the present image content from what has been a pretty low base from the GFA side of things.

To facilitate this we have a new specific email for all material to be submitted <magazine@sec.gfa.org.au>.

When creating your story, think about 1000 to 1500 words with at least three to four images. Shorter stories are also okay, but entertaining content is what we are looking for. We are also looking for high resolution images not just for the covers, but also the centre calendar insert. Successfully selected shots will be rewarded and acknowledged.

Whilst there will always be a letter to the editor section and most likely a

presidential address in each copy, we do want to reduce the politics and consign problems and opinions more to the newsletters which are planned to compliment the magazine's halved frequency by becoming another regular communication tool between editions. The newsletters will address more of the immediacy issues, be they political, regulatory, changes affecting membership, or management. We are hoping this blend, coupled with the web site, will form the basis of effective member communications into the future and as we assess electronic delivery techniques and options.

Please help make this new magazine a very successful, attractive and readable product by contributing regularly and fully. Material deadlines will initially be 30 days before distribution. Late receipt can be managed if we know well in advance how much space (words and images) is being planned, however, we don't want to get into a situation where all content is last minute.

I wish to formally recognise and thank both the GFA sub-editor Anne Elliott and magazine editor Suzy Gneist for the many years of effort and co-operative work in compiling and making the joint magazine a workable solution for both organisations over the period. I and others are about to find out just what sort of juggle, workload and problems



assembling material for each edition can bring.

GFA Sub-Editor's Note

It is with a great deal of sadness that I say farewell to Soaring Australia and its readers after 12 years of involvement in producing the magazine. My sincere thanks and appreciation goes to all who have contributed articles and photographs during this time. I extend special thanks to Suzy Gneist, the magazine's graphic artist and overall editor for her dedication to the job and her never-ending cooperation and assistance; we have had an excellent working relationship and I wish her all the very best for whatever the future may bring.

I will miss the involvement and challenge of putting the magazine together and wish the newly-formed GFA Magazine Management Group volunteers every success.

Anne Elliott



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NOTICE TO READERS AND CONTRIBUTORS

This magazine is a joint publication by the GFA and the HGFA and each association contributes 50% to the production cost and is allocated 50% of the content pages of each issue. Contributions are always needed. Articles, photos and illustrations are all welcome although the editors and the GFA and HGFA Board reserve the right to edit or delete contributions where necessary. Materials of unknown origin won't be published. All contributions should be accompanied by the contributor's name, address and membership number for verification purposes. Photographs should be printed on gloss paper either in black and white or colour or submitted on CD. Drawings, maps, cartoons, diagrams, etc, should be in black ink on white paper. Lettering may be pencilled lightly but clearly on the drawing, for typesetting.

Views expressed in this magazine are not necessarily those of the GFA, HGFA nor the editors. They are strictly the views of the contributor. Any GFA officer quoting his title will be responsible for submitting an official article.

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HGFA EDITORIAL CONTRIBUTIONS

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

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HGFA members should send article contributions to the HGFA sub-editor. Article text is preferred by email <soaring.australia@hgfa.asn.au> either as a Word document or plain text file, photos can be sent via post (57 Alice Dixon Drive, Flaxton QLD 4560) either as print copies or high resolution JPEGs or TIFFs on CD. Photos must be accompanied by full captions and photographer names on a separate text file (.txt) on the CD.

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.

Display Advertising

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.

HGFA WEBSITE CONTRIBUTIONS

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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GFA members should send article contributions to the GFA editor. Article text is preferred by email <magazine@sec.gfa.org.au> either as a Word document or plain text file, photos for articles should be in high resolution JPEGs. Photos must be accompanied by full captions for each and photographer name.

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GFA members wishing to submit a classified should do so via the GFA Office. See GFA Classifieds section rear of this magazine for more details.

Club Executive and Member Updates

GFA members should send change of address, etc, details (whether for Club Executives or individual members) to the GFA Office <Membership@sec.gfa.org.au>.

NEXT DEADLINE FOR CONTRIBUTIONS:

30 June 2011

for the August/September issue of 'Skysailor'
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.

Easter In The Grampians

Maurice Little

Each year the Grampians Soaring Club moves operations to the foothills of the Grampians at a property called Noelhurst in the Jallukar area. Noelhurst is almost halfway between Pomonel and Moyston on the Halls Gap Road. The strip looks directly at Mt William and Redmans Bluff, a very pretty scene, with about a 10 minute tow to the summit from base.

This year's camp included an additional day in lieu of Anzac day, so five days in all with the weather gods promising to be fair and reasonable. Not something they had been for the most part of the southern soaring season. Autumn in Victoria often produces some of the best and consistent weather. Gorgeous fresh mornings with blue days and a light breeze, a little bit of weak thermal, a little bit of ridge lift, sometimes a little wave and a whole lot of smooth stable air – ideal for sightseers and first timers. A typical day starts with thick dew on the wings, followed by early cloud burn off and increasingly warming air through to about 1600 hours where it all starts cooling off noticeably.

This year we ferried all gliders by aerotow 25kms out to the site on the Friday because the originally planned Thursday tow couldn't happen due to weather: not a good omen. Friday had patches of promise but it also had squalls coming through, making departure tricky.

On arrival there were three layers of cloud: a mixture of thermal, rain showers, rotor and wave. All in all quite interesting air, and we were able to stay airborne until the rain finally put the fleet on the ground in late the afternoon – a fitting termination to the day and an excuse to retire for social barbeque and a glass of red.



Redmans Bluff

Saturday dawned with more promise. No showers forecast and little wind, so probably no ridge lift which needs at least five knots of east to north breeze. The sky had low cloud threatening which meant sleigh rides for the punters and so it was for most of the day. The forecast indicated each day to come getting better and better with ridge lift promising, higher temperatures so possible thermals, but alas low inversion so probably only Mt William heights to be achieved. Nevertheless, this makes for pleasant, warmish, relaxing days, away from the bustle of town, out in the country with no sounds except the occasional passing car on its way to Halls Gap.

Usually the summit at Mt William is thronging with visitors through the day,

but this year's unseasonable summer weather has washed road access out in both directions so it was a lonely and isolated place this year with no audience for which to put on a display.

The ensuing days did indeed get better and better, jumpers and jackets came off, sunscreen went on and we had a steady trickle of AEFs throughout the whole camp. Each day ended as last light set in with a return to Ararat for a social evening meal which, (thanks to local support) managed to become a progressive barbeque at a different venue each night: good spirit in more ways than one.

The days with no lift saw the tug operating constantly from 9:30am to last light and some days saw more than



Yes, there was wave



The summit

five hours of tug flying and 25 launches for gliders. The club operated two two-seaters and two singles with some flights being well soarable with over two hour flights at times. There was always some activity so passers-by found it a necessary stop on their way.

All in all a very relaxing, comfortable and successful camp, with pretty much weather out of the box making it easy to just chill out.

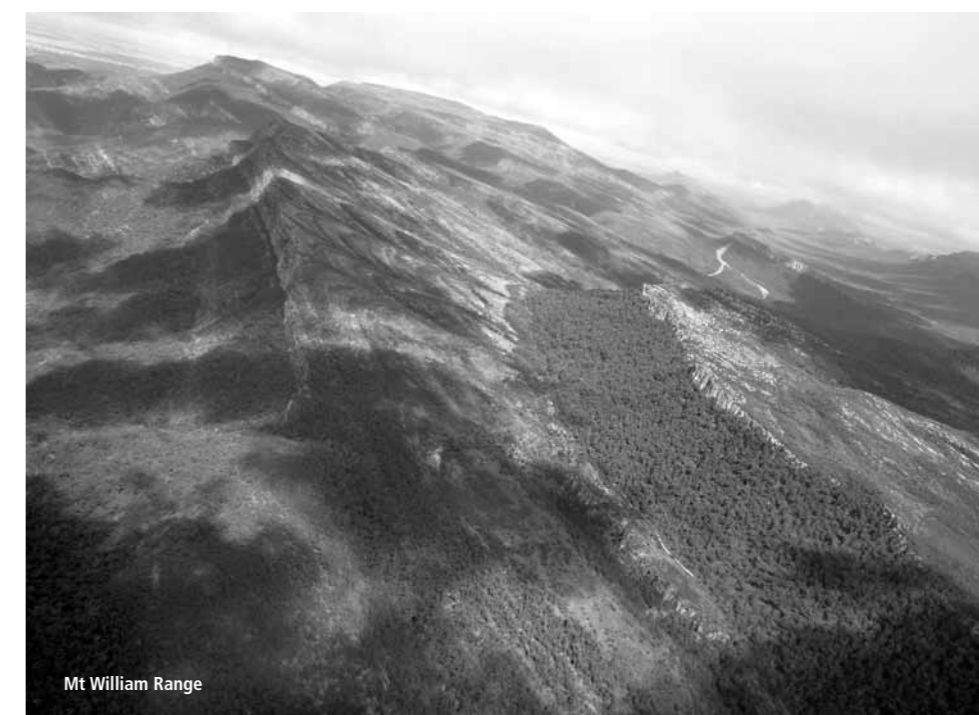
The club will be back again next year when Easter falls somewhat earlier in the year. We also operate a wave camp over the Queen's Birthday weekend in June from this site and visiting clubs are welcome to join us on both occasions. Further snaps in full colour can be found at [<https://picasaweb.google.com/Astir77/EasterGliding?authkey=Gv1sRgCJOprpzNtPyNVQ&feat=email#>].



Photos: Maurice Little



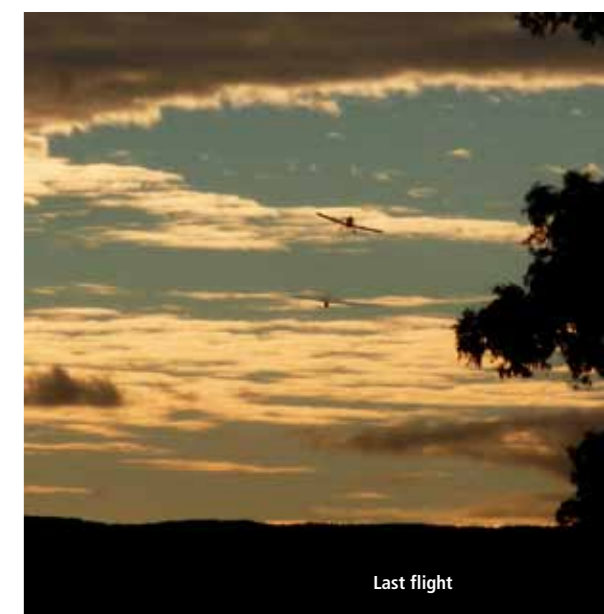
Waiting at Ararat for a window to allow ferry to Noelhurst



Mt William Range



Large rock slide subsidence



Last flight



Mt William



WWS

WEEKEND WARRIOR SERIES

Weekend Warrior Series Wrap Up

Che Golus

THE FINALE OF THE 2010-2011 WWS WAS A SPECTACULAR END TO AN OTHERWISE AVERAGE COMPETITION SEASON. TWO GREAT TASKS WERE FLOWN IN MANILLA OVER THE FIRST WEEKEND IN APRIL. THE COMPETITION INCLUDED A NUMBER OF PB'S FOR PARTICIPATING PILOTS, A GREAT FILM FESTIVAL, 16 HOURS OF DRIVING, SOME VERY SICK PASSENGERS, AND A FEW SCARY AND INTERESTING INCIDENTS.



The glorious Vomit Comet

Heading off from Brisbane to Manilla on Friday afternoon I had my doubts as to whether the eight-hour plus drive would be worth it. Nick Neynens had decided to take the gamble with me, setting off at snails pace in the usual Brisbane traffic. The New England area provided some impressive storms and a lot of rain with a particularly impressive front around Glen Innes. After a great pub meal in Guyra, we arrived in Manilla to constant flashes of lightning in the distance. After a few beers with some old mates from Newcastle it was time to get to bed and listen to the rain and thunder settle in. It was at this point that I seriously doubted whether we could task on the Saturday.

I awoke to a pretty average looking day with very soggy ground. We went through the usual motions

of registration and briefing, and by about 10am things were looking promising so up the hill it was. The west launch was looking good when we arrived so the decision as to which launch was easy, although deciding on a task was a little more difficult with a southerly forecast, and what looked like a decent westerly wind kicking in. The Westpac chopper arrived for a social visit, which is always spectacular to watch, and held none of the usual stresses of getting the chopper in. Quite a few people took the chance to get a close look without actually requiring its services. Eventually the task committee, consisting of Andy McMurray, Susanne McMurray, and myself decided on a 30km elapsed time task to Halls Creek via Manilla. There were some good clouds setting up, and a base of around 1700m. Gareth Carter harnessed the power of 20 small fluffy cats getting to goal first on his new MROW, but it was competition director James Thompson who took off late and had a dream run, completing the

task in under an hour to win the day. Michael Roelens was top warrior making goal in 1:10, Rob Hickson took out the Wookie's landing just a few kilometres short of goal. Hanka Krajcova won the Xena class. I had a Homebrand cheese and tomato passenger explosion and had to land the McDaddy (now known as the Vomit Comet) after the first turnpoint. Unfortunately the day was not incident free, a free flying pilot flared way to high in goal (from all reports), coming down hard on his wrist and required a trip to the hospital. Back at the farm another budding acro pilot decided the look at the chopper on the hill was not detailed enough, starting his run at a height



Streets!



Setting up on the west launch

where most would finish, messing up and coming in stalled. Luckily he was just winded and bruised, returning to the farm on Sunday looking very stiff. The incidents were unfortunate reminders that this is a dangerous sport and we all need to take the utmost care in our approach to all aspects of flying.

After all the usual difficulties of scoring a task, the film festival kicked off at the farm on Saturday night. After some technical difficulties and a lot of assistance from JJ Bastion we got things going in the outdoor cinema near the cabins. Four entries to the film festival were received; Wes Manske showed us what it was like to attend a Paragliding World Cup in China; Toby Cirulis (aka DJ Stoopah) showed that his skills are not just limited to party rocking, entering a very creative animation; Alex Grieve Pig'd out on a cross-country and acro flight in the ACT; and the winning entry in the end was from Nick Neynens and his Vol Bivouac adventures in New Zealand. I premiered my acro and freestyle film, The Unfashionable, which, even though it was not an entry, won the film festival unanimously, I must have bribed the judges way too well. The decision was put to the people who judged Nick Neynens' entry the winner. Judges were Andy McMurray (NSW State of Origin Captain), Simon Houston (the sexiest accent in paragliding), Michael Bruvel (Vomit Comet co-pilot).

Sunday was a perfect Manilla day, starting off with the famous Borah Shuffle. We eventually ended up on the west and set a 29km task to Red

Jack Mountain with multiple start gates. The excellent conditions and 2000m plus base would have allowed a much longer task, but considering most people had a six-hour plus drive home we kept things short. Fourteen people made goal with Simon The Voice Houston in first, and Gareth Fluffy Cat Carter not far behind. Gareth had taken a later start gate and smashed

the field, finishing the speed section in just 34 minutes. Martin Havel took out the Warrior and Wookie classes finishing the task just ahead of the Vomit Comet in 58 minutes. Susanne McMurray won the Xena class with an unorthodox final glide. Nick Neynens kept going for a 57km flight after making goal, landing out in the sticks near Uralla. I later picked him up in Armidale for the long drive home. We arrived back in Brisbane very tired at 1am, Nick Having to fly out to north Queensland in the morning for work, and a heap of flood recovery work on the agenda for me.

A huge thanks goes to Godfrey Wenness for hosting the event, James Thompson for directing, and all our supporters: Balmain Motorcycles, Black Phoenix Films, Central Coast Paragliding, Manilla Paragliding, NSWHPA, Onesmallplanet, Poliglidge, Paratothepeople, RandomKingdom. We hope that next season La Niña will be voted out akin to NSW Labour Party and we can bring back the WWS better than ever.

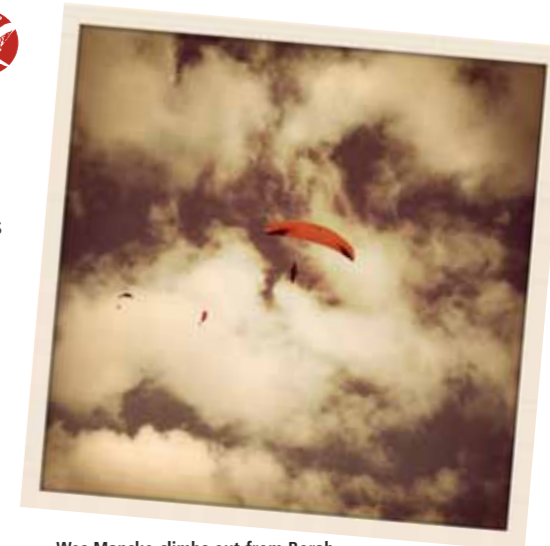
The overall results for the season are:

JEDI CLASS (OPEN CLASS)

- 1 James Thompson (Advance Omega 8)
- 2 Gareth Carter (Ozone Mantra 4)
- 3 Andy McMurray (Niviuk Icepeak 3)

WARRIOR CLASS (INTERMEDIATE)

- 1 Michael Roelens (UP Summit XC)
- 2 Robert Hickson (Gin Zulu)
- 3 Andrew Davis (Advance Sigma 7)



Wes Manske climbs out from Borah

Photos: Toby Cirulis

WOOKIE CLASS (NOVICE)

- 1 Robert Hickson (Gin Zulu)
- 2 Martin Havel (Gradient Golden 3)
- 3 Rod Lees (Niviuk Koyot)

XENA CLASS (WOMEN)

- 1 Susanne McMurray (Advance Alpha 4)
- 2 Hanka Krajcova (Gradient Golden 3)

Full results on [www.highcloud.net/xc]. Film Festival playlist can be found at [www.youtube.com/paratothepeople].

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New Flyers Club Aims To Take Newly Licensed Pilots Under Their Wing

Paul Cox

The Lake Macquarie Flyers Club was incorporated on 2 March 2011 and has been established for the benefit of paragliding and hang gliding pilots who fly in the Lake Macquarie and Tuggerah Lakes area. The club was recently affiliated with the HGFA and extends a warm welcome to newly licenced pilots from Sydney to Newcastle who are looking to gain experience in a safe, supervised environment.

The aim of the club is to promote safe, proficient flying where the regulations of the HGFA are adhered to and the safety and protection of members, participants, spectators and property is upheld. The club is very active, having already run reserve re-pack evenings, a SO workshop and has planned trips to Lake St Claire in the Hunter Valley.



Club members at Catho Surf Club landing zone



The most frequented flying site by the LMF members is Flowers Drive, Catherine Hill Bay. This picturesque site overlooks famous 'Catho' beach and offers easy access and great flying in all easterly wind directions (NE to SE). It is suitable for novice to advanced pilots. As the launch site is not very high, compared to other popular flying sites, it is very safe and approachable. At Catherine Hill Bay

Club pilots at Flowers Drive, Catherine Hill Bay



Catho LZ with CFI Andrew Polidano



Catherine Hill Bay
June 2011



Coxy high above the coal loader



Troy at Lake St Claire



Swing and Fling, reserve repack training
June 2011



Paragliding hang simulator

restricted pilots can gain confidence and learn to fly safely and proficiently without the intimidation of a huge cliff face. If you are interested in joining LMF Club please contact the President, Russell Harvey on mobile: 0412 928 598 or email <russellharvey@optusnet.com.au>. A comprehensive listing appears in the 'Clubs' listing of this magazine.



Jason Shephard flyin' high above Catho Surf Club



Flowers Drive launch



Groundhandling practice at Lake Maquarie



Reserve repack with Robert Bartos and Murray Payne



Soaring Australia 7

The Role Of Simulation In Alternative Learning For Competition

Authored by Richard Frawley, but with valuable contribution from Arie Van Spronsen, Craig Blunt, Steve Binks, Paul Mander and Bruce Taylor

Simulation systems have been used to great effect in other areas of aviation, mainly in instrument training for general aviation and full situation training if one has access to the multi-million dollar systems available to large commercial and military establishments.

There is, I have noticed, some disagreement about the value of PC-based simulators for ab-initio gliding. This article does not tempt that discussion, but rather attempts to look at the value of simulation in accelerating skill set development in preparation and readiness for competition events.

When I set out into gliding four years back, I had a target to compete and to be competitive. The general consensus was that you needed thousands of hours of flying experience in order to achieve those goals. This presented a problem; with family commitments, business commitments and the sheer cost in time and money, it looked like at age 49, I had a difficult problem to solve. It's a serious challenge for anyone to fit in 300-plus practice hours a year without making some major compromises, changes to lifestyle or perhaps even a change to relationship status!

Early on in my gliding training and more as a matter of good luck, I was introduced to the on-line world of Condor Soaring. I have heard it been scoffed at as a toy or simple game by many I have met in the gliding community, however, I hope this article might throw a different light on its value.

Today, we can observe three main forms of competition in gliding. Informal OLC and the more formal event based racing and assigned area tasks. Although it can be argued that there are different skills required for each of these task types, there is an underpinning of common skills which I will attempt to focus on here.

As with any training aid, it's important to recognise which aspects of the required learning it helps with and even more importantly those which it doesn't.

There are a number of very good books written on the subject of competitive flying. Most of the concepts presented here are covered in much more detail elsewhere so I won't attempt to do a poor job of repetition. Rather, I have

developed a simple framework to assist with the evaluation required.

The framework below attempts to lay out in a simple way what skills are required for competitive racing, so that we can assess which of these a simulator can help with and that which it cannot. I have separated the various aspects of the sport into the following categories:

- *Pre-Flight Data*
- *Pre-Flight Decision Skills*
- *In-Flight Data*
- *In-Flight Decision Skills*
- *Macro Response*
- *Micro Response*
- *Kinesthetic Skills*
- *Rhythm and Tempo*
- *Dealing with Stress*
- *Task Computers (See You, Altair, XCSOAR, etc)*
- *Level of Mental Autonomy*

With this list, it is important to remember that very few things in gliding operate in isolation or independence of one another. Competitive gliding is a continuous stream of decision-making, from washing the glider in the morning right through to the tie down after flight and all things in between.

The following provides a brief elaboration on the items contained in the list.

Pre-Flight Decision Data

This involves the collection of data, not just that which relates directly to the day ahead but also from a historic and experiential perspective. This can involve things such as:

- *Preceding meteorological conditions*
- *On-task meteorological conditions*
- *On-task topology and its effects*
- *Surface level conditions*
- *Thermal sources*
- *Glider performance*
- *Other local knowledge*

Pre-Flight Decision Skills

This is about learning how to apply a set of filters and decision rules to the

data gathered with the aim to deduce successful scenarios and set plans and actions for the day ahead. Competitive gliding is, as Paul Mander likes to say, a numbers' game, where we are at all times trying to increase the probability of the good outcome.

In-Flight Data

On becoming airborne, additional real-time information becomes available. This is about learning what information is available and how to best integrate that information into the earlier pre-flight decisions made. This data can be continued to be collected and used right throughout the flight and well into the final glide phase and some would say well past landing!

In-Flight Decision Skills

Macro Response
Macro response refers to a broader planning horizon that takes in account on-task navigation and thermal selection (say the next 20-plus minutes). This should use the integrated information gathered (pre-flight and in-flight) in the decision-making process.

Micro Response
Micro response refers to a much shorter planning horizon taking into account things like instantaneous navigation, immediate thermal selection and thermal exit criteria (say the next few minutes or less). This should also use the integrated information gathered (pre-flight and in-flight).

Kinesthetic Skills

This skill relates to the actual flying or aviate part of gliding.

Rhythm and Tempo

Experienced competition pilots quickly obtain a sense of the pattern for the task and the day. The height of thermals, the working band, wind, etc, etc. Evaluation of winning flight traces will show even



Richard Frawley

spacing of climbs and working bands. This is experience showing itself as matching the flight rhythm to the 'beat of the day'.

Tempo is about making good clean fast transitions. Entering the thermal, getting cored and exiting. Not wasting time in poor climbs. Quickly assessing the nature of a thermal and making a decision to stay with it or move on. Wasted seconds accumulate into many minutes over the task time allotted and can easily make the difference between a podium place or not.

Dealing with Stress

Racing of any form brings about various levels of stress. Stress can negatively affect decision-making and is often the biggest barrier to achieving higher levels of performance.

Can a multi-player racing simulator emulate stress types and levels consistent with real world experience? Can it help the pilot learn to recognise the symptoms of stress and figure out ways to manage or even mitigate its effects?

Task Computers

The latest generation of task computers can be a valuable aid in data collection, presentation and decision-making. Getting to understand the tool and leverage its full ability before an actual race can be a valuable exercise.

Level of Mental Autonomy

This relates to how much of what we can do in a simulator can become a positive automatic response, reducing the number of hours of actual flying to achieve the same end result.

Comparative Assessment

What I present here is a summary of much more detailed analysis. For those interested, I have compiled an extensive spreadsheet which I can send to you if you drop me a note at <rjffrawley@gmail.com>.

ITEM	REAL WORLD	SIMULATOR	COMMENT	RATING
Pre-Flight Decision Data	Complex	Simple	Limited to a set of configurable variables consistent across the task area but variable for the time of day	5/10
Pre-Flight Decision Skills	Complex	Simple	Environmental variation is far less in the simulator	5/10
In-Flight Data	Complex	Moderate	There is sufficient data to emulate real world. Flight speeds in the simulator are faster and therefore the rate of decision-making is higher	7/10
In-Flight Decision Skills	Complex	Moderate	Simulation allows the pilot to develop systems and patterns of behavior to help deal with data in a consistent and stress-reduced manner	6/10
Kinesthetic Skills	Complex	Less Complex	PC simulation is mainly visual information though force feedback joysticks help to some degree	5/10
Rhythm and Tempo	Mandatory	Valuable	Competitive Racing on-line is brutal. Even small errors can be punishing, more so than in real racing	10/10
Dealing with Stress	Valuable	Valuable	The simulator can emulate the extremes of stress without nasty ramifications	8/10
Task Computers	Valuable	Very Valuable	Less learning in the real cockpit allows time to focus on others aspects	10/10
Level of Mental Autonomy	Valuable	Valuable	Over time, key decision making attributes become automatic	7/10

Condor Soaring Simulator

Many people reading this article may have dabbled with Condor, one of the most popular of current gliding simulators. It would be fair to say however, that the majority of budding competition pilots would have not put themselves through the trial-by-fire world of highly competitive on-line racing. The top guys are not just good; they are fast, very, very fast. And, like all top drawer competitions, becoming competitive is not an overnight exercise, it takes many months of dedicated effort. A bad decision or a few moments of wasted time will quickly put you down the leader board. Just like in the real world, a three hour 150km/h-plus task can see the top few pilots separated by just a few minutes, sometimes just a few seconds.

The quality of the experience with a simulator is highly dependent on the nature of the man (person), machine interface. While it is possible to fly Condor with a laptop, using only keyboard inputs, this will limit the usefulness of the experience to the area of macro task decisions and will not capitalise on the true value of the simulation.

Those who want to gain the most from the experience, to develop automatic co-ordination, good lookout and situational awareness and build solid habits in pre-flight and pre-landing checks will end up spending close to \$1000 on monitors, joysticks, rudder pedals and view control (head tracking) systems. Condor itself does not require a high-end gaming computer but the input devices are critical to a beneficial result.

The usefulness of being able to connect a PDA and learn how to use it fully while seated at your desk, rather than while you are trying to keep a real glider in the air, cannot be overestimated.

Though this article has concentrated on the competition aspects of the simulator, there is also much that can be achieved at the level of training an approach picture, aero-tow stationing, spin training, establishing good lookout practices and general flight discipline. This can help accelerate lower hour pilots to the point that they can enjoy their real life flying rather than just hope that they can get back on the ground in one piece.

Gliding is under threat from other cost and time effective forms of recreational aviation and any tools we can use to maximise the value of both the monetary and time inputs will pay dividends in the longevity and enjoyment of the sport.

There are a lot of pilots who have poured countless thousands of hours (and dollars) into gaining their experience in the real world and they may resent the fact that simulation can greatly leverage those irreplaceable hours they need to spend in a real cockpit. But with the various pressures on our sport, gliding must do whatever it takes to maximise the value of time and effort invested by students and those with limited means. If we do not, they will quickly discover other more cost-effective means to satisfy their needs. Perhaps herein lies our future.

Sub-editor's note: In his first season of competition Richard achieved third place at Paul Mander's speed week course; second place Narromine Cup; eighth place at the club class Nationals and first place at the NSW club class titles winning five out of six days. His logbook just pushed through 300 hours at the end of the State titles.

A Big Six Months for Schempp-Hirth

Bryan Hayhow

Beginning with anniversary celebrations, ending with the debut of a new open class glider and complemented by a series of stunning wave flights, it's been a very busy period for Schempp-Hirth and their pilots.

75 YEARS AS A GLIDER MANUFACTURER

November 12, 2010, saw Schempp-Hirth celebrate 75 years as a glider manufacturer, a truly remarkable achievement. The Holighaus family, their 100 employees, a large group of their pilots and associated identities, plus local dignitaries, gathered in Kirchheim to mark the significant milestone in the company's history.

Founded in 1935 by Martin Schempp, joined by designer Wolf Hirth in 1938, through the lean post war years, after the arrival of Klaus Holighaus in 1965 to his untimely death in 1994 and now overseen by his son Tilo, there has always been one guiding principle for Schempp-Hirth, that of a passion for high performance soaring flight.

This has manifested in the design of a number of truly classic gliders, which have swept all before them in their time. The Minimoa, Cirrus, Nimbus, Discus and Ventus have entered the folklore of soaring and reflect that commitment to leading edge design. To stay at the top of their game for so much of their history, and to have facilitated the dreams of so many soaring and racing pilots, they should be applauded.

THE QUINTUS

It's been a very long time since there was a truly new design concept in the FAI Open class. For decades the emphasis has been upon increasing wingspan, often to the detriment of the handling. Taking their inspiration from the very successful



Klaus Ohlmann flies past the Lanin volcano

introduction of the 18m class, Schempp-Hirth have debuted their 23m span Quintus at the recent AERO trade fair in Friedrichshafen.

With the aim of having the widest flexibility in the wing loading range (39-58kg/m², 250 litres in total), an optimal glide at higher inter thermal speeds and a much greater manoeuvrability, the Quintus concept was born. Using an extremely slim chord and a high aspect ratio, Professor Loek Boermans was able to design, with nine coordinated aerofoil profiles, a wing that achieves laminar airflows at 95% of the bottom surface and 75% of the top surface, on a super elliptical profile (a concept shared with the Antares 23 E, also just released). The outer wing panel and winglet, have been designed by Professor Mark Maughmer and feature the swept back leading edge, which give the typical Schempp-Hirth flight characteristics.

Wing structural construction, dimensioning, ballast system and the patented very low friction control system have also come from Lange Aviation, marking a much closer collaboration than ever before between the two manufacturers. The fuselage is entirely of Schempp-Hirth's design. The Quintus will be available also as a self-launcher. The M version will feature a SOLO engine, with a new computer controlled fuel injection system, that will optimise starting performance and maximise power output at higher altitudes. Of great importance also, was increased ease of rigging, which has been accomplished via a four piece wing (rather than the more usual six in this class).

There has been enormous interest, ever since it became clear that a new concept was on the way, and Schempp-



Uli Schwenk congratulates Tilo Holighaus on the 75th anniversary of Schempp-Hirth

Photos: Courtesy Brian Hayhow

Hirth have been taking a significant number of deposits over the last six months (with one ordered already from Australia). In the typically stronger conditions of the next WGC at Uvalde in 2012 and a more normal Australian summer, this glider at 100-110 knots, will be the one to beat.

EXTRAORDINARY WAVE FLIGHTS ON THREE CONTINENTS

Meanwhile, in both hemispheres and in three different gliders, there was some very significant flying taking place. In Argentina on 8 December last year in a Nimbus 4DM, Klaus Ohlmann captured three world triangle records on the one flight. A free triangle distance of 1608.2km, distance over a triangular course of 1600.2km and speed over a triangular course of 1500km of 122.77km/hr. Launching out of Chapelco, which has been his base for some years now on these expeditions, Klaus and his co-pilot Christian Holler reached ground speeds as high as 350km/h at times, as they completed an epic flight. A more detailed flight report, with beautiful pictures and track maps, can be found at [www.mountain-wave-project.com/pilotreports/pilotreport_08_12_2010.html].

Early in the New Year, both in the Pyrenees and the central Alps, two pilot pairs flying the new Arcus knocked out flights in excess of 1000km. On 7 January, Mathieu Ranque and his co-pilot Adrian Donnay, completed a free triangle

distance of 1022km to claim a French National record. Flying out of Nogaro in southern France and down to the Pyrenees (which they traversed the length of twice), they averaged 148km/h and completed the triangle in less than seven hours.

Stefan Leutenegger and his co-pilot Bernhard Buedke, left Hausen am Albis in Switzerland on 13 March, to fly 1045km between Salzburg in Western Austria and Martigny in Western Switzerland. They traversed two-thirds of the central alpine chain twice during the flight and averaged 115km/h. Both pilot pairs were ecstatic at the performance and easy flight characteristics of their new gliders. Again, more detailed reports from the pilots (and links to the OLC flights), can be found at [www.schempp-hirth.com] on their news archive.

The biggest surprise though, came from Minden Nevada where on 20 April, Gordon Boettger and co-pilot Hugh Bennett (flying Hugh's Duo Discus) competed the longest flight in North America to date of 2200km. They had warmed up to it, with two previous record-breaking flights of well over 1000km, in the preceding two months. This was the big one, although interestingly enough, only their B task for the day! Gordon had long planned a straight downwind dash to Colorado Springs, but moister conditions in Eastern Nevada, put paid to that.

The revised decision was to attempt a yo-yo flight, up and down the length of the Owens Valley in California, between Inyokern at its southern extremity and Susanville at the northern end of the Western Sierras, before finally heading east from height to maximise their distance. The change of flight plan paid handsome dividends and ended on dusk, at Winnemucca in Northern Nevada, after some 13 hours and 20 minutes at an average speed of 166km/h (and a maximum altitude of 28 000ft). Just massive, a really tremendous achievement, all the more so because Hugh is 78 years old!

A great rundown of the flight can be found at [soaringcafe.com/2011/04/ yet-another-u-s-record-wave-flight-by-boettger-and-bennett/].

GFA News

31st Club and Sports Class Nationals

The website and entries for the 31st Club and Sports Class Nationals is now open for business at [www.deltaone.id.au/Benalla2012]. You don't need to log in to use the site, the login option is for administration only.

The event will be held at Benalla from 2 to 13 January 2012. Classes will be Club, Sports, and the new 20m two-seater class. Eligibility for the 20m class will be a two-seat glider of up to 20m, ballast is permitted, and handicaps will apply as in the multi-class handicap list. The glider must be flown two up, and to win the class the same pilot in command must fly on each day.

Entries must be made using the electronic form on the website, and payment details are listed there. The entry fee is \$300. A link to local accommodation options is available on the website and I do suggest paying early attention to this – there is plenty of accommodation in Benalla but the options close to the airfield tend to fill quickly.

I look forward to seeing you at Benalla next January for two weeks of safe, fun and fair competition. If you have any questions please contact me at <tshirley@internode.on.net>.

Tim Shirley

Geoff Strickland – Final Glide 5 April 2011

Geoff Strickland was a greatly respected member of the GFA. In the early years he was employed by the Department of Civil Aviation as an Advisory Technical Officer, and was appointed and given his working instructions by the GFA. Geoff was the bridge between the two entities.

He was present at every competition and helped in the development of the operations and airworthiness departments. Geoff was greatly respected by competition pilots and was awarded GFA Life Membership in 1989.

[http://www.gfa.org.au]

2010 NSW State Gliding Championships' Speed Trophies

Winners of the NSW State Gliding Championships' speed trophies have been announced. Club class went to Richard Frawley at 104.1km/h, while Tim Wilson took out the Standard class trophy, 120.1km/h and Bruce Taylor the overall best speed trophy at 147km/h.

OVERSEAS NEWS

DG-1001s for the US Air Force

In a recent press release, DG-Flugzeugbau announced that it had been awarded a contract to supply five unlimited-aerobatic trainers, type DG-1001Club. This contract was awarded in January 2011. In March another



contract for 14 more basic trainers of the same type was awarded. This is the trainer version of the famous DG-1001 series with a fixed landing gear and 18m wingspan – the DG-1001 Club.

The US Air Force Academy, an elite university of the US Air Force, started a glider replacement program about two years ago. Possibly no other organisation worldwide has made such a detailed evaluation of all gliders available on the market in the past.

The fact that the DG-1001 Club has won this race for both the aerobatic glider and the training glider contract impressively shows the DG-1001's qualities and potential.

After this long and the very strict evaluation process, DG is very proud that the US-Air Force Academy has decided to purchase the DG-1001 Club.

Also, the Italian Aero Club (AeCI) decided to buy three DG-1001 Club in the northern spring 2010. In this case DG also had to go through a hard evaluation process in which they succeeded against known competitors.

Both orders impressively show the DG-1001's potential in basic training as well as in aerobatics and cross-country.

Tom Gilbert

FAI NEWS

FAI Gliding Badge Report To 30 April 2011

A BADGE		
Ramsay, Justin	11677	Geelong GC
Tait, Geoff	11678	Southern Riverina
Sugden, Andrew	11680	Narrogin GC

A & B BADGE		
Franks, Anthony Peter	11675	Boonah GC

C BADGE		
Astin-Walmsey, Kieren	11662	Boonah GC

A, B & C BADGE		
Hyland, Quentin Anthony	11674	Narrogin GC
McMillan, Ailsa	11676	Geelong GC
Conway, Michael James	11679	Adelaide Uni

SILVER C BADGE		
Bowman, Chris	4756	Lake Keepit

GOLD C BADGE		
Howe, James	1169	Beverly SC

DIAMOND HEIGHT BADGE		
Cohn, Ian		Mt Beauty GC

DIAMOND C BADGE		
Cohn, Ian	235	Mt Beauty GC



The new Quintus M on display at AERO

FIRSTS

Gabrielle Davidson

SO OFTEN IN LIFE WE AVOID WHAT CHALLENGES US. WE'D RATHER BE SECURE THAN THRILLED, COMFORTABLE THAN EXHILARATED. BUT IN FLYING, LIKE LIFE, IT'S NOT WHAT WE'RE SCARED OF THAT LIMITS US, IT'S HOW WE DEAL WITH THAT FEAR. A TRUISM MAYBE, BUT ONE THAT GAINED FRESH MEANING FOR ME AT THE WOMEN WITH WINGS SKILLS CLINIC IN EARLY MARCH AT BRIGHT.

Im new to flying and it still sends a wash of emotion through me that's tumultuous and hard to qualify. The night before Women With Wings II started, for example, I could barely sleep.

The excitement had been building for weeks. Thanks to the amazing work of the organising committee, we'd had an active forum and I knew I wasn't the only one feeling it. As the day grew closer, however, a healthy dose of nerves pushed in, and I felt alone in being scared.

I was a complete novice and hadn't even had my hands on any gear since I learnt in December. When I finally took the plunge and bought a wing a couple of weeks before the clinic, I only got to lay it out once and it was overwhelming.

Everyone was going to be more experienced than me and I was doubting my memory on the most basic points (a risers in the right hand?). On top of this was the long drive to a strange place and a group of people I'd never met.

Flying must often be like this if you aren't already part of existing communities. Being shy, it's an extra stress for me. Any large group of people can be intimidating. One you're probably going to make mistakes in front of, even more so.



The first morning was a blur. Everywhere were competent-looking women eating healthy breakfasts. I didn't plan to fly that day. I didn't feel familiar enough with any aspects of my gear and wanted to ground-handle. But conditions weren't shaping up well and it looked like Monday morning was to be the only fly-able day. There was no time for nerves, mine or anyone else's. Up the hill we went.

There were a lot of firsts for me that day and some spectacular stacks. Although I had a clue what I was doing, I lacked the confidence or preparation to follow through. I buckled in and tentatively asked for help. The other women were there for me, but it was Brian and Andrew, our on-site instructors, who got me through.

It was running reverse launches and I started fine. Swing it up from your hips, get it straight, turn, run. My wing came up beautifully and I legged it to the end of the AstroTurf... and stopped, ready to fly. Ooops! I was dragged forwards and couldn't get my feet going again. I face-planted and bounced down through the first few bushes. It looked grim and I wasn't the only one relieved when I flew out the bottom. Brian radioed: "Okay, that's okay, you did good." Ha!

It was a straight sleddy and I barely remember the actual flight. Just confusion as to which ridge I was over and which paddock was the landing one. I went one curve too far on my set-up and came in oscillating and kicking trees. Trying to correct only made it worse. Again, it looked bad, but Andrew came through while I was still high and reaching the middle of a pendulum. "Flare," he said, and I did as I was told. I came down hard but safe.

In a way, these screw-ups were a relief. The worst certainly hadn't happened, but I'd made some of the basic mistakes I'd feared and looked like the utter novice I was. And I was lucky: the mistakes could have been dangerous without instructors there to support me, but I did enough stuff right to get me through. I was okay and back in the air.

The most valuable skills we gain are never a smooth road and I wasn't the only one who learnt valuable lessons that week. As we came to know each other and our gear and to trust ourselves, our instructors and our flying sisters, we all improved – some of us more bumpily than others!

For many, conditions on launch were challenging. Bright nestled below us,

hugged by ridges all around and more than 30 people and a video camera watched in expectation, but the breeze was barely there.

It was almost entirely front starts, a novelty for both inland and coastal pilots, and I wasn't the only one needing more than one go to get off the hill. By the end of the week we'd all progressed and the improvement was so obvious that even the hangies noticed.

The videos helped as we laughed and groaned our way through them; Brian Webb's gently expert instruction and guidance and the supportive atmosphere made all the difference.

By Friday the group on the hill was a familiar and rewarding place to be, and the more experienced pilots value as mentors surfaced as they led first time thermallers cross-country, with choices of landing near tea rooms or pubs.

We doxed each other in for our intrepid, scary and skillful moments and the list of personal bests spanned three sheets of butchers paper in the gloomy splendour of the historic hall that is Camp Krusty's rec room.

As well as numerous sleddies, many people had first thermalling flights, first flights in a gaggle, first time above launch, first perfect touchdown, first cross-country, first forward launch, and many more.

Many of the pilots were experienced coastal flyers. Their landings and take offs were fine, but front starts and thermals threw them. When I saw the trepidation of so many competent flyers, my inexperience stopped seeming such a hindrance. If I could get up, than that was where I was going!

Conditions for the week shaped up better than anyone expected. In the end we only had one non-flying day, when we caught up on some of the theory and workshops, and gained many more valuable insights into flying and how and why we do it.

FROM AN OVERSEAS PERSPECTIVE

Visiting pilot Frigga Bausenwein was in Australia with her husband Hans. Both are highly experienced pilots, having flown both hang gliders and paragliders all over the world during the last three decades.

Frigga Bausenwein

When I went to Manilla to join my husband at the XC Open, I asked a pilot where she was going next, and whether she would be at the Corryong competition. She told me that she'd be in Bright for WWW2, a women's flying meeting.

Hans and I had not made any plans yet for the two weeks after Corryong, so we thought it would be a great idea to fly in company without any of the stresses of organising a comp or being the buddy of a cross-country pilot. So I registered.

Coming closer and closer to WWW2/Bright, I became more and more doubtful whether joining the meeting was a good idea. First, my experience comprised over 30 years of flying mostly on my own, launching first or last, away from any gaggles, relaxing, dreaming and purely enjoying. Also, 80% of the registered pilots were newcomers, and I dislike watching out-of-control pilots; nor do I enjoy stories of so-called 'bumpy' thermals and cooking recipes and little babies. Nor do I like the way some women constantly want to be the centre of attention. And then, what would the weather be like? Last but not least, I had broken my fibula just 10 days previously so launching/landing was not an option in nil wind conditions.

But I knew that Oli and Carol, Andrew and Wendy, Brian and Barbara, Rod, Tove and many other pilot friends would be there and I wanted to catch up with them. And of course I knew that the German DHV organises Ladies' Challenges simultaneously with the Juniors' Challenge (maximum age 26) in Greifenburg/AT and this event was always a big success. Unfortunately, I had never joined them. There too, top pilots would accompany flights, present theory lessons and exchange experiences on non-flying days.

So perhaps through inertia and without other plans in mind, I went to Bright.

What an event! Helen is very enthusiastic, always loving life, happy to be without any obligations – free! Because of my own life-long love of sport, most of my free time has been spent with boys and men playing tennis, climbing, mountain biking, mountaineering, skiing and, last but not least, flying. But I had many of my best memories from days at a girls school, studying physical education. The courses were for girls only. It made for the best experiences, and I noticed this too when I was a teacher in college. Girls learn differently and better if no boys are around. Protected learning is a good thing!

What a change: I loved flying in a gaggle (only the few males thermalled differently), waiting for the others and then doing my own thing. The landing area was full of happy smiling faces, not a negative word about bumpy air or gliders which don't fly the way they should. Only, "Let's go again... I wanna test another glider... I hope it is still launchable!"

Thank you to the drivers who made this event possible and were not too tired to drive up in the dust and heat. I absolutely enjoyed the meeting and was super-motivated by all the others of the same species: 'Women With Wings'.

Distributors: This is a big chance for you to present your products: It is always difficult to test XS and S sizes. Thank you to those manufacturers who took the opportunity.



Wave set up over Khancoban, Ozone Corryong Open 2011
Photo: Che Golus

A PARAGLIDER'S VIEW OF WWW2

Claire Geister

To introduce myself briefly, I earned my PG licence in September 2009 and in the 18 months to follow had acquired 23 hours, almost all coastal. Other commitments coupled with temperamental weather patterns meant my flights were quite irregular. This lack of consistency made me a very nervous pilot, to the point that I could waste a good half hour on launch making excuses as to why I shouldn't fly, spoiling not only my own flying opportunities, but my partner's too. It became a much more stressful task than a fun one. The frustrating part was, I really wasn't even sure which aspect of the sport I was nervous about. I know, I was about to lob myself off the side of a mountain or cliff, but I understood how the wing would keep me up. In hindsight, my worries were mostly irrational.

Then came the opportunity to be involved in something that sounded awesome; "A fun, inspiring skills clinic for Aussie women hang glider and paraglider pilots of all experience levels" – Women With Wings 2!

I was so excited I registered as an early bird. I hoped such an event could help reveal strategies to deal with my nerves, build my confidence and allow me to begin to understand our chosen sports from a mental view, not just a practical one. It sounded very promising with excellent mentors, guest speakers and several interesting lectures and hands-on sessions to attend.

I arrived the day prior to WWW2 commencing and it was flyable on Mystic Hill. Arriving on launch I was faced with more than 40 pilots, many of whom were participating in

the Mystic Cup that weekend. The butterflies and negative thoughts quickly brewed. I eventually managed a sleddy, was glad to be safely back in the LZ (close to it anyway – next paddock over) and left wondering how the rest of the week would unfold.

Apparently, I worry too much! On the first morning of the event I was immediately put at ease as I met all the amazing ladies and soaked up their positive attitudes. I logged 11 launches and landings, all from Mystic Hill, for the week and while my flights won't appear on any cross-country websites, they were exactly what I needed. As the week progressed I finally felt comfortable to assess and refine my technique. Perfecting forward launches which are not something I do often, and working to induce the smoothest flare. I did have a PB highlight of a 30-minute thermal flight, finishing in the LZ.

WWW2 has been the most amazing week (I wish it was two). I learnt why my mind responds the way it does, and better ways to manage it. One of the key secrets is just to breathe deeply - the last thing I'd consciously been thinking of at launch time! Also I flew more regularly in that week than I had since obtaining my licence, which definitely helped. I've had two excellent coastal flights since then and my confidence has allowed me to finally fly as a pilot, as opposed to feeling like a passenger. I have grown immensely as both a pilot and a person thanks to my experiences through the week. I've discovered how much I love flying.

Can't wait for WWW3!



I learnt so much on the hill, in the paddock and at camp in Bright I barely know where to start, let alone fit it into the logbook. And that's leaving out everything that happened in the actual air. But it's the value of community I'll take away with me as much as anything.

As Christa Texler, one of our more experienced pilots and winner of a Big Sister award, commented, "Still amazed at how many PG Fly Grrls were lurking in the wood work – thought I was one of only a few!"

Being part of this group helped me improve in leaps and bounds that would have been impossible in a less supportive environment. I've realised what a joy flying really is to me, and learnt to safely push the boundaries of my skills and knowledge.

I've discovered the adrenaline of hitting turbulence and knowing the thermal is coming. Of turning my eyes upwards to watch my wing, being ready to chase it. Of finding it feeling the lift. Of active flying really – anticipating the glider's movements, being ready to control them, starting to understand what is going on in the air around me.

I stayed the weekend after the clinic had ended and quickly realised how much I'd improved. The extra space on the hill gave me time to watch the world and feel the wind and wait for conditions that would maximise my chances of staying in the air.

When I finally took off, I found a thermal and watched pilots track to where I'd been. I managed to hit cloudbase (and flew away very quickly, it wasn't the day for it). I felt the suck of gravity that is the beginning of a spiral.

I also had my first outlanding. I'd played about on the hill too long and ended up in a situation I shouldn't have (I'd like to think I wouldn't have except the pines weren't that big and there was nice dirt road). I managed to deal with it calmly, however, and came down safely, which is testament to how valuable the clinic was.

The crowning point for me was the Friday evening. I'd gone from such tenuous beginnings to such committed enjoyment. I'd learnt so much in the company of such amazing people. On top of this I won the trophy for most improved paraglider pilot and the cheer I got was a delirious confirmation of how much I'd grown as a flyer and a person.

Situations we are unfamiliar with can be scary, but it's the only way we get to think and act big. Getting to practice our skills in a supportive learning environment is invaluable, not only for beginners, but for more experienced pilots. Having experienced such an intensive and well organised flying skills clinic, it turned out the hardest bit was actually coming down.

I'm hooked and daydreaming a future as a wind junkie. I know there are many more challenges awaiting me, more scares to get through, more joys to experience. Bring it on, I say, I can hardly wait.



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Internodes Australian Junior Gliding Nationals, 10 to 17 December 2011 – Kingaroy

Adam Woolley

You probably notice the new name attached to these articles! Internode has yet again been generous enough to support JoeyGlide, as they have now for many years. So on behalf of the juniors of Australia, thanks again for your support! For those who don't know, Internode is an Australian owned, national internet service provider. They love the internet and Internode delivers so much more than just an internet connection. Please check out their website at [www.internode.on.net].

In this article, I plan to introduce you to the wonders of our sport and how JoeyGlide can really transform your experiences within the Australian soaring world!

"Congratulations on going solo"

I still remember mine and probably always will! Thankfully though, I was brought up within a gliding family and had the greater gliding fraternity always egging me on to advance my skills further. This became the start of what will be a lifetime of participation, achievements and learning. Ultimately, this will be the same for you!

Gliding has many different avenues that you can explore, many different directions; these of course are according to your own interests and desires. Some of these paths are explored below. JoeyGlide exists to get all the juniors pilots of Australia to explore these different paths, have fun with like-minded individuals, as well as prepare us all for flying amongst our peers in many other circumstances. Wherever your gliding takes you, we at JoeyGlide hope that you'll find it a challenging, satisfying and exhilarating sport!

Next Steps

JoeyGlide will do everything it can to help you achieve your goals whatever they may be, as well as encouraging you to continue to develop your gliding skills. As Paul Mander described in the previous article, we'll be having daily lectures and post flight de-briefs to help you achieve whatever goal you may have set for yourself!

After you go solo, your next target should be to get your 'C certificate' (details of which you can find on the GFA website), followed by paddock outlanding training. This is invaluable, as it uses the skills you've already learnt, and builds upon the skills and airmanship that will be required to fly cross-country.

Once you have these 'ticks in the boxes', you have the equivalent attributes to a licensed pilot and can finally start going places! Gliding is a terrific sport; it can basically be whatever you want it to be.

Local soaring can offer tremendous pleasure; there are certainly many challenges that are still available to the local pilot. You can perfect your technique, enjoy being away from the world's woes, and enjoy the tranquillity of soaring flight throughout the year. Of course, the social aspects of local soaring are well known!

For many pilots though, flying cross-country is gliding! It gives you a wonderful thrill and personal satisfaction. The mornings start with the anticipation of planning your flight, setting yourself a route that takes in the expected weather, the terrain and naturally your capabilities. Then there is the healthy tension and nerves of waiting to see if the conditions matched what you expected; and if it all goes to plan, there's the satisfaction of launching, and putting your plan into action. Then follows the adventure of completing your task, or going further and faster than you have ever done before.

You'll go through highs and lows, the satisfaction of flying along at cloudbase at high speed, seeing the beautiful and varying landscape that is Australia. Sadly the other side of flying cross-country sometimes comes with the frustration of not being able to make a good climb, abandoning the task, or even landing off field. Field landings though are not the end of the world, in fact sometimes these hold some of the best experiences of cross-country soaring. The farmers are usually very welcoming, and it's a great way to see another part of our wonderful country. The camaraderie of your retrieve crew will often bring tall tales that you'll be able to share for many years to come.

The amazing thing about cross-country soaring is that there are always new



Treasurer Liam Donald

LIAM DONALD - TREASURER

Hi, my name is Liam Donald.

I was introduced to the sport of gliding by my dad, who is a glider and private pilot. I first flew when I was seven years old with Gus Mauch at the Warwick Gliding Club in a Blanik (which I later flew in my abinitio training). I officially started my training when I was 16, and soloed when I was around 17 years old. Over the years I flew sporadically due to my university studies which I have now completed (yay more time and money for gliding!!) and am currently a member of the Kingaroy Club.

I was first introduced to the JoeyGlide comp in 2006 in Leeton, which I attended as a coachee. I was coached there by national and world class pilots such as Paul Mander, Ingo Renner and Giorgio Galetto, and I believe that it was an excellent experience, both in learning a lot about cross-country soaring, and also meeting other junior pilots. My goal this year is to fly as much as possible, build my technical and practical knowledge, and continue to learn from the very experienced pilots at Kingaroy. I can't wait for the JoeyGlide 2011 comp this year at Kingaroy!



David Stuart in VH-GMI

things to learn. You'll for ever be improving your knowledge of the weather, navigation, cockpit technology and, naturally, your glider. JoeyGlide, as Paul described, will be running a special coaching week within the competition to help you build all these necessary techniques to advance your cross-country and competition career.

Your first goal once you get the cross-country approval from your club, should be obtaining your Silver C. This is an internationally recognised qualification, which allows you to enter competitions!

It's really up to you which direction gliding takes for you: it could be extending your legs to fly long distances, or like many you may want to test yourself against your peers by flying competitions. This really is the heart of JoeyGlide, by being able to fly against your mates and yourself in a non-threatening environment. After all, we all had to start off somewhere! From JoeyGlide of course, you can spread your wings and fly in many other events throughout the year, like regattas, State competitions, National championships and even World titles!

Don't think for a moment that competitive gliding is a deadly serious environment though, the social side of it plays a massive part in the racing scene. Even if competing isn't your thing, it's a great way to experience different sites, conditions, and meet some wonderful people along the way. Wherever you go, you'll no doubt receive a warm welcome from other like-minded individuals whom share the same passion!

Hopefully the above will help you get a flavour of where gliding can take you, whichever way you choose to go though, whether that be instructing, racing gliders, flying locally or even aerobatics, we hope that the sport will give you many years of pleasure and personal satisfaction. Of course, be safe and have fun!

Junior Journal

THANKS UNCLES!

David Stuart

JoeyGlide 2010 was my second JoeyGlide, having attended JoeyGlide 2009 at Narromine for the coaching week. JoeyGlide 2010 was again to be held at Narromine until Mother Nature started throwing spanners at that plan – buckets and buckets of spanners, all over NSW. So, as I'm sure you're aware, at the last minute (literally) the big call was made to move the juniors to Waikerie. If you didn't know that was the case, you'd never had guessed. All those involved with the logistics of moving to South Australia deserve a massive wrap, and I have no doubt that everyone involved with the event will agree Gus Stewart, in particular, did a fantastic job.

As a result JoeyGlide 2010 lived up to the expectations any junior holds of our annual event.

Not yet up to competing this season, my goal for the week was simple: to begin my solo cross-country flying career and claim my first 50km flight. After flying the first practice day with Paul Mander in the Duo, I flew all bar one day in Adelaide University Gliding Club's Club Libelle. I won't do a day-by-day wrap up, rather in summary, my week could not have gone much better! I managed to surprise myself and fly the competition task on my first solo cross-country (albeit minimum distance and quite conservatively). With that massive confidence boost, I was able to do the same for every other day I flew, with the exception of one out and return, for my 50km claim.

I must thank Adelaide University Gliding Club for allowing me to fly their Club Libelle 'GMI', with a particular mention to Cath Conway for helping to make that happen.

All in all, with no outlandings, a 50km distance claim and a ridiculous amount of fun, I think that JoeyGlide 2010 was a very successful week for me. I certainly noticed an improvement in my flying over the course of the week and it's always good to catch up with other juniors from all over Australia (and overseas), both old faces and new.

I'd like to make a special mention of the Uncles' Foundation. Without their support I would not have been able to attend the event and enjoy what was such a great week's flying. So to all those involved with Uncles, thank you for your support! Those out there who might be tempted to sit out because of financial difficulty, the Uncles might just be able to do for you what they were able to do for me this season.

To all those juniors, get to JoeyGlide 2011. I can't overstate the value of coaching I received at JoeyGlide 2009 and 2010, so even those not up to competing really should look into getting involved. The more the merrier! Thankfully I have another couple of JoeyGlides left in me before I become an OFITTH. Can't wait to compete this year!



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Some Key Words

Emilis Prelgaukas

I must, as always, publicly thank those glider pilots who take the time and trouble to engage in conversation on the wide range of subjects which make up the sport of gliding. Often these conversations are face-to-face over a beer or two as I mingle amongst gliding sites being visited. And just as often the conversations are by letter, phone and in the virtual world.

One characteristic of these conversations is the serious deep thought given to them, plus the absence of the sort of animosities that are found in on-line chats and sometimes even the edicts in official pronouncements.

To you all my deepest thanks. I hope I do justice to the thinking which then comes out of these conversations into these notes.

Businesses have both effective and repetitive functions. As the characteristics of the business change over time, then effective businesses look to streamline the repetitive functions and value add their effective functions.

Let us put this into a gliding context.

When we consider how we deal with our airframe assets, there are the knowledge-based tasks and the routine paperwork tasks.

As the sport has declined in size, the impression has been left to appear to the community in general that it has been the goal of the gliding administration bureaucracy to maximise financial return from its repetitive tasks. And when saving measures have been contemplated, it seems it is the knowledge functions which have been curtailed.

The former with edicts issued without analysis or justification. The latter through alienating the sport's elder statesmen, dispensing with individuals with decades of hands on current knowledge about issues, as well as forgetting to let the membership know what value things the sport has developed over the last 60 years.

In a business sense, that way lies madness. Rational operators would look to re-orient their repetitive tasks to suit the changed user patterns, and seek to bring closer direct ties between associates, thereby reducing onerous costly internal actions.

CASA does this by encouraging pilot owners and manufacturers to be in contact direct, leaving the regulator to apply its resources to effective tasks.

When internationally Blaniks were grounded, I received manufacturer infor-

mation (plus the virtual world alerts) direct several weeks before a GFA notice came in the mailbox.

In such a rational world, gliding would by now have streamlined in routine paperwork, and issued appropriate pro formas to manufacturers, dealers and owners, thereby eliminating the internal grind and its cost. This would free resources for the sorts of knowledge-based activities which glider pilots see as worthy of financial support (examples canvassed below).

The defence of current ways and means uses the assumption that GFA has to align itself with standard power flying practices.

There are clear and evident flaws in such claims. While other arms of aviation have freed their processes, concurrently over the same time period GFA has increased its onerous oversight, leading to the true claims of 'nanny state' status. While sport aircraft fliers and flex wing pilots have streamlined processes toward independence for pilot owners (or just pilots), people talk to me about leaving gliding for other flying sports after years, unable to get the status they then do achieve in those other activities within months.

And then the fundamental reality, stated in CAR95.4 since the 1940s, that flying unpowered aircraft is fundamentally different than flying powered craft. That is why there are dispensations to encourage appropriate procedures that work.

For subsequent administrators to then try to tortuously bend gliding practice to be like powered boring-holes-in-the-sky style paperwork is insanity. A walk around of a sailplane should not ('must not' if it is to meet safety outcomes) be like that used on an A380. And so the paperwork needs to reflect that.

The apparent worry for some of the sport's administrators is: if we don't have routine things to do, then what is our role?

Business focusing on knowledge-based activities find they have an endless row of upcoming interesting and empowering



Emilis Prelgaukas

things to do. Rather than bore you with business theory, I will leave you to read Ricardo Semler for yourself. A Harvard MBA, without the boring bits.

Again, getting this into a gliding context. When Blaniks were grounded internationally – who were the people with the greatest knowledge anywhere on the planet about long hour metal airframes – we are.

When people elsewhere look to re-instating the original design life hours of the type, who has to hand the methodology to add to the service life by modification – we do.

The opportunity lay there for gliding administrators to be/take leadership. For the benefit of gliding in Australia at least, if others don't want to know,

To the nay-sayers, the GFA already has a record of such leadership: In developing in-service repeat testing regimes of airframes for use on-condition; a history of motors in sailplane airframes similarly operating; and most prominent of all, the 1960s' initiatives to resist pressures from elsewhere to limit wood, string and rag airframes to a mandated 10-year operating life.

These are proud and proven traditions to hang a future on.

The impression is given that today's gliding administrators have either never this is the way gliding in Australia does things. At the same time this is a clear reminder of the cost to us all of gliding administrators' rejection of the sport's accumulated corporate knowledge via the past, and their emphasis on dumbing down.

In an effective sport, today, right now, gliding peak people would have publicly put in place a cost-saving arrangement between Blanik owners and the airframe rehabilitation process; to

be the intermediary to do the individual airframe assessments and their ordering into a tidy production line.

This would/will give owners a clear statement of the potential future for their individual sailplane; give the workshop a clear coming workload; give everyone a sense of timing, with optimised costs to all parties.

But what we have instead is silence to the membership while in the GFA office people are applying red stamps on Maintenance Release booklets.

Monty Python madness indeed.

If you don't want a future for yourself, this is just the right way to behave. The counterpart of the gliding coin is the need for those beyond the sport to know that the sport exists and has good outcomes to offer the community.

For a quarter century, sage words have been said within the Gliding Federation of Australia about the sport of gliding. (Please note that in this note here, and elsewhere, I always keep these two – the administrative arrangement as GFA vs the actual going out and flying as a sport – clearly separate).

Across that time the membership numbers in GFA have evaporated. Beyond the sage words, visible outcomes from within GFA to come to grips with this reality seem to be absent. Whereas, some individual clubs and operators are going okay.

This note is built around key words below, found in the advertising, promotion, public relations' industries.

Whereas gliding is notable now for its almost continuous total invisibility to the public at large in media, their sports' pages, public interest columns, news section, or promotional pages.

In contrast to rationales given for GFA imposing an AEF fee, from which income ostensibly market research and promotion would be federally driven.

Reality One

Says the public relations industry: *"When faced with disturbing realities, the options are do nothing, deny, admit, distract."*

Reality Two

Says the promotions industry: *"It is easy to be myopic about who you are; being genius is going out and finding ideas about your point of difference."*

Reality Three

Says the advertising industry: *"The canny young expect to be informed via the methods they are familiar with – social*

media, community, TV, internet – (characterised as today's 'truth serum')."

Reality Four

Points of difference available to activities include their: Place of origin, experimental content, memorable outcome, difference from the every day, capacity for buying into the dream, environmental offset and social consciousness, brand ambassador as a recognised person.

All of which is beyond the sage words above.

In the earlier 'thinking about airframe' series I framed the scale of likely re-investment which the sport of gliding faces, whether to move the whole of the sport, or only a fortunate remnant segment, forward to the new coming realities.

In the same way the sport of gliding will, in the coming period, rest on demand for further additional massive investment to be able to deal with the realities above just to give the sport visibility publicly.

In previous decades GFA made a number of implied promises to glider pilots across Australia, including that monies extracted from pilots and clubs from air experience federal fees be available to test and seek answers to marketing and development: surveying departing members, developing promotional strategies and implementing these.

One cost of diverting some of those monies away from their core need has been that 'on the cheap' substitute activities have both failed to capture market attention, and these have also failed to provide clubs with the implied on-going promised federal overarching marketing support. The ultimate failure has been entrenched by GFA then declaring that it is all up to the clubs anyway.

In a small sport it is highly unlikely that the necessary skills, knowledge, talent for these activities will be found at significant numbers of individual operating sites. It has proven impractical to even

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get someone to fill these fundamental asset-needs in some of the regions.

For GFA to abrogate its purpose – the positioning of scarce talent on behalf of everyone – then begs the question (as it does in the other activity streams of the sport): *"What good are you?"*

The sport's traditions began almost nine decades ago, the GFA's six decades ago. Those beginnings were about each layer providing succour, encouragement and support to the others. Today GFA seats itself at the other end of the spectrum. Hardly a 'good news story' to tell.

No wonder marketing has little to work with to meet the steps described in the realities above toward securing public visibility. And so, as the sport moves inexorably into the coming change, with its depleted numbers, resources, reserves, and with no proposition to put, it will indeed be only the fortunate few who have the necessary capabilities themselves who are likely to remain as the last remnant of the sport.

In contrast, a self-oriented administrative business can just go on forever, whether there is a sport out there operating or not.

ASH 30 Mi Joins The Worldwide Fleet Of Gliders

Bernard Eckey



Photo: Manfred Münch

April 7, 2011 will go down in gliding history as the date for the maiden flight of the ASH 30 Mi. Strong and gusty westerly winds made for turbulent conditions at the Wasserkuppe airfield with its 3000ft high runway. Despite of the less-than-ideal weather designer Martin Heide and his co-pilot Peter Kremer took the ASH 30 for a one-and-a-quarter hour soaring flight. When they landed they stopped right in front of the waiting crowd of insiders and climbed out with a big smile on their faces.

“It handles beautifully and I could not be happier,” Martin Heide said. Peter Kremer added: “Our philosophy not to rest on our laurels and come up with a totally new design is now paying off. Getting to this stage might have taken a while and it was certainly very costly, but this aircraft will maintain our leading position in open class well into the future. We can now immediately go into full production and satisfy the long backlog of orders for this new aircraft.”

Straight after the maiden flight, the ASH 30 Mi was on display at the AERO trade fair in Germany where it proved to be one of the main attractions. Pilots from around the world admired the elegant 26.5m bird and some were even lucky enough to check it for size. Visitors commented not only on the much enlarged cockpit but also on the elegant appearance and the long list of available options. Winglets and a two-pack PU finish are standard but a fin tank, a bug wiper garage, dual engine controls, a steerable tail wheel for limited taxiing,

a flash light in the leading edge of the fin, and solar panels are optional extras.

Martin Heide's latest design already incorporates the very latest generation of wing sections with a thickness of only 13% and a smooth lift curve all the way to maximum lift. Special attention was directed to the wing/fuselage transition area to keep the interference drag to an absolute minimum. By taking full advantage of the new 850kg weight limit a wing loading range of 40 to almost 50kg/m² was achieved. This allows ASH 30 Mi pilots to adapt to a wide range of weather conditions and enjoy a previously unattainable high speed performance in Open class.

In close co-operation with leading research institutes the Schleicher design team selected five different wing sections for a near perfect lift distribution on one hand and docile flying characteristics on the other. Laminar airflow is maintained over 95% of the wing's lower surface. The blowholes are no longer positioned in the wing but on the underside of

ailerons and flaps. The result is a better boundary layer control with a significantly flatter polar curve and a much improved high speed performance. For example, at a wing loading of 49.5kg/m² (10lb/ft²) and at speeds of around 200km/h (110kt) ASH 30 Mi pilots can cruise almost 20km/h (11kt) faster than their ASH 25 counterparts and not come down any quicker. No doubt, this will soon result in a rewrite of the record books.

The fuselage is also an entirely new development with occupant safety and pilot comfort first and foremost on Schleicher's mind. For the first time in the history of open class, front and back seat pilots can now enjoy generous amounts of space. In fact the ASH 30 Mi front seat was closely modelled on the ASH 26/ASH 31 – two gliders already renowned for their roomy cockpits. Both front and back seat are equipped with adjustable backrests as well as height adjustable headrests. The front canopy was also lengthened for improved forward visibility and the canopy locking mechanism in now

invisible due to its integration into the canopy frame. Pilots operating the aircraft in warmer climates will appreciate the enhanced cockpit ventilation system and a large number of small air vents integrated into the divider between front and rear canopy. A further improved canopy seal guarantees a longer laminar airflow around the fuselage. As a by-product it should also make for a very quiet cockpit.

A hinged instrument panel in the front seat remains standard and so is the large main wheel. When extended it reaches far enough forward to make a nose wheel obsolete. This not only avoids unnecessary drag and makes for a more elegant appearance. Just as importantly it eliminates take-off problems as there is no chance of a front wheel digging into softer runways. Automatic control connections were also integrated throughout the entire aircraft. Regardless whether customers order an engine or not – the engine bay will always be incorporated for an easy retrofit at a later stage.

Although the ASH 30 Mi prototype is still powered by a 56hp rotary engine the factory will switch to the improved and upgraded 75hp version as soon as it is released by Austro Engines, a subsidiary of Diamond Aircraft. It makes the ASH 30 Mi the most powerful glider ever built. The smaller cousin of this engine is already powering over 400 Schleicher self-launching gliders worldwide. Its reputation for reliability, low fuel consumption, quietness, low maintenance requirements and its smooth rotary power makes it ideal for aircraft of this size. Engine management is very simple due to a fuel injection system with automatic altitude compensation. Thanks to this engine technology there is no longer any

requirement for special fuel such as AVGAS or two-stroke mixture.

Schleicher will initially produce one ASH 30 Mi per month. However, to reduce the large order backlog production will soon be increased so that 18 new ASH 30 Mi can leave the Poppenhausen factory every year. Right now hardly anyone is expecting that the tremendous production run of 270 ASH 25 will be repeated but only time will tell. A large number of record hunters are already on the list of customers for this newest glider on the market.

Some pilots look at this new dawn in Open class with excitement while others will never lose their love and fondness for their trusted wings of yesteryear. But standing still means going backwards! Progress and innovation is driving our society and will always lead to better things in future. Yet whatever we fly, these graceful Open class birds with their long and slender wings never fail to make the heart of glider pilots beat a little faster.



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BALLOON DROP

Andrew Luton

WHAT DO YOU GET WHEN YOU HAVE TWO MATES, ONE WITH A BALLOON AND THE OTHER A HANG GLIDER? A LOAD OF FUN! ONE ARTICLE ON THE INTERNET FROM A PILOT WHO HAD BEEN DROPPED IN THE 1990S SAID, "YOU HAVE NEVER GONE OVER THE FALLS LIKE YOU DO BEING DROPPED FROM A BALLOON!" – THIS WASN'T THE MOST COMFORTING STATEMENT, BUT AT LEAST IT WAS SOMETHING...



All photos: Andrew Luton
June 2011

I have been flying hang gliders for almost four years and also have a keen interest in hot air ballooning. My good mate Justin is a balloon pilot and we're both kids at heart and enjoy mixing interests and trying new ways to have fun.

Since taking up hang gliding, I have wanted to combine both my interests and do a balloon drop. Justin and I had been talking about it for 12 months or so and in the weeks leading up to the drop had contacted various people and tested the set-up for the drop. We researched methods used for drops in the past, all of which seemed to have slightly different views on how to do it and many of the methods were pioneered by hang glider pilots with no prior experience in ballooning.

A few weeks prior to the drop I contacted Judy Leden, who in 1989 crossed the English Channel in a hang glider, after being dropped from a hot air balloon at 12000ft, and has since made many more balloon drops. My email to Judy outlined our plans for the drop and the processes we intended on using. To my delight Judy replied straight away and said that our plans were good. She also provided further advice from her experiences which was great and added further confidence to our plans.

So with our research complete, it was time to set the glider up and hang it from a tree. We needed to see if the attachment point for the rope was in a position where the glider had nose down pitch and was relatively stable. The glider used was my trusty intermediate Airborne Sting III 154.

This glider has a kingpost and is perfect for balloon drops as the rope can be tied to the keel through a gap in the sail where the kingpost meets the keel.

After a few attempts at positioning the rope out of the way of the luff lines, I jumped into the harness to check the basebar position and how it all felt. I had read that the bar would want to sit between your waist and chest, but once in my harness the bar wanted to sit between my waist and knees! This was not a problem as I was able to move the bar around with ease and was able to hold it near my chest for the drop. We had now tested the glider's 'hanging' abilities and were happy with it!

I had read articles where people had used three-ring release systems where the hang glider pilot has the release in their mouth and the release is pulled with a

big yank of the head, or where a brake type lever was placed on the basebar to trigger the release, but this seemed all too messy for my liking. I would rather have all my focus on being in position for the drop with both hands firmly on the bar and the bar in the right position.

The release mechanism we used was a very technical device consisting of one very sharp knife. In my email to Judy I had told her that this was our intended release mechanism and she agreed that it is her method of choice too.

Justin, who had been as keen as me for the drop, had just returned from flying in New Zealand and his balloon was still in transit. "No worries," he said, "I'll find someone. Just turn up in Leeton and I'll have someone with a balloon ready." True to his word Justin found a balloon pilot who shared our enthusiasm.

Upon arriving at the caravan park, which had been taken over by balloonists for the weekend, Justin introduced me to Steve, the balloon pilot who was keen to use and pilot his balloon for the drop. We then set the glider and basket up to do a final check so that come the morning everything would be ready to go. We briefed the crew and checked everything down to the knife cutting of the rope to ensure the knife would win – it cut like a hot knife through butter – we were ready. With everyone happy, it was off to bed for the last sleep!

The morning came with no wind on the ground and clear skies. At the launch field I set my glider up as the balloon was





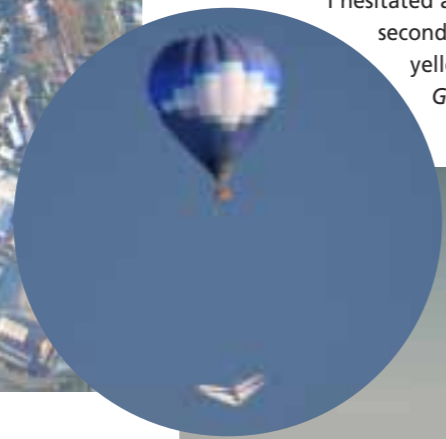
whole flight as you have to ensure ropes don't get tangled and both balloon and glider clear any obstacles on the ground.

We maintained a climb rate of roughly 600ft/min and at one point hit almost 900ft/min. At 900ft/min the glider began to yaw around in circles so we slowed and kept a 600ft/min climb rate which worked a treat.

As we climbed through small wind shears the glider would spin and point into the wind, and once the balloon was moving at the same speed as the wind again I felt as though I was hanging in the sky with not a drop of breeze on my face, riding the smoothest elevator you can imagine.

With the safety rope removed, and at a height of roughly 5000ft agl, the balloon was put into a descent with Justin yelling out the sink rate as we came down. I thought I would feel some air or something different, but it felt just the same as going up. We were aiming to do the release at a sink rate of 250ft/min, but after I heard Justin yell out 400ft/min

I hesitated a few more seconds and then yelled out, "GO GO GO!" – and away I fell.



being inflated and then it was time to do what we had been talking about for 12 months. I can't say that I was scared at any point that morning, but I certainly felt a little nervous. Steve and Justin were in the balloon and there were many helpers on the ground guiding me and ensuring ropes did not tangle and that the balloon did not rocket up before

tension was on the line between glider and balloon.

We had Chris (a long time balloonist and pilot) on the nose of my glider, guiding me once the basket was airborne to ensure I moved straight under the balloon. Laruen was on a wing tip in case I dropped a wing while moving around, and Danny ensured the lines between the glider and the balloon went up without tangling around the keel of the glider. Danny also controlled a tether line attached from the balloon to the car, which allowed him to slow the balloon's ascent to stop a violent grab once the lines took up slack.

Once the lines between glider and balloon were taut the tether line between balloon and car was released and we were free of the ground and climbing. The balloon take-off is by far the most nerve-wracking part of the



The nose of the glider immediately dropped by 90 degrees and I was basically holding on for the ride. Within two seconds the bar gained pressure and the free-fall was over. To wash off the speed I placed the glider into a turn and all of a sudden the drop was over. Now it was time to have some fun and fly around the balloons and get some videos and pictures and yell out random words of excitement as boys do!

It wasn't as nerve-wracking as I had imagined, instead it was a hell of a lot of fun – that's why we did it all again the next morning – as none of us could control our excitement..

After 15 minutes of flying around the balloons, it was time to pick out a spot to land. The only thing different with this landing was that I had 10m of rope trailing behind me so I simply ensured I didn't approach too low over a fence or powerline and landing was easy.

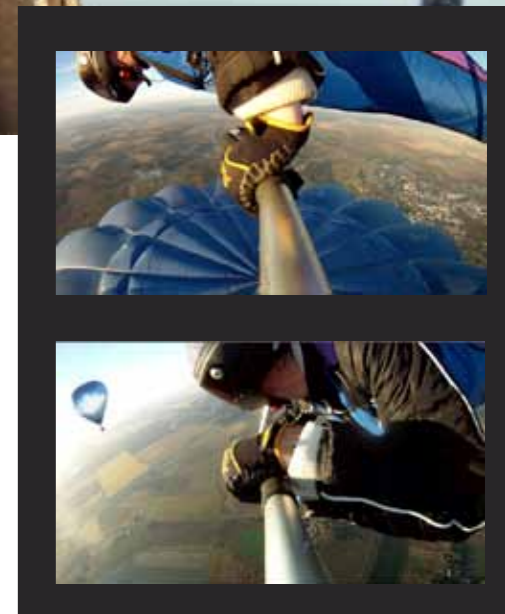
A final thought on balloon drops is that you have to be comfortable and trusting of the people helping you and in particular the balloon pilot. I have known Justin and Danny for many years and have no reservations in trusting their flying

decisions – both are excellent balloonists, if not the best. We did two drops over Easter and both times Justin was in the basket, controlling the hang glider to balloon ropes and making sure everything went as planned. Steve, the balloon pilot, was excellent in controlling the balloon the whole time, making sure we climbed up clear of obstacles and managing the climb rate to keep it at a comfortable rate. Danny was more or less launch marshal on the ground and was excellent in making sure ground operations went smoothly.

A fantastic weekend was had by all and we have 71GB of videos and pictures of the two drops. A massive 'thank you' to all those involved, all the way down to those taking pictures and videos on the ground and from other balloons. This was an effort made possible by many people and with out their help we would not have been able to achieve the drop.

Follow your dreams!

Video of the balloon drop can be found on YouTube [www.youtube.com/watch?v=YB1IH2CgGB4], YouTube channel: flyhighflyfar



VINTAGE GLIDING CORNER



MINIMOIA SYMPOSIUM AND MUSEUM OPEN DAY: 3 APRIL 2010

David Goldsmith – Australian Gliding Museum Newsletter No 25

support of the event, offering to run a Museum open day and assisting with catering for the combined event, in addition to offering a flying program if the weather was suitable.

The program got off to a good start on time at 10 o'clock, with Peter Champness welcoming about 75 guests. He provided a rundown of the history of the Australian Homebuilt Sailplane group, since it was started by Mark Stanley and the first newsletter appeared in October 1994.

With Peter Raphael providing the slide show to back up the presentations, Peter Champness introduced the first speaker James Garay.

James explained his associations with homebuilding over the years, and how he had built friendships with Fernando Salazar and Malcolm Bennett, among others. His editing of the newsletter had been a great pleasure but relied on members contributions, however, these contributions started to decrease. Time became short when family health issues grew, and although he was assisted in editing the newsletter by Peter Champness he reluctantly made issue 40 his last. James gave a rundown of some of the previous symposiums, which had been a regular part of activities.

Peter then introduced Fernando Salazar including a brief rundown of Fernando's past aviation exploits. Fernando has certainly had an interesting life! His love affair with the Minimooa began in the Spanish Pyrenees at Monflorite in 1949, where he was working at the School of Gliding. Gliding was banned in Germany after the war, so the Spanish School was very popular with Europeans wishing to glide. Fernando managed to be offered some flights in a Minimooa owned by an ex-Luftwaffe pilot, and he logged eight hours and 32 minutes.

Fifty-five years later, in Australia Fernando was still dreaming of owning his own Minimooa, but he had some difficulties locating a set of plans. He also had some bulkheads made in Germany, but this was very expensive. Fernando was very pleased to be introduced to Mal Bennett, who has since made wonderful progress with the project.



James Garay Photo: John McCorquodale

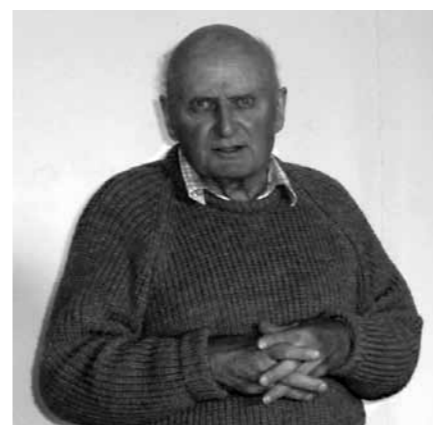


Peter Champness Photo: John McCorquodale

Peter then introduced Doug Lyon, who gave a talk on structures. During an informative dissertation Doug explained the problems facing designers, and the limited knowledge of design and loadings in the early 1930s. This was carried forward to include tension and compression, twisting and the intricacies of control deflection and reversal as it applies to gliders with long ailerons, such as the Minimooa. Doug even discussed why control reversal occurred when fighters were being designed that could approach the speed of sound.

After a morning tea provided by Ian 'Moose' Cowie and his team from the Australian Gliding Museum, Peter introduced Dave Goldsmith, president of the Australian Gliding Museum.

Dave acknowledged the great progress made in the 11 years, since the museum began, by a team dedicated to the preservation of all old gliders and gliding history, in danger of being



Doug Lyon Photo: John McCorquodale



Martin Simons in his VGC T-shirt Photo: John Ashford

lost since the fibreglass revolution. With supporters such as Bruce Brockhoff, Aviaquip Pty Ltd, the Gliding Federation of Australia, and many others, with a second hangar about to be built, and with workshop volunteer teams at Ferntree Gully and Bacchus Marsh, over 40 gliders have been saved and/or restored (many of

them built by home builders), and much gliding history documented and preserved.

The next speaker was Martin Simons, already very well known as an author of many gliding books and an authority on gliding history. Martin explained that in 1932 Wolf Hirth commissioned Friedrich Wenk to design, and Edmund Schneider to build, the Moazagotl, a beautiful sailplane of 20m span. The Minimooa was developed by Schemp Hirth to offer a high performance sailplane at reasonable cost, with a span of 17 metres. The prototype first flew in 1935, and after a redesign it was put into production in 1936. Over 100 were built until production stopped in 1939. Martin told an amusing tale about a Minimooa which changed hands for a case of beer, but finished up the subject of ownership litigation where it was valued at DM100 000!

The final speaker on the day was the 'Guru' himself, Malcolm Bennett. Mal immediately launched into a well-modulated dissertation on how he approached each phase of construction step by step, the problems that confronted him (and there were many) and how he solved them. There was an enormous breadth of information, of interest to anyone faced with the challenge of building (or repairing) a wooden sailplane. This presentation was the highlight of the symposium; the sad possibility is that no recording or video of the whole event or Mal's part in it was successful.

As the symposium drew to a close all attendees were invited to the museum open day for lunch and to inspect the actual Minimooa fuselage, with rudder and tailplane fitted, on display in the



Dave Goldsmith Photo: John McCorquodale



Forward fuselage, controls and wing supports with the elevator pushrod Photo: John McCorquodale



Tail group, the rudder is easily removed to allow the tailplane to be fitted or removed Photo: Cliff Pritchard

museum. The level of workmanship, the attention to detail, the smoothness and accuracy of construction, the beauty of the raw wood, were all there for everyone to see! There is no doubt that Mal is building a masterpiece!

During the afternoon passengers and spectators were treated to six flights in the Australian Gliding Museum's Slingsby T31b, and Jenne Goldsmith flew her Hutter 17.

Thrill-seekers Peter Raphael and Ross Birch Photo: John Ashford



Fernando Salazar and Mal Bennett Photo: John Ashford



The tailplane is being attached by Mal, Fernando, Alan Delaine and James with Doug Lyon ready to help. The rudder has been removed Photo: John McCorquodale



VINTAGE GLIDING CORNER

JUST HOW MUCH FUN IS THIS?

Ian Patching – Vintage Times No 121



Caleb and Ian planning their flights

Photo: Bob Hickman

knowledge of Max Hedt from Horsham who had just recently told me of some of the flights he had done when this trough line was active and I was very keen to try it as this day was shaping up in a classic pattern. Max had told me this trough line generally runs between Bordertown and Waikerie and then down to Horsham and in that space there would be very good soaring conditions. So against all local scepticism we went ahead with our plan.

We prepared everything and towed out to wait. The wind was pretty strong from the north-west but the day was definitely stirring. There were even some cumuli forming

further to the north. I launched first and was pretty happy with the 1000ft and tucked into a scrappy two knots. The drift was considerable but I slowly gained height. Caleb launched about five minutes after me and got a good climb closer to the airfield. I lost it at around 3000ft and pushed back into wind to try and get the next thermal. Best-laid plans sometimes don't work and I soon found myself back on the ground. Caleb was away so I immediately went again. That 15 minutes made all the difference and I was soon climbing in five knots. The drift was still very strong so I figured it was time to go as cumuli were forming and I was already about 10km away from Bordertown. The next climb averaged seven knots and went to 10 000ft.

The run to Lah was very straight-forward and I only used three thermals, and the push into Lah with a quartering cross-wind was a bit of fun. I marked a climb just before Lah and went in for the turn and went back. Sure enough the cu was still pumping and I was soon heading back. I decided to keep as far north of track for the return and was able to make good progress along the scrub line and under the cu. My plans changed a bit here, I hadn't heard from Caleb, considering I only have a handheld this was normal, and I was contemplating following the cu and then once back near Bordertown I would turn north and head across the scrub towards Pinaroo. Maintaining

10 000ft was very easy so there was no real issues here.

I arrived at a point about 25km north of Bordertown and pointed the nose into wind. After a few minutes, even from my lofty position, I could see I wasn't making any progress. In fact I was going backwards. I then changed plans again and decided to just keep going north-west and glide out from under the cu and then turn and final glide back to Bordertown. I had plenty of height and went about another 30km before turning for home.

What I was expecting was a leisurely glide back but about halfway I realised the drift wasn't where it was supposed to be. The trough had finally passed through and the winds had swung so I now had a quartering headwind. You wouldn't read about it!

It wasn't a real problem as I still had plenty of height and I finished four-and-a-half hours after takeoff. Caleb was on the ground, he had also modified his task staying longer under the cumuli for an OLC flight of 332km. My OLC was 372km. Good enough for fifth and third respectively on the OLC for that day. Not bad for a couple of old wooden birds we reckon.

A great week, lots of flying, 25 hours and great friends around. It can't get much better until the next time. The following week everything went to water.



My sincere thanks and appreciation are extended to David Goldsmith, editor of Vintage Times and a driving force behind the vintage gliding movement, who has been responsible for the majority of articles which have appeared in the Vintage Gliding Corner of the magazine over the years. I look forward to seeing photos of the magnificent and colourful vintage gliders in the new look colour gliding magazine in the months to come.

Anne Elliott

AERO Trade Fair

Bernard Eckey

People in commercial aviation might congregate at Farnborough near London every year and friends of military aviation at Le Bourget near Paris but sports' aviation enthusiasts meet regularly at Friedrichshafen in southern Germany.

This lovely city is situated on the shores of Lake Constance and has long been the host of the AERO trade fair. Hobby aviators from around the world make a beeline to Friedrichshafen to keep up-to-date with the latest developments and look at everything from paragliders to ultralights and from radio controlled models to small business jets. In the past the show was staged every two years, but some time ago the organisers elected to hold it every year. All major glider manufacturers felt that the cost burden was far too high and decided to exhibit at AERO only at the original two-year interval. Here is a short listing of new and interesting products on offer this year.

Lange Aviation seems to have recovered from their financial woes and introduced their electrically powered Antares with 23m wingspan for the first time at Friedrichshafen. They also exhibited their original 20m model but with a two-stroke sustainer engine. Schempp-Hirth had the new Arcus in two different versions on display as well as the very early prototype of the Open class Quintus. It is clearly not ready for prying eyes and was therefore suspended under the ceiling. Obviously the Antares and Quintus wings come from the same mould, but in typical Schempp-Hirth fashion the Quintus will get a kinked-up wingtip.



One of many winches on display at Friedrichshafen

Schleicher displayed three of their latest models. Next to their ASG 29 best-seller they exhibited the ASH 31 self-launcher with 18/21m wingspan. Their new Open class two-seater ASH 30 Mi proved by far the biggest crowd pleaser and was constantly surrounded by glider pilots from around the globe. Diamond Aircraft surprised everyone with a tail-dragger version of the Super Dimona motor glider.

This year DG had by far the smallest display of all glider manufacturers and was only showing the fuselage of an electrically powered sustainer version of the DG 1000. The two-stroke engine of the DG 1000M was displayed on a trestle.

Even the trailer manufacturers Komet, Cobra and Avionic did not fail to show up. All of them had their latest trailer versions on display but Komet was showing their new rapid stabilisation system and underpinned the advantages by a very convincing video. Recognising that trailer accidents remain a regular occurrence they are now integrating an active braking system on request. It stabilises the car/trailer combination and greatly assists the driver in critical situations. The system actively initiates a stabilisation process and hence avoids accidents. Best of all, their basic model of trailer was still sporting a price tag of only €5990 – a very pleasant surprise and clear proof of fierce competition in this field!

As expected, glider avionic systems are still undergoing further developments and on-going refinements. Flarm is now available with integrated ADS-B. It was renamed Power Flarm but so far no manufacturer has



Tail-dragger version of Super Dimona with extra large wheels
Photos: Bernard Eckey

received IGC approval for the integrated logger. This is expected for late 2011 or early 2012. LX Navigation introduced the LX 9000 featuring a nicely backlit 5.6 inch colour display. The instrument comes equipped with worldwide terrain maps including airspace and airport databases. It also includes a Flarm collision avoidance system and a flight recorder with IGC approval. No doubt, the LX 9000 is a truly top end navigation system.

As a result of the rapidly escalating cost for aero-tows winch launching is enjoying increasing popularity on a worldwide scale. This fact was evident by the number of mobile and self-propelled winches on display which even included an all electric winch. All of them were sporting a different layout but had one thing in common: they were professionally built, exceptionally powerful, extremely sturdy, of high standard and designed for special plastic rope. Most winch manufacturers also build export versions ready for mounting onto locally sourced prime movers. One manufacturer even offers a leasing option over a period of five years.

The next AERO of any value for gliding enthusiasts will be in April of 2013. Make sure you don't miss it if you happen to be in Europe around this time!



Straight Line Distance Record on Limited Fuel (7.5kg)

Chris Atkinson

IT IS SUNDAY 3AM AND I AM ON THE ROAD IN MY FULLY PACKED CAR.

IT SEEMS TERRIBLY EARLY, BUT THAT IS WHAT IT TAKES IF I WANT TO BE AT THE SITE BEFORE SUNRISE,

IN TIME TO GET READY FOR AN EARLY TAKE-OFF.

My friend Ian has joined me as a member of today's ground crew, and we are on the way to Herbert's place for some final preparations. Carefully studying the weather forecasts over the last week, I expect wind speeds will reach a mighty 80 to 90km/h between 3000 and 4000ft. If the predictions come through, then this could be a cracker of a day for my attempt to break the World Distance Record on Limited Fuel.

While Ian was driving, I had a myriad of thoughts going through my mind, with safety being number one. It had all been discussed well beforehand, but I was just trying to make sure I hadn't missed anything. HGFA and FAI rules had to be followed to the letter; the last thing I wanted now was to fail my record on a minor detail overlooked in the heat of the moment.

Arriving at Herbert's place, we used a certified scale to weigh out the fuel at exactly 7.5kg net, witnessed by both, Herbert and Ian. I decided I was now ready for this attempt; just a week ago, I had managed to break the World Circuit Record Flying a Triangle on Limited Fuel, now pending with the FAI and HGFA for ratification. Today I will have a shot at the Distance Record on Limited Fuel, held by the very same French pilot, David Rotureau. If successful, my deed should place Australia as a serious competitor in paramotoring, currently a mainly European-dominated sport.

I had chosen Gatton as the place of today's attempt. Arriving at the cricket pitch, my first hurdle was to get ready for take-off before the wind on the ground became too strong. All went well with a steady breeze of 12 to 15km/h – it looked ideal.

While I warmed up my Sky engine, I checked my instruments, and the laying

out of my wing. I left my motor idle, using up all the fuel in the tank and carburetor. I did a last safety check before filling the tank with the pre-measured fuel only to be sealed just for good measure. Sealing the tank is probably overkill as I carry a tamperproof data-logger, recording my whereabouts once every second, plus my normal vario and GPS as a back-up. Daylight came and the wind started to pick up with cycles of close to 20km/h, but with lulls long enough for a take-off.

Finally I decided the time had come and I launched my Dudek Plasma just in time to be surprised by a gust. I managed the sudden surge of my wing which got me airborne in a near vertical take-off. I started climbing out nicely into a strong ESE wind. Gaining some altitude, I could see Herbert taking some pictures and Ian getting the car and gear ready for the chase.

Heading towards Toowoomba and steadily climbing, I had doubts about the weather, truly rough mixing air caused small collapses and wing tip tucks more frequently than I would have liked. At one stage I encountered a large pocket of sink, losing altitude with near full throttle – that started to worry me. My hands kept steady on the brake handles, ready to anticipate what my wing would do next and trying to hold it dead straight above my head. Not a very nice feeling, being thrashed in turbulent air! I could not resist touching the handle of my reserve just above my head, making sure I knew where it was. I asked myself, 'Why do I do this and is it worth the risk I take?'. Fortunately the Dudek Plasma is a very well-behaved wing. Climbing and passing the outskirts of Toowoomba to the north, to my great relief the air started to get a bid smoother. The higher I climbed, the better it became. With an

initial ground speed of 60 to 80km/h, it quickly increased to a steady pace off 120km/h, at times reaching a top speed of 137km/h. I was thrilled, and put to the back of my mind the rough start and climb out.

Before I realised it, I was passing Oakey, heading towards Dalby. Within the hour I had passed to the south of Dalby at around 3600ft. It looked very promising, and I knew that if my Sky engine held together and the Advance Microflight Fuel Management System did its job, I had a great chance to beat this record. I knew Herbert and Ian were in for a long retrieve, tracking my whereabouts via a Spot satellite tracker on the laptop. I could rely on them and did not have to worry about this part; the crew would always know where I was. My goal was to get past Glenmorgan.

I kept myself busy watching my instruments, always flying as economical as possible and staying at a height where I could take advantage of a strong and steady tailwind. The countryside looked lush and green, but rather wet, every depression had water to its rim, and the rivers were flowing like you seldom see. Passing north of Tara, then south of Condamine made me realise how close I got to my goal and this kept me motivated.

Two hours into the flight, I started to get very cold. My ground speed started to drop as I had expected, but still pushing on, going strong with around 90km/h. With Glenmorgan in sight and my fuel gauge showing close to empty, I was wondering how the engine was still running on the last few 100ml of usable fuel. It always amazes me how efficient this water-cooled Sky engine is. I am truly happy with its performance and reliability. With the combination of my trusted Plasma, it has proven itself for



the second time. By now I knew I had beaten the record. I was over the moon, happy and exhausted, with an indescribable feeling of joy, knowing I had done two World records in the one week.

A few stutters from my motor brought me quickly back to reality. My heart started to beat faster; any moment now I could run out of fuel, so it was time to make sure I kept constant lookout for a good and safe landing field. I was above 4000ft and this gave me time and plenty of options. The Surat development road, only about 500m to my right, would make it easy for my crew to retrieve me.

The saying 'what goes up must come down' came eventually true, and I landed in moderately strong wind near the corner of Billenbah Road and Surat Development Road, about 24km past Glenmorgan. I probably could have had another few kilometres of glide, but for the sake of a safe and good landing field I decided this would do for me. My flight had lasted two hours and 50 minutes. The old record by David Rotureau was standing at 242.5km and, looking at my GPS, I could see that I had smashed this record by over 40km with my 284km.

It took Ian and Herbert only about one and a half hours to reach me. It was time to take some pictures of the landing site and celebrate.

On the way back, we stopped in Dalby for a late lunch, discussing the adventure and analysing how it all went. A new fuel blend had cost me at least 20 minutes. I know already now that I can improve and extend this record. I would like to thank Ian and Herbert for their tireless efforts in helping me out. It was time to take a break for a couple of weeks and work on improvements before trying again.

All this would not have been possible without a dedicated ground crew and my sponsors Kangoek/IRS Ultra, Dudek, Born Propellers, Advanced Micro-flight, My House Builders, James Hardie, Dick Smith and Cerakote.

REVO

REVO WINS GRAND CHAMPION AIRCRAFT AWARD

The Revo trike has won the prestigious Grand Champion Light Sport Aircraft Award at the 2011 Sun'N Fun Airshow, the second biggest air show in the world. This means it not only beat all other trikes to win the award, it beat all fixed wing aircraft as well. This is an outstanding achievement by Evolution Trikes.

This trike is the REAL DEAL. It is the best trike in the world. Better engineered, a better wing with better handling, a better base, better standard features, better wiring, better brakes, better suspension, better options... And is stronger and faster than any other trike in the world.

Starting at US\$59,750 plus freight/insurance/certification and GST*

Come, see and fly the Revo. I am sure you will be impressed with this aircraft, and a visit would be well worth the effort if you are considering buying a new trike. You can see one at Bunbury airfield WA (Roger – 0437 344 038), Moruya airfield NSW (Gary – 0411 550 280) and La Trobe Valley airfield (Jon – 0404 022 177). Unfortunately there will be a Price Rise of US\$3,000 from 1/7/2011

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POLIGLIDE

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New 'Skysailor' Magazine

This issue is the last of our collaborated monthly magazines with the GFA.

We are going back to a HGFA-only publication, under the old name of 'Skysailor', on a bi-monthly schedule, but with full colour throughout.

Since we have so many talented pilot-photographers in our midst, I am really looking forward to some high quality articles and images we can share among our membership with this excellent new colour format. The best images will be reserved for full sized centre spreads, so make sure you keep your camera handy!

It has been decided to alternate the 'Skysailor' issues with the bi-monthly issues of XC mag so as to keep the enthusiasts in fresh reading material throughout the year.

The next deadline for articles and advertisements for the new colour Skysailor will be **30 June 2011**, production is completed in July and the inaugural colour magazine should hit letterboxes at the start of August.

Articles and photography submissions can be emailed to

[<soaring.australia@hgfa.asn.au>](mailto:soaring.australia@hgfa.asn.au)

with large file contributions

mailed on CD/DVD to:

Skysailor, Suzy Gneist

57 Alice Dixon Dr, Flaxton QLD 4560

Next Deadline: 30 June 2011

I look forward to featuring your adventures and invite any suggestions or wishes you would like to see incorporated in your new publication. Thank you,

Suzy Gneist

Lloyd Pennicuik Withdraws From X-Alps 2011

Lloyd Pennicuik (AUS) and Ramon Morillas (ESP) have unfortunately withdrawn from the Red Bull X-Alps 2011.

Morillas, recently injured himself and underwent an operation on the meniscus of his right knee. It was found he had also broken the anterior cruciate ligament. Due to the seriousness of the injury Ramon has pulled out of the event.

Australian Lloyd Pennicuik meanwhile has been struggling with health issues, he said he has "been trying to sort it out for a while, but it's not getting any better."

Both athletes competed in the 2007 and 2009 Red Bull X-Alps. Morillas came ninth in 2009, Pennicuik's best result was 17th in 2007. The Red Bull X-Alps team wishes both athletes a speedy recovery.

Oriol Fernandez (ESP) has been con-



firmed as a X-Alps 2011 participant following the withdrawal of Morillas.

The 33-year-old from Barcelona will be the 31st athlete to take part in the 864km adventure race which begins in Salzburg on 17 July 2011.

Nick Warren, Red Bull X-Alps

New World And National Records

A recent stretch of brilliant European weather has seen a couple of XC triangle records fall.

Ozone team pilot Heli Eichholzer and his friend Christoph Eder, both flying the Mantra R10.2, registered a new World Record FAI triangle. The pair flew 268.5km together, working as a team for more than nine hours in the air!

"On Tuesday, 19 April, we had a day with perfect weather. Christoph Eder from Mittersill, and I, Helmut Eichholzer from Kuchl, took the chance to do a long distance flight. We started together from Kreuzkogel in Sportgastein at about 10:20am. I caught up with Christoph at the beginning of the flight and we flew the rest of the distance together. The route took us along the Gasteiner and Saalach Valleys to Ruhpolding (Germany) and further over Kitzbühl to the Zillertal.

At 4pm we turned to fly along the whole Hohe Tauern range back to Sportgastein. It was an indescribable feeling to be at the same height of all the massive and iconic peaks. Cloudbase was over 3700m! Excellent thermal conditions made it possible to cross the centre of the Alps from Gastein to Obervellach/Kärnten and finish the flight perfectly.

A sensational day ended with us landing at 8:15pm in winds of around 35km/h.

Christoph and I complemented each other perfectly. Together we managed the ups and downs which are normal on a long cross-country flight."

See Heli's impressive tracklog on [\[www.xcontest.org/austria/fluge/fluginformationen:eichholzer/19.4.2011/08:39\]](http://www.xcontest.org/austria/fluge/fluginformationen:eichholzer/19.4.2011/08:39).

Meanwhile, up in the UK, Ozone's managing director, Mike Cavanagh, left his desk and broke the UK declared triangle record with a nice little flight of 48km on his M4. Mike's flight can be seen here [\[www.xcleague.com/xc/flights/2011608.html?vx=0\]](http://www.xcleague.com/xc/flights/2011608.html?vx=0).

Paul Cox

NEW PRODUCTS



Freerider Tequila3 Series Complete

Skywalk recently completed certification-flight tests for sizes XS and XL of the Tequila. Both wings received LTF-B as well as EN-B certification from the DHV, like the other three sizes of the Tequila.

This innovative three-liner covers a large spectrum with a launch weight range of 60 to 80kg for XS, to 110 to 135kg for size XL.

Range of use is also great: the hobby pilot profits from the well-tempered character of the T3, while the ambitious mileage hunter will come to treasure the high performance of this Freerider.

Glide performance is superior at trim speed, yet another benefit of the complete three-liner concept is very low drag.

Noteworthy are the stability and turbulence damping. The Tequila3 maintains its path even without very active braking from the pilot.

More info under [\[www.skywalk.info\]](http://www.skywalk.info)

[<info@skywalk.org>](mailto:info@skywalk.org)

New UP two-seater – the K2²

Available in two sizes, SM and ML. The larger size already passed certification,



the SM is well on its way. It's a lot faster than its predecessor while still being firmly placed in the LTF/EN B class. Equipped with both positive and negative trimmers, UP's new

tandem allows you to carefully fine-tune the speed according to conditions and requirements on site. We also worked on the brake pressure; the K2² obeys to even the finest of tugs while remaining well-behaved when being subjected to vigorous input.

The new wing design with a large sweepback angle makes the K2² a pleasure to launch. The swept back wingtips not only reduce drag, but add to the arrow-like visual effect of this glider. Nylon battens instead of Mylar in the leading edge reduce the packing volume and add to the easy launching characteristics.

We made sure to use sturdy materials and changed the colour design, to make the K2² impervious to strain and dirt. The result is an effective workhorse, with the performance of a young stallion.

UP, [\[www.up-europe.com\]](http://www.up-europe.com)

Apco Vista II SP

New Sports Class, EN-B three-liner wing from Apco, the Vista II SP, has arrived.

Intended to continue the Vista legacy as its worthy successor, this new wing has been completely re-designed and fully equipped to meet the challenges of today's market. As Apco's first three-liner, it was designed to compete with the new generation of three-liners.

The fruits of two years R&D paid off. Two sizes, S and M, are ready, certification flight tests for EN-B successfully completed. Additional XS and L sizes will be introduced soon – covering the entire weight range up to 130kg all up.



VISTA II SP PERFORMANCE DATA

V-min @ optimum wing load	21km/h
V-trim @ optimum wing load	37km/h
V-max @ optimum wing load	>53km/h
Min Sink @ optimum wing load	1.0m/s

Contact High Adventure for a test flight, due to strong Aussie Dollar paragliders are the cheapest they've ever been.

Lee Scott, [<Fly@highadventure.com.au>](mailto:Fly@highadventure.com.au)

HGFA Committee Election 2011

In accordance to the HGFA Constitution, Section 6.16, the current HGFA Committee is providing notice of a postal ballot to elect nine committee members for a two-year period commencing October 2011.

Nominations from members must be received by the Operations Manager in the HGFA Office before 1 August 2011.

Forward nominations to:

Email [<operation.manager@hgfa.asn.au>](mailto:operation.manager@hgfa.asn.au)

or postal:

Operations Manager

4/60 Keilor Park Drive

Keilor Park, Victoria 3042

Telephone enquires: 03 9336 7155

Nominations must include your name, HGFA number, a brief resume of your flying experience and vision for the HGFA supporting your nomination. Preferably in a pdf format and no more than an A4 equivalent, the nomination may also include other relevant experience and contact details for HGFA member inquiries.

A list of all nominees on a reply paid ballot paper and their profiles will be sent to all members of the HGFA who were financial as at 1 August 2011. The mail out will allow a minimum 28 days to vote before the voting closes Friday 30 September. Any votes received after the 30 September will not be considered.

Newly elected members will be advised approximately three weeks before the next Annual General Meeting, 22 and 23 October 2011, where they will replace retiring Committee members.

Apco Ritma Harness

The Ritma is designed to fill the gap between 'Chairbag' and 'Spark'. Ritma is clean and simple, yet cutting edge in its concept and design, with no compromise in comfort, security or protection.

Settling into the harness you immediately feel the difference. Everything seems to fall into place, allowing you to focus on flying only. With a well-polished ABS system, weight-shifting becomes natural and easy, letting you improve control over the glider with no effort. Ergonomic, semi-rigid back support ensures hours of comfortable flying without a hint of discomfort. The Ritma is stable through rough air, yet sends small, well-dosed vibes straight to your body indicating any signs of lift and maximising your thermalling ability.

High priority was given to reducing harness drag, keeping the harness profile as slim as possible with clean lines

and an advanced aerodynamic teardrop shape. The Ritma is for pilots who are not ready to compromise on harness comfort, safety and performance, but want it light, with cutting edge features.

WEIGHT

Ritma	2.7kg
Standard seatplate	0.5kg
Total	3.2kg
Airfoam protector + Lexan plate (optional)	+1.0kg

Pilot protection was top priority when designing Ritma. It has an aerodynamically shaped integrated Cygnus airbag

built-in (inherited from DHV-certified Chairbag). The Cygnus airbag, protects both body and neck area, featuring a double air chamber system for controlled air release on impact.

Lee Scott, [<Fly@highadventure.com.au>](mailto:Fly@highadventure.com.au)



Discovery2 (D2) Paramotors – High Life Quads

Matt Fox, Bauer Engineering and Tribal Flight

THE FRAMES

Following the success of the original Australian made 'Discovery' paramotor, Bob Bauer, the 'Grandfather' of Australian paramotor design, has again set a new benchmark for paramotors.

The new design is constructed from 20mm high strength aluminium tube, which equates to an extremely robust frame, suitable for beginners through to the most experienced pilots.

Making the most of the feedback from pilots, the new frame boasts subtle changes in geometry to make the D2 user-friendly for launching, landing and very comfortable in flight. The quality of the components used on the D2 are only apparent on inspection and more than satisfy during a test flight. The simple nature of the design is just one part of the whole package that places the D2 in the forefront of its competitors.



THE ENGINES

How lucky are we? We have the best of both worlds: Tribal Flight are the importers for Bailey Aviation, manufacturer of the V5 four-stroke, and Sky engines, who supply the 110cc water-cooled two-stroke paramotor engine, giving us access to the best frames and the best engines.

Bailey V5

This new engine has evolved from the V3 and V4 engines. Bailey has already won a vast array of World championships with these engines and is looking set to achieve even higher accolades with the V5.

The testing of the V5 in January by the Spanish PPG team has had them in

disbelief: the light-weight engine and high power output astounded.

The easy start system is the icing on the cake making starting hot or cold just too simple.

The D2 will have an approximate weight of 28kg, making it lower in weight than some two-strokes, but the difference will be in the fuel economy. Some test results have the fuel usage lower than 2.5 litres per hour which means pilots will only need half as much fuel on board for the same amount of flight time. Our units will be supplied with a 130cm prop, but we also offer a two and three-blade carbon option.

Sky 110

The premier two-stroke engine in its class, the new 110cc engine is the upgraded version of the Sky 100cc engine.

Sky engines have achieved a milestone in improving upon an almost perfect engine, giving the 110 a broader power band, better fuel economy and somehow making it quieter than the 100cc.

This water-cooled 110cc engine will amaze all pilots with how quiet it is and with the added benefits of an engine that runs cooler. The reliability and performance has been proven with Chris Atkinson recently breaking two World records using the Sky100.

This engine is suited to any climate as it is not exposed to overheating risks like some air-cooled engines. The fuel economy trials have also shown the 110 to be a very fuel efficient motor, with returns of 2.5 to 2.8 litres per hour. The Discovery2 Sky 110 will weigh approximately 26kg wet without fuel and options such as a tacho, fuel gauge and hour metre are available.

The quality machining of the aircraft specification aluminium has to be seen to be believed and is just part of an extremely high quality unit. The Sky 110 engine can be ordered in red, blue or orange.

THE HIGH LIFE QUAD!

The pre-production High Life Quad wheelbase is already in the testing phase,



powered by a JPX 172cc Corsair with plans to install a much larger water-cooled four-stroke engine soon. The re-designed steering system is just one of the new concepts that have made this ergonomically designed quad easier and safer to launch. These are subtle changes that all amount to a much more refined unit, compared to other wheelbases, with test pilots already praising the flight characteristics of the High Life. Leaping ahead of the competition with larger wheels that are able to handle rougher terrain and with its low centre of gravity, it's time to live... the High Life!



For more see [www.tribalfight.com.au]



My ever first school glider, 20 years ago, was a UP Flash. I still remember the red cloth with a multi-colour design on the edge, the feeling and smell of the fabric with this arrow logo pointing UP in the sky. Uli Wiesmeyer, legendary pilot, and Richard Gallon flew UP gliders at the time and the brand was very strong in the competition scene with the Katana and later with the Gambit.

I have flown almost the whole UP range, from Stellar, Vision, Vison Classic, Soul, all the Summit range and nearly all the Kantega range, to Trango, Targa and all the tandems.

The firm feeling under an UP is very familiar to me.

Now here's the Summit XC2 and I'm just waiting to pull on the A-risers.

Ballasted up to 100 to 102 on the M size, with an Impress 2 harness, the launch is natural and easy as the glider came up as a whole.

At first, the factory settings on the brakes were long, I landed and shortened them a bit.

From the moment I was airborne, the glider inspired confidence. I was impressed by the ease in which the XC2 flew. A very tame, with neat behaviour, well-tensioned and balanced glider. Just the necessary feedback to show the thermal direction.

My first turn showed medium brake pressure, with fair agility, but no tendency to dive in turns.

Opening the chest strap a bit would make this glider very nimble and more agile. Turns were flat and the climb was its strong point. This glider is a killer in weak conditions. It can core every bubble without loosing the centre of the thermal.

In strong conditions, the glider climbed without strange movements or oscillations. It was difficult to miss any thermal with this glider, unless you have some convincing excuse.

I gave the XC2 to my friend Moni, and when he landed he told me that the XC2 is 'much more' mellow and easier to fly than the Mentor 2 EN-B glider. I agree.

REVIEW: UP Summit XC 2 M

Ziad Bassil, submitted by Lee Scott

Big ears were easy to hold, stable and re-open by themselves. The glide ratio of the XC2 fits well enough among the EN-C category.

The accelerator had medium pressure, much like the Trango 3, and the speed really increased by more than 5km/h at first bar! Very usable and efficient.

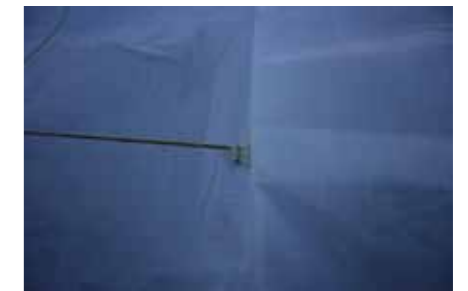
Actually, the overall feeling under it reminded me strongly of the UP range designs I have flown before...

CONCLUSION

This glider is aimed at all EN-B pilots who want to step into the EN-C category, but still require a large safety margin and I think it could also be much easier to fly than some.

EN-D pilots stepping down will find the XC 2 a quiet sanctuary to fly long cross-countries, wondering if they are on a sofa or in the air.

Video: www.youtube.com/watch?v=ddCbYnZWamI



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From the GFA President's Desk

Phil McCann

The Getting of Wisdom (or, I need to know something, how do I find out?)

As a voluntary organisation heavily reliant on members to finance our activities, GFA tries to run as efficiently as possible. Our paid staff structure is kept to the minimum necessary to meet the needs of the membership and to comply with our responsibilities to the regulator, CASA. Our staff are kept very busy and do a great job of carrying a constant day to day workload. In order to get best value out of valuable staff time we have invested a significant amount of time and money in upgrading our information systems over the last year or so.

The majority of information available from the office for members is now available on the website. I would encourage all members who have a query to go in the first instance to the website, particularly the 'Documents' page. If the query is about operations or airworthiness and can't be satisfied from the information available, the next most appropriate option is your relevant Regional Technical Officer, Operations or Airworthiness. Their contact details are available from the relevant pages of the website. If after exhausting these sources of assistance you still need to contact the office staff then consider an email in the first instance and a phone call as the last option.

Our staff are always happy to talk to members and assist them with queries, however, phone queries for information which is freely available from other sources disrupt their working day and in the long run will cost us all in additional administrative costs which we all have to pay for.

Fees and Charges

While on the subject of administrative costs, members will by now be aware that the Executive at its April budget meeting approved a range of increases in fees and charges. Increasing costs over time are, unfortunately, a fact of life and not addressing them progressively eventually results in very steep catch up increases which come as a significant and unacceptable shock to members when they inevitably happen.

Most increases have been kept to the estimated CPI increase for 2010/11 rounded up to the next whole percentage point which results in general increases of four percent.



The only area which has been significantly increased is the temporary membership fee applicable for AEFs. This has been increased from \$20 to \$30 to help offset the staff costs associated with administering the process and also to ensure that those who are gaining a benefit from our activity make a reasonable contribution. On the basis of about 4500 AEFs in a relatively normal year this increase is expected to generate in the vicinity of \$45 000 which would otherwise have to be found by increasing full-time membership fees. The Executive is mindful that there are some concerns that increasing AEF charges may be counter productive in attracting new members; however it is also aware that, statistically, only a small proportion of AEFs translate into ongoing membership.

There are no right or wrong approaches to AEF charges and experiences of clubs vary, however, anecdotally experience tends to indicate that higher AEF charges do not reduce participation but often the opposite is the case, and in many cases where there is an option of an upgrade from the charge originally booked the higher cost flight will be taken.

GFA receives a payment from CASA under a Deed of Agreement which contributes toward the costs we incur in undertaking tasks which CASA would otherwise have to do. The amount paid has not increased in the last two financial years which, if only CPI is taken into account, amounts to a reduction in contribution of around \$8000 which translates into a cost to members which our budget has to pick up. This issue will

be pursued with CASA when negotiating the 2011/12 Deed.

The Executive will continue to closely monitor our budget performance to ensure that our members get the best value for their money.

CASA Changes

The following announcement has recently been made by CASA:

The safety regulation of sport aviation is being given a new focus within CASA. The area in CASA that oversees sport aviation has been moved to the office of the Director of Aviation Safety. Previously the sport aviation regulatory functions in CASA were located in the Standards Division. A new Self-Administering Sport Aviation Organisations section has been set up which will report to the Associate Director of Aviation Safety, Jonathan Aleck.

Sport aviation covers about half of the aircraft operating in Australia, with about 40 000 people taking part in the various aviation sports. This includes light recreational and microlight aircraft, gliders, gyroplanes, hang gliders, parachuting and recreational ballooning.

There are a number of reasons for moving the regulation of sport aviation to CASA's office of the Director. An important role of this office is to oversee the introduction of new policies, functions and projects and the development and implementation of significant changes to existing policies and functions.

It brings a sharp focus on governance, consistency, overarching government and CASA policies and relevant legal requirements. This is particularly important when policies and functions are new or being refined. When the policies and functions mature, they can be moved to the most appropriate area within a division of CASA. It is anticipated the regulation of the sport aviation functions will move to CASA's Operations Division in the future.

From a GFA perspective this is seen as a positive move and I am confident we can maintain the good relationship we have had with the CASA officers involved with sport aviation. The intention to ultimately move responsibility to the Operations' Division is considered sensible and appropriate given the extent of recreational aviation activity across the country.

GFA Governance – An Opportunity to Get Involved

For anyone involved in gliding in Australia the GFA is an important organisation as it administers all aspects of our activity and how it does so obviously impacts on every member.

We are governed by our Articles of Association which have been developed by the members over time. Under the Articles responsibility for strategic and day-to-day management are the responsibility of a Board and Executive comprising members elected by various constituencies within our membership.

Importantly, every Board and Executive position becomes vacant each year and must be subject to open nominations, and if required, elections. There is a five consecutive year limitation on any one person occupying any one position but other than that any member is free to nominate for any position. Ratification by the Board of members elected by various constituencies occurs at the Annual Board Meeting (ABM), usually in September each year, along with the election by the Board of the president, vice president and treasurer.

While each position must be renominated for each year, there are two positions this year for which the current incumbents cannot renominate due to the expiration of five years in the office, The head of the Operations' Department and the head of the Development Department. There is provision for the Board, at its discretion by two-thirds majority, to invite an incumbent to continue beyond five years in special circumstances.

I would encourage any members who may be interested in being involved in the governance of the GFA to lodge a nomination for any position they may be interested in with our secretary, Marcia Cavanagh. Nomination forms are Appendix 2 of our Articles. Qualifications required are an interest in and enthusiasm for gliding as a sport and recreational activity and in respect of the more technical positions some experience in and understanding of the activity concerned.

Nominations for the positions of president, vice president and treasurer close seven days prior to the ABM. The other constituencies elect their representatives during the year and these are ratified by the Board at the ABM. The term of office lasts until the next ABM.

Regional Board members are elected by their respective regional associations. Members interested in nominating

for these positions should contact the president of their regional association.

Election of the heads of departments generally take place at meetings during the year or possibly by postal voting. For details contact our executive officer, Simon Kinniburgh.

If you have an interest in being involved and require any additional information contact myself, any of the current Board members or our executive officer.

Glider Towing Permits – CASA Delegates

A reminder to all CASA delegates for the issue of glider towing permits. CASA has advised us that they have a clear expectation that as a towing permit is subject to a valid pilot's licence, which in turn requires current valid medical certificate, the delegate should physically sight evidence that a candidate has all the required documentation before issuing a permit.

While on the topic of towing permits, delegates are requested to ensure that they comply with the requirement to advise CASA "...without any undue delay – preferably within a week." as specified in the aerotowing manual when they have issued a permit. It is suggested that all tug pilots check their CASA licence for inclusion of a reference to a towing permit and if not present contact the delegate who issued it to arrange for CASA to be notified.

Our Magazine

In closing I wish to acknowledge the end of yet another era in the ongoing evolution of our magazine. This is the last edition of Soaring Australia which has been a joint venture with our friends in the Hang Gliding Federation of Australia. An analysis of the collective views of our respective memberships indicated that in each case the majority opinion was in favour of a specific magazine for each organisation.

The new magazine will be published six times a year with the first edition in July.

On behalf of all our members, I would like to place on record our appreciation of the efforts of all those who contributed to the publication of Soaring Australia: the contributors, the office staff and the volunteers from both organisations and with particular thanks to Anne Elliott, our GFA sub-editor, and Suzy Gneist, HGFA sub-editor.

The final publication arrangements for the new magazine are currently being finalised.



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- The C of A requires renewal. \$44* payment is enclosed and the existing C of A document is returned
- Initial registration package is required. \$416* payment is enclosed
* Fees include GST

Payment method:

- Cheque Credit Card Direct Deposit
- For internet payments, deposit into:
BSB: 013-442 Account No: 304729562
For Online Payment:
www.gfa.org.au then go to Member Services/Store

A) DOCUMENTATION REQUEST

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

Aircraft Type
Registration marks VH –
Address to which documents are to be sent is:
Name
Address
State.....Postcode.....

Forward to: The Gliding Federation of Australia,
Level 1/34 Somerton Road, Somerton VIC 3062.
Email: Assistant@sec.gfa.org.au
Fax: 03 9303 7960

But It's Not Wood

Ian Patching

Those who reckon they know me think that my only interest in gliders is in those made of wood. A perfectly reasonable assumption as I always seem to be up to my armpits in sawdust or saving another glider from disuse.

The people who know me better know that it doesn't matter what my bum is in; as long as it flies, I'm happy. So when the opportunity to save a fibreglass glider that had been damaged it was really only logical to do so.

VH-GAI is the first production SZD-41a, Standard Jantar. It came to Australia in 1975 and had accumulated only 800 hours over the years before it came to grief by impacting a fence. The owner/pilot only received minor injury which was thankful but the glider was considered a write off. My interest was enhanced knowing it was the first one, so it was a significant airframe.

I was also interested in expanding my knowledge of GRP repairs and what better way to do that than rebuilding a glider. At this point I had not yet seen the wreck and only had a brief description of its condition. I figured that if it couldn't be repaired to flying condition then it could be repaired to static for the Australian Gliding Museum being such a significant airframe. Negotiations resulted in me becoming the owner of the wreck so now the fun really started.

The glider was in Tasmania. Usually I just hook up a trailer and drive to collect airframes, but this would be a bit different. Thankfully mum talked Alan into a trip to visit her sister so, why not put one of my open trailers on the back and collect GAI for me? Taking a car to Tassie is pretty cheap, taking a car and caravan is also pretty cheap. Putting a car and glider trailer on the boat is definitely not cheap. I tried to put a tent on top and claim it as a camper trailer, but the company was too shrewd for that one, so I was hoping like mad that all this wasn't going to result in disappointment.

Countless emails to organise collection, directions, and most importantly whether the club could be reached because of wet weather, went back and forward. After all this the operation sort of came together and the long retrieve was on. Ten days later Alan called to say they were back safe and well. I immediately hot-footed it to his place and there, parked on the

street, was my 'new' glider. Alan had one of those smiles on his face that says, 'that this was a pretty good thing'. Most importantly, it was all there and even with my untrained eye the thing had potential. There was damage to the fuselage, one wing and canopy, but the rest looked pretty good. There would be more, but first impressions were promising.

Yet, what do I know about glass? An appointment was made with Joe Luciani at Composite Components to enable him to cast his eye over it and a week or so later we made our way to Ballarat. Joe was very thorough and after pushing bits, cutting some holes and generally checking it out he declared that it was worth the effort. The 'effort' was for me to do the repair under Joe's supervision at his workshop. We figured on an approximate price which turned out pretty accurate over the journey. Joe only works Monday to Friday so every Friday I would set off early to work. I didn't want to impede any of Joe's other work, so we would ensure pieces were kept as much out of the way as possible and that if there was other important things to do they would take priority.

I won't go into a blow-by-blow description of the repair process, but I do want to say that I feel privileged Joe was my mentor. The way he supported me with clear instructions and descriptions of the process was just outstanding. I learnt so much in a way that was pleasurable.

There were of course some things that were challenging. Take the canopy for instance. You try and source a front canopy for a Jantar. I was almost at the point of ordering a Janus canopy, its only two inches longer than a Jantar canopy, and cutting it to suit and I was using a broken one as a guide to see how it would go. I noticed that with a few slight realignments there was enough there to do the job. Wow, pure luck. We (Joe)

also figured that an entire re-finish was required so there were countless hours that I will never get back, sanding and sanding and sanding, to a point where he was happy to proceed to the next step. He has a devious way of ensuring this. We (me this time) decided to make the front canopy removable which entailed working in a somewhat uncomfortable position, but the result was worth the effort.

Time was also spent fitting the glider to a second-hand trailer, so all in all there were plenty of kilometres done. Then came Christmas and time to go flying; then other gliders took priority for a time, but by mid-January we were back on track. The rains came and we put up with floods and more rain to get through. I can tell you, wet sanding while standing in ankle deep water isn't fun. As the days dried out we were on the final stretch with the painting and when all the tapes were removed and it was put together for the first time, you stand back and the feeling is most satisfying. And that's putting it lightly.

But, the most satisfying point really is when everything is done, negotiation, collection, repair, modifications, new weight and balance, inspections complete, paperwork completed, walk around done, get in, checks complete, hook on... you go flying in the glider you fixed.

"But Patch, it's not wood." Look again, at least the instrument panel is.



Ian Patching flying the Standard Jantar VH-GAI at Bordertown this Easter weekend

Photo: Peter Brookman



Photos: Justine Thompson, 2010

Second International All-Women Paragliding Open – Àger, Spain



HIGH-FLYING WOMEN FROM AROUND THE WORLD ARE SET TO TAKE TO THE SPANISH SKIES IN THE SECOND WOMEN'S PARAGLIDING OPEN.

Isabella Reibling takes off at the WPO 2010
Photo: Joanna Di Grigoli

The competition, due to be held in Àger, northern Spain, from 28 August to 3 September 2011, will see around 80 female pilots from across the world converge on the small mountain town for a week of high level competition and learning.

The success of last year's event, which was the first all-female competition to be sanctioned by the international airports governing body, the FAI, encouraged organisers to plan a larger scale event in 2011.

Many participants were keen to come together for another week of competition, camaraderie and fun in the sun. In 2010 there were 36 competitors, but the organising committee believes that the buzz created by that competition will encourage many more pilots to attend this year.

Organisers commented, "Last year many pilots were unsure what the atmosphere would be like in the event. However, within hours it became evident that bringing women from all walks of life, all ages and all levels of experience together created a unique atmosphere of learning, sharing and competitiveness. It was a resounding success."

Social media, real-time blogging and, new for this year, live-tracking, all help to keep the event in the public eye. Partners Airtribune.com will be providing a real-time visualisation of the races each day, bringing the event to friends, family

and interested viewers worldwide. Pilots will fly with a GPS tracking device which locates their exact position at 30-second intervals and beams this back to the HQ, allowing the world to watch the race as it unfolds.

The 2010 event saw in excess of 6000 unique visitors (from over 80 countries) to the blog and website during the week-long event, proving that the concept captured the imagination of supporters worldwide.

At present, the 2011 competition has attracted participants from Belgium, Brazil, Finland, France, Germany, Iceland, Netherlands, New Zealand, Norway, Poland, Spain, Switzerland, Venezuela, the United Kingdom and the USA. This truly will be an international event.

Nicky Moss, the competition director, says, "Last year we had an inclusive event, with pilots who have never competed up to National champions. The atmosphere

"...once we were in the air and the race began, I did not notice any difference to a competition with men. We just wanted to make a good flight and get a good position in the ranking. The difference was only on the ground, and the feeling of being in a really caring, sharing group."

Esther Garaizar (Spain)

"...for me it was wonderful. It gave me the opportunity to lead out. Occasionally I'd think 'Where's the lead gaggle?' and then I'd realise I'm in it!' That was really a useful experience; I don't usually get that chance."

Kirsty Cameron (Winner 2010 – UK)

was competitive and also really supportive. Pilots were racing in the air, but once on the ground the focus was on friendship and fun."

One of the arguments for holding an all-women paragliding competition is that traditionally the sport is male-dominated: 80% of paraglider pilots are men. Such an imbalance is often said to discourage many women from finding their way into the competition scene.

Organisers hope that the all-women format will go some way to addressing this, and are committed to providing a supportive learning environment for new pilots while maintaining a high level of competition.

Nicky, a British pilot who has competed at international level for several years, explained: "Holding an all-women event is not meant to be a replacement for any other competition, rather it's an addition to a healthy competition scene. Many of the experienced competition pilots who competed last year found that the competitive spirit was even greater since they were able to lead tasks and make their own decisions instead of traditionally following male competitors on larger, faster wings."

Judith Mole added: "The 2010 competition was unlike any I have ever been to. Everyone helped each other on launch and the social side was amazing. That is not to say that it wasn't a serious competition – we had four tasks with distances of 53km, 38km, 43km and 101km. All were 'race to goal' tasks and the third one was completed by the winner, Bea Garcia, in an average of 49.67km/h. That's World Cup speed, but on a Serial class glider!"

THE PERFECT VENUE

Set in the foothills of the Pyrenees, Àger is a well-known paragliding and hang gliding site and has been used by pilots for 30 years.

It was the venue for the 1995 FAI Hang Gliding World championships and has hosted several European and National paragliding competitions as well as the prestigious Paragliding World Cup. Àger Camping provides us with an ideal HQ with all the facilities pilots and organi-



Sandra Monse and Nicky Moss at the WPO 2010

Photo: Miquel Romans

"Most of all I liked the relaxed atmosphere. I felt eased into the competition side of paragliding with friendly help and encouragement, without the event losing competition standard. I think a lot of pilots don't know about this side of a competition, that you don't have to be in it to win it, that there is so much more to it. I was pleasantly surprised at how much I liked it really, and I pushed my own limits (safely) more than I normally would on a normal day out flying without a plan as I usually do."

Anita Hafðis Björnsdóttir (Iceland)

sers need after a long day in the skies. Support from the local community has been overwhelming.

The Àger Women's Open 2011 will be run like any traditional paragliding competition. Pilots will be set tasks of 100km-plus a day, and, weather-permitting, will fly six days. However, unlike a traditional paragliding competition, organisers also plan to run a series of lectures and workshops, helping the participants to improve their flying, both in competitions and cross-country.

The Àger Women's Open is also unique in that it is the only FAI event organised by women for women.

The competition is well supported by sponsors Drift Innovation, who are providing the organisation with an HD camera to record the event, as well as donating a camera as a prize.

Thanks to the partnership with Drift Innovation, the organisers will be producing flight-diaries to help new pilots to the area understand the competition flying-arena and also following the preparations of competi-



Team winners at the WPO 2010

Photo: Karolina Kocicka

tors through online video diaries and flight reports.

Drift Innovation will publish footage on their Facebook page.

Flymaster Avionics, are once again supporting the event by providing a top of the range B'1 Nav GPS/vario as the first prize in the competition.

Nepal-based Parahawking have offered 2 tandem 'parahawking' flights at their new base near Alicante, Spain.

Hope to see you all in Àger.

"What I liked? Being just with girls! That was surprising. I was a bit scared of that idea before this experience... I've really been surprised that only girls can be so great!"

Gaby VdS (France)



Winners at the WPO 2010

Photo: Karolina Kocicka

Contact Addresses



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WA Gliding Association Inc.
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08 93282511, 08 94449505.

NSW Gliding Association (NSWGA)

327 (Gliding) Flight, Australia
C/- R Sheehan, 176 Macquarie Grove Rd, Camden
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Bathurst Soaring Club
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Canberra Gliding Club
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Cudgong Soaring Pty Ltd
C/- Matthews Folbigg, Level 7, 10-4 Smith
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Grafton Gliding Club
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Hunter Valley Gliding Club Co-op Ltd
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Lake Keepit Soaring Club
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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 Narromine Pty Ltd
PO Box 56, Narromine 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,
0488 531216.

Sydney Gliding Incorporated
PO Box 633, Camden NSW 2570, 0412 145144.

Temora Gliding Club
PO Box 206, Temora NSW 2666, 02 69772733.

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

Barambah District Gliding Club
2 Yellow Gully Rd, Wolvi QLD 4570,
07 54867247, 0412 719797.

Boonah Gliding Club Incorporated
164 Depot Rd, Boonah QLD 4310,
07 54632630, 0408 016164.

Bundaberg Gliding Incorporated
PO Box 211, Bundaberg QLD 4670,
07 41579558, 0417 071157.

Caboolture Gliding Club
PO Box 920, Caboolture QLD 4510,
0418 713903.

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

Darling Downs Soaring Club
Level 1, 1 Swann Rd, Taringa QLD 4068,
07 46637140, 0409 507847.

Gympie Gliding Club
PO Box 722, Cooroy QLD 4563, 07 54835380.

Kingaroy Soaring Club
PO Box 91, Kingaroy QLD 4610, 07 41622911,
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)
Adelaide Soaring Club Inc.
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.

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PO Box 2000, Salisbury SA 5108,
08 83805137, 0429 805137.

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

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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)
Albury Corowa Gliding Club
PO Box 620, Wodonga VIC 3689.

Beaufort Gliding Club
41 Ruby St, Essendon VIC 3040,
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.

Grampians Soaring Club
PO Box 468, Ararat VIC 3377, 03 53525710,
0417 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.

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02 60591417, 0402 075131.

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PO Box 403, Corowa NSW 2646, 02 60335036,
0400 244578.

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34 Clinton Rd, Geilston Bay TAS 7015,
03 62437508.

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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.

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

Wagga Wagga Soaring Club Inc.
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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 3042, ph: 03 93367155, fax: 03 93367177, <office@hgfa.asn.au>, [www.hgfa.asn.au].

HGFA Operations Manager

John Olliff 0417 644633 <operations manager@hgfa.asn.au>.

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

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Sec: Martin Halford 0434 427500 <Secretary@hgfa.asn.au>.

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Hang Gliding Association of WA Inc.
PO Box 146, Midland, WA 6936 <hgawa@hgfa.asn.au>. Pres: Peter South <ronwaysouth@yahoo.com.au>; V-Pres: Alex Jones <aaj.jones@bigpond.net.au>; Trs: Greg Lowry <g.lowy@inet.net.au>; Sec: Mirek Generowicz <mgenerow@optusnet.com.au>; Trs: Colin Brown 0407 700378, <cbrown@bigpond.com>.

NSW HG and PG Association
PO Box 3106, Bateau Bay NSW 2261, [www.nswhpa.org]. Pres: Bruce Wynne 0417 467695, <president@nswhpa.org>; V-Pres: Brett Coupland <Vice-President@nswhpa.org>; Sec: Ray Firth <Secretary@nswhpa.org>; Trs: Graeme Cran 0414 668424, <treasurer@nswhpa.org>; Committee: <executive@nswhpa.org>

Nir Eshed, Tony Sandeberg, Andrew Polidano, Tony Dennis and Curt Warren.

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PO Box 608, Kuranda QLD 4881. Pres: Bob Hayes 0438 710882 <flying@ Cairnshangglidingclub.org>; V-Pres: Daniel Keech 0427 888893 <dkeech1@hotmail.com>; Sec/Trs: Tracey Hayes, PO Box 608, Kuranda QLD 4881, 0418 963796 <info@azurephotography.com>; PG rep: Brett Collier 0431 151150.

Queensland HG Association
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Tasmanian HG & PG Association
[www.thpa.org.au]. Pres: Stephen Clark 0419 997550, <stephenclark@iprimus.com.au>; V-Pres: Pete Steane 0407 887310, <psteane@town.com.au>; Sec/Trs: Simon Allen 0438 086322, <simon.allen@csiro.gov.au>. Northern TAS info: Richard Long (Burnie PG pilot), 0438 593998, <northern@thpa.net>.

Victorian HG and PG Association
PO Box 157, Northcote VIC 3070, [www.vhpa.org.au]. Pres: Phil Campbell 0438 428569 <campbell.p@ianet.net.au>; Sec: Nick Abicare 0418 104506 <nick.abicare@gm.com>; Trs: Stephen Leake 0409 553401 <sleak75@gmail.com>; SO: Kevin Grosser 0419 022225 <lite speeds4@gmail.com>; Sites: Mark Pike 0408 801356 <mark.pike@baesystems.com>; Committee: Hugh Alexander 0417 355578 <hughbert.skypig@hotmail.com>, Jan Bennewitz 0423 139923 <Jan.Bennewitz@gmail.com>; Tony Hughes 0417 379847 <thughes@gordon.tafe.edu.au>, Anthony Meechan 0407 163796 <meeks65@yahoo.com.au>.

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[www.bmhgc.org.au]. Pres: Kacper Jankowski <KJankowski@ccia.unsw.edu.au>; V-Pres: Gregor Forbes 0421 376680 <forbes@virgin.broadband.com.au>; Sec: Alexander Drew 0423 696677 <revant01@yahoo.com.au>; Trs: Allan 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@centralcoastkysurfers.com>; V-Pres: Hayden Leeke 0412 230515 <vice-president@centralcoastkysurfers.com>; Sec: Greg Holbut 0447 760205 <secretary@centralcoastkysurfers.com>; Trs: Richard Waterfield 0414 652323 <treasurer@centralcoastkysurfers.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.com.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 Cetchuti 0418 252221 <cetchuti1@bigpond.com>; Sec: John Parsons; SSO: Tim Causar 0418 433665 <timcau@ozemail.com.au>.

Kosciusko Alpine Paragliding Club
PO Box 103, Kosciusko VIC 3602. Pres: Michael Porter 0415 920444 <Michael.Porter@apjil.com>; V-Pres/SSO: James Ryrie 0417 491150 <James@Micalago.com>; Sec: Mark Elston 0428 480820 <elston.mark@gmail.com>.

Lake Macquarie Flyers Club Inc.
Pres: Russell Harvey 0412 928598 <russellharvey@optusnet.com.au>; <crezzi@lineone.net>; SO: Graham Roberts <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 6783484 <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@idil.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.nrhgpc.net]. Pres: Jan Smith 0438 876926 <jansmith.cloudnine@gmail.com>; V-Pres: Brian Rushton 0427 615950 <byronair@optusnet.com.au>; Sec: Marco Veronesi 0405 151515 <lucky_mv@yahoocom.au>; Trs: Paul Gray 0407 738658 <mystralmagic@gmail.com.au>; PR: Cedar Anderson 0429 070380 <cedaranderson@gmail.com>; Sites: Peter Wagner 0431 120942, Col Rushton 0428 751379 <colin.rushton@bigpond.com>; SSO (PG): Lindsay Wooten 0427 210993 <lindsaywootten@bigpond.com>; SSO (HG): Andrew Polidano 0428 666843 <andrew@poliglidle.com>. Meetings: 2nd Wed/month, 7pm, Byron Services Club.

NSW Sky Hawks
Pres: Brett Coupland 0409 162616 <brett@pggastralia.com>; V-Pres: Tony Denis 0418 574068 <fly@trikefan.com>; Sec: William Olive 0412 423133 <William.Olive@hnehea.lth.nsw.gov.au>; Trs: John Jablonskis 0407 935785 <johnj27@hotmail.com>.

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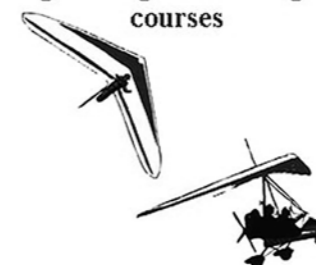
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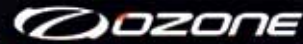
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