



January 15th, 2010

## Safe Glider Transport

Tom C. Ridgeway [Tom@w-cubed.com.au](mailto:Tom@w-cubed.com.au) writes:

I have a transport and storage tip for those who carry their gliders on their car roof racks or just want to protect their glider.

I found that a 3.6m sheet of laser light or sun tuff can be wrapped nicely around most hang gliders. The sheets are best with the square rather than the round profile so the edges can lock into each other once around. A few straps around and the laser light makes a strong cylinder that can protect your glider in travel.

The corrugations are 18mm deep and when placed across carry bars support the glider down its length and separate it from the carry bars preventing spot wear and damage to the glider. I found that the sheet can be fitted around the glider bag or easily slip inside the bag directly around the glider. This sheet also protects the glider when in storage as it provides an 18mm air gap from whatever surface the glider sits on preventing mildew or rising damp from the garage floor from reaching the valuable glider.

As the sheets are 3.6m they support the glider for the majority of its length. The sheets also effectively protect the glider from showers during travel. If you wish to protect the glider over its full length two sheets can be over lapped length wise and adjusted to the length of the glider.

Once strapped up you can jump up and down on the glider or even sit on it and it is well protected. It adds just a couple of kilo to the packed glider weight and actually makes carrying more comfortable as the sheet is soft to the shoulder. When preparing to fly I remove the sheet and roll it up with a tie and either stow it in my wagon or on the roof racks.

I carried four gliders like this on my falcon wagon with standard two bar roof racks from Sydney to Melbourne and they were well supported and did not move a bit while travelling. I sat on the speed limit all the way.

Anyway I have shown a few others and so far they seem to think the idea is a good one so if you're looking at a better way to protect your glider for less than \$40.00 this is it.

A great long term storage option as well will protect the glider from being supported on racks shelves rails or roped to the garage ceiling.

The sheet can be picked up at any good hardware as can the strap to bind it.

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## In other news

### Curt Warren post jumping

See the video [here](#).

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### NSW State Titles

Registration site is now up and running [here](#).

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### Be sure to check out Jonny's videos

They are [here](#).

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### Corryong Cup

[The Results](#).

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### Aviation Safety Network

The [home page](#). [Incidents and accidents](#).

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## Got a news item?

Send it to the [HGFA newsletter editor](#).

## Tell a friend

Know someone who might be interested in this newsletter? Tell them to go [here](#) to subscribe.

The two sheet system which covers the full length of the gliders is possibly the best method for shipping a glider by freight or when travelling the globe. It will prevent virtually any or all the damage that can be caused by airport handlers and slips neatly inside the glider bag. However you can also wrap it externally to protect the bag as well.

Duct tape can also be used when shipping to bind and secure the sheets more effectively. When transporting multiple gliders it enables the gliders to be stacked on top of each other without a chance of damage or crushing

## HGFA safety management

Chris Drake writes:

HGFA Record-keeping and recovery project - please send us what you've got!

Out of every HGFA "risk" CASA identified in their survey last year, correcting our (former) lax document/record-keeping practices made it to our number one priority.

The board would like to ask everyone who has electronic copies of emails or other documents they've received or sent to the former board, Chris Fogg, or anything else relating to official HGFA business to please forward all of these to [webcompliance@hgfa.asn.au](mailto:webcompliance@hgfa.asn.au). We sincerely thank everyone for the effort we know this will entail, but due to the unpleasant circumstances behind the removal and non-cooperation of the former board and GM, asking members to supply these missing records is our only option left.

### Centralizing Records and Contacts

All HGFA Committee and Sub-Committee members are also hereby informed that CASA has ordered the HGFA to centralize all record keeping, so over the next few weeks, the use of personal email address and non-HGFA accounts for conducting HGFA business will be phased out. If you don't already have an [@hgfa.asn.au](mailto:@hgfa.asn.au) email address of your own, or you don't know your login and password details, and you're engaged in any kind of official or volunteer or contract work for the HGFA, please contact [chris.drake@hgfa.asn.au](mailto:chris.drake@hgfa.asn.au).

We would also like to ask all volunteers or contractors who may have been working on HGFA related projects, to please identify yourselves, and let us know the status and details your projects.

More info: page 24: [www.hgfa.asn.au/HGFA/Illus\\_HGFA\\_V2-4.pdf](http://www.hgfa.asn.au/HGFA/Illus_HGFA_V2-4.pdf)

## Forbes Flatlands

### The Results.

After a strong challenge from Zac Majors, US pilot (he led for six days), who was fourth at the Worlds in Larnage in July (Jonny was second), Jonny Durand Jnr. won the overall championship after Zac landed short on day seven of the nine day competition. The last day (the tenth) was called due to pilot fatigue combined with safety concerns in the tow field due to moderately strong winds.

They can also see it on the web [here](#).

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## Sponsors



You can read much more in depth about the competition itself on the various blogs and twitter accounts. You'll find them [here](#). The Oz Report articles start [here](#).

## Kathryn on Sport Class at Forbes

[Kathryn's blog](#).

Kathryn writes:

I have a comparison between flying the Fun 160 and the Malibu 188. Obviously a comparison between the Fun 190 and the Malibu 188 would be more appropriate, but I can give an idea of how I felt in both gliders, and the difference I saw between them.

Gliding:

As I wrote on the [blog](#), I was disappointed in how little distance I seemed to be gliding with the Fun. It was very frustrating in days that the wind was cross or even slightly cross. One of the days we flew to Grenfell I felt it would have taken me years to get there. I glided about 2-3 km from a height of 2300 metres ASL, straight to the ground. Granted, we were gliding into a slight headwind at that part of the day.

On Gerolf's Malibu I glided 7km from the same height, the wind was not as strong and more cross, not as much headwind. Even with the difference in wind, I could definitely feel I was gliding farther.

I think this is why I did so well on the last few days. I had more confidence in the glider, knowing I could take a few more risks, search a bit wider for thermals. With the Fun it seemed like I only had one choice and if it didn't work out I was on the ground.

Thermaling:

Handling the Malibu in thermals took a little getting used to it, only because of the size compared to the smaller Fun. I was thrown out of the thermals, I couldn't core them properly and I remember thinking on the first day that I wanted my little Fun back!!! I just seemed to have to work harder to stay in the thermal. I made it 43kms that day ...13 from goal. It was my best result but I was very tired after it. I worked hard!

The next day I felt much more comfortable on the Malibu. I could feel I was coring better, and I didn't feel I had to input into the bank as much. I was beginning to like it!

On the last day I was thermaling with all the rest of the Sport class and quoting Andy (who was also on a Malibu), he said " You were going up like a paper bag ". I definitely felt I was climbing faster than on the Fun, but that was no surprise - I was on a bigger glider.

Towing:

Perfect :) Just as good handling as the Fun (if not better) with about 50% less bar pressure. I was really happy with the handling and I felt I could stay on tow for as long as I wanted.

Ask Jorj Lowrey how she feels on the Fun 160. She has flown the Shark and the XT in comps before and she really did really well on the Fun in this comp. If she had registered for the meet, she would

have been in 2nd place for sure. Her email is [skypiglet@hotmail.com](mailto:skypiglet@hotmail.com).

## Missing projector

Fred Wilson [ftlwilson@shaw.ca](mailto:ftlwilson@shaw.ca) writes:

During the 10th FAI Paragliding World Championships in 2007 someone likely rescued my projector: during the horrendous storm that occurred part way through. I am back in Australia and would dearly like to get this expensive toy back if possible, as we may need it for the NSW State Titles. This is what it looks like: <http://www.visionone.com.au/sharp/>. It has my name clearly written on it in permanent black felt pen ink.

If you have it or know of its whereabouts, please contact me: Fred T. L. Wilson [ftlwilson@shaw.ca](mailto:ftlwilson@shaw.ca) Mobile: 0417 61 2019 or ship it collect (or I will refund your costs) to me care of: Godfrey Wenness "The Mountain" Manilla NSW 2346.

## CIVL to decide paraglider definition

The CIVL Plenary meeting (general meeting of the CIVL delegates) announcement is found [here](#).

Proposal (from the Swiss):

Proposal 1: In Sporting Code 7B Chapter 1.5.1.1

Definition of Class 3 (paragliders):

Add the sentence: The term 'no primary rigid structure' is defined, for competition purposes only, as the ability of all components to be bent around a radius of 1 cm by 180°.

(NB: This is a proposed amendment solely to the existing Sporting Code 7B qualification of the FAI definition. The FAI definition remains unchanged.)

Explanation: The current rule is not precise enough. The current situation is unfair for manufacturers and pilots.

Important: Switzerland is strongly against the introduction of a second class of paraglider.

The real issue is whether short carbon fibre rods will be "allowed" in paragliders. It is a very controversial issue.

Lengthy discussions of this issue can be found [here](#), [here](#) and [here](#).

## Upcoming Competitions

[The HGFA Competition Calendar](#) (numerous errors)



**Bogong Cup 2010**, AAA, 16th Jan - 23rd Jan, Mt. Beauty, Vic [Phil Schroder](#) (Organiser), Wes Hill (Director)



**Victorian Serial Series**, 23rd to 26th Jan, Corryong, VIC, [Colin Page](#)



NSW State Titles, (Manilla) 2010, B, 14th Feb - 20th Feb, Manilla, NSW, [Monica Barrett](#) (Organiser)



Manilla XC Open 2010, 30th Jan - 10th Feb, Manilla, NSW, [Godfrey Wenness](#), CAT2



Bright Open 2010, AAA, 6th - 12th March, Bright, VIC, [Ben Kovco](#) (organizer)



Dalby Big Air 2010, B, 14th - 20th March, Dalby, QLD, [Darron Hodder](#)



Ozone Corryong Open, AAA, 14th - 20th March, Corryong, NSW, [Peter Bowyer](#) (Organiser), [Rohan Holtkamp](#) (Director)

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