
Airwaves



HGFA Airwaves
January 2011

Greetings!

Welcome to the January 2011 edition of the HGFA Airwaves Newsletter.
If you have any articles that you would like to see sent to the HGFA members then please email them to newsletter@hgfa.asn.au

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John Olliff - Operations Manager



The HGFA is please to announce the appointment of John

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Olliff as Operations Manager of the HGFA.

John Olliff comes to the HGFA with a wealth of experience in management and in aviation. John is holder of a recently acquired MBA from the Deakin University. He has held management positions in a number of organisations over the years, including working with government bodies in the development of various standards and programs.

In addition, John has a strong background in aviation being the holder of a Commercial Pilot's license and is a qualified GFA Level 2 Gliding Instructor. He has over 1600 hours flying helicopters while mustering cattle. John is also a HG pilot.

As if cattle mustering wasn't exciting enough, John was also First Mate on the squared rigged galleon "Golden Hinde", has done three voyages to Greenland, twice to Antarctica, Venezuela and the USA; and was Assistant Director and Narrator of a documentary called "Greenland".

John Twomey, the outgoing Acting Operations Manager, spent the week before Christmas with John Olliff before stepping down. We thank John Twomey for his contributions over the period when he stepped aside from his Committee responsibilities and into the Operation Managers role when Mark Campbell, the previous Operations Manager, had to leave.

Please join the Committee in wishing John Olliff well in his new role and do make him feel welcome to the HGFA.

Wheeled Powered Operations



There has been recent internal debate and correspondence regarding the legality of wheeled motorised/powered operations within HGFA operational control. This was also the topic of discussion and scrutiny during the first meeting I had with CASA.

With the exception of a small number of exemptions given to specific pilots by Operation Managers in the past, wheeled powered operations are illegal under HGFA exemptions given by CASA. Under current CAO 95.8, 95.10 and 95.32 there is no provision for wheeled HGFA operation, CAO 95.8 foot launched powered operation under 70Kg is permitted, CAO 95.10 applies to RAA certified aircraft and CAO 95.32 permits powered weight shift aeroplane operations under 450Kg and specifically does not include HGFA powered paraglider operation over 70 and under 300Kg.

It is acknowledged by both HGFA and CASA that this is a regulatory oversight that requires timely amendment. From a HGFA perspective a sub-committee will be formed to structure appropriated certification, training and operational guidelines. In the mean time CASA will work closely with the HGFA to develop the legal instrument required to ensure powered wheeled activities are legal.

I appreciate this is an exciting and developing aspect of HGFA flying activity however it is the duty of the HGFA to remind pilots engaged in this activity their conduct is currently illegal and exposes operators to the possibility of serious personal consequences and reputational damage to our sport in the unfortunate likelihood of an incident.

CASA is in the process of establishing the correct legal framework and the HGFA is developing the operational framework to support the legal instrument and I hope this current oversight will be rectified within the next couple of months. In the meantime wheeled powered operations under HGFA governance are illegal and all such activities should cease immediately until the legal gap is closed.

- John Olliff, HGFA Operations Manager

Fatal Accident Report



Fatal emergency landing, NSW Central Coast.

Launch site: Cromarty Hill, Forresters Beach. A novice site which takes a southerly wind direction.

Conditions on the day: Southerly, 12 - 14km. Rain squalls had been experienced earlier in the day approximately 2 hrs before the accident.
Rain squalls were seen in the distance approximately 10k away at the time of the accident.

The Pilot: Intermediate rated. Been flying for 14 months with 100 hours.

Details: The pilot was ridge soaring for approximately 40 mins when rain squalls were seen in the distance. His partner who was flying with him was in some distress, as she was experiencing strong lift in a venturie. He flew above her and tried to give her some verbal assistance. The FI who was also flying at the time advised the distressed partner of the pilot to fly to the side of the venturie and she was able to descend and land safely.

All pilots flying at the time were advised via UHF that wind speed was increasing ahead of the rain squall and they should perform descent manouvers and land at the designated landing zone (Beach).

The deceased pilot was higher above the ridge and was experiencing stronger wind and widespread lift. As a rain squall got closer he turned tailwind flying behind the ridge in strong rotor and turbulence.

On his landing approach the pilot experienced a low level asymmetric collapse. His landing was fatal.

Comments:

The accident highlights the need to adhere to the first rule of first aid; to not put yourself in danger whilst coming to the aid of another. The pilot became caught in the venturie himself having tried to give aid to his partner, and failed to move out of it as she had done. As he was unable to descend, a better decision would have been to fly cross tail wind, along the windward side of the ridge, north to Bateau Bay for landing rather than flying behind the ridge into rotar and turbulence. When flying in turbulence, fly with brakes between 20 to 40% with smooth control actions.

With asymmetric tucks, one side of the canopy deflates while the other side is still flying. The deflated side does not create any lift, but a lot of drag. As a result, the glider wants to turn or dive towards the deflated side and possibly enters a spiral.

Solution, "Course and Correction"

First of all, keep the glider from entering a spiral, and then worry about the re-inflation. Most gliders can fly in a straight line with a 50% collapse if the pilot only applies weight shift to the inflated side. Using this weight shift and just enough counter break to maintain your course, the tuck is most likely to pop out on its own. Once you control the direction you are flying, focus your attention on re- inflating the glider.
A smooth, deep pull on the deflated side increases the angle of attack and also pumps air from the back to the front and opening the leading edge.

- Paul Cox, HGFA, FI, 16868

Visiting Pilot Membership - Now Online!



The process for applying for visiting pilot memberships has now been created as an online process.

The old paper membership form should no longer be used for visiting pilots. The online process greatly simplifies the process for visiting pilots and for club officials or

competition organisers who need to sign up overseas pilots.

The process is accessed via the HGFA website at http://hgfa.asn.au/HGFA/overseas_pilots.htm. Any questions or comments regarding the process can be directed to benn.kovco@hgfa.asn.au

Bright Open 2011 - Coaching and Competition Week



The Bright Open will run **February 5th - 12th 2011**.

The major goal of the week is to support and encourage intermediate pilots and those new to competition through the following initiatives:

- Each day will feature a lecture from very experienced pilots (Brian Webb, Andrew Horchner, Craig Collings, Geoff Wong, James Thompson and Mads Syndergaard) on various topics aimed at helping you fly with greater confidence for example:

- Weather and Forecasting tools
- Mental preparation
- Understanding scoring
- The value of goal setting
- Dealing with fear and making it work for you

- Providing a mentoring program to intermediate pilots and those new to competition. The idea is to assign a 'buddy' to assist pilots in any aspect of competition and their daily preparation in order to get the most from attending this and other competitions.

- A general focus on assisting pilots new to competition to get the most they can from each flying day.

For more information and to register for the week, please go to www.brightopen.org.

- Benn Kovco, Organiser 2011 Bright Open

"The Lee Side Thermal"

"The Lee Side Thermal" is a collection of random stuff that may be (or may not be) of interest to pilots...

Another form of foot launch the HGFA is checking out.

<http://www.youtube.com/watch?v=2TBndcBjQFM>

Who has the best windsock design?

We are looking for ideas for the best design for a HG/PG windsock. Not the standard type that are found at airstrips but socks that show very light wind direction and that are very visible from the air. Also need to be simple to build, maintenance free, durable and inexpensive

This is a link to our forum article if you can help.

<http://hgfa.asn.au/phpBB3/viewtopic.php?f=26&t=3317>

Here are some interesting ideas

- <http://www.winddirection.com>
- <http://www.ehow.com>
- <http://www.windsok.com>

If you have anything ideas for the "The Lee Side Thermal" then please email newsletter@hgfa.asn.au

Upcoming PG Events & Competitions



- * [Queensland Paragliding Championships](#) - Various
- * [Mystic Cup \(Bright, Vic\)](#) - Various Dates from Nov 2010 to Mar 2011.
- * [Weekend Warriors \(Manilla, NSW\)](#) : Various Dates
- * [XC Open \(Manilla, NSW\)](#) : Jan 2011
- * [Bright Open 2011 \(Vic\)](#) : Feb 5th - 12th 2011
- * [State of Origin \(Manilla, NSW\)](#) : Easter 2011
- * [Ozone Corryong Open](#) : Mar 2011
- * [Online Cross Country Comps](#) : Anytime!

Paragliding competitions registration can be done online at:
<http://ozparaglidingcomps.com/>

Please send details of other events to: newsletter@hgfa.asn.au

Upcoming HG Events & Competitions



- * [Corryong Cup \(Corryong, Vic\)](#) - Jan 2011
- * [Forbes Flatlands](#) - Jan 2011
- * [Bogong Cup \(Vic\)](#) - Jan 2011
- * [Wylie Classic](#) - 27th Feb to 5th March, 2011

Please send details of other events to: newsletter@hgfa.asn.au

Upcoming PPG Events & Competitions



- * [Australia NZ PPG Championships](#) - 22-26 April 2011
- * [Dam Busters Fly-in 2011](#) - Dates to be confirmed...
- * [Milbrulong Fly-in 2011](#) - Dates to be confirmed...
- * [Mt. Beauty Fly-in](#) - Dates to be confirmed...

Please send details of other events to: newsletter@hgfa.asn.au

About 'Airwaves'

'Airwaves' is the e-newsletter of the Hang Gliding Federation of Australia. It is scheduled to be sent out monthly but actual delivery dates may vary depending on events and circumstances.

If anyone has any suggestions or comments about 'Airwaves' then please send them through to: newsletter@hgfa.asn.au.

That's all Folks!!!

For further details or questions regarding HGFA Operations or Management please email the HGFA Committee (committee@hgfa.asn.au).

Sincerely,

The HGFA