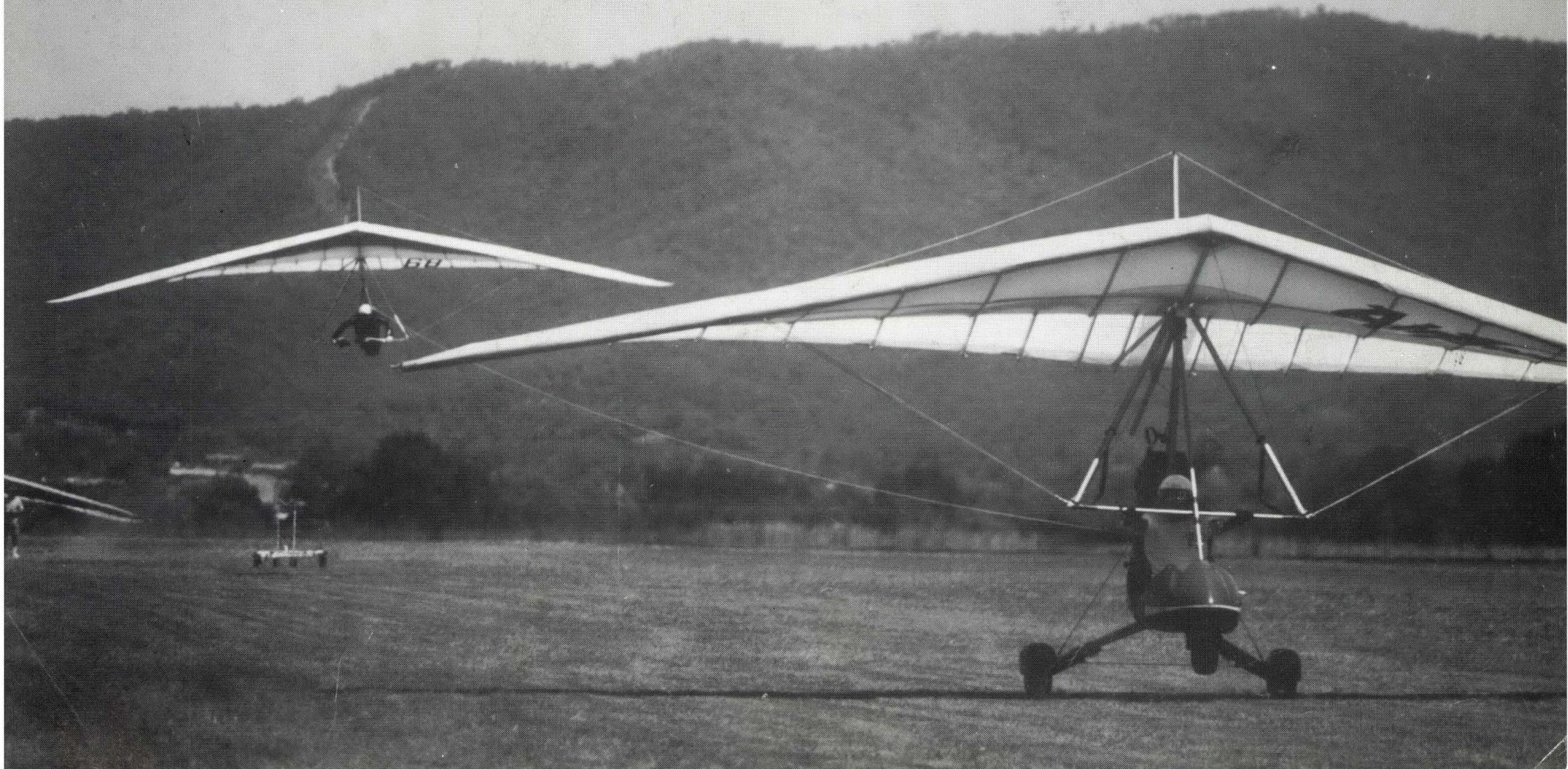


SKYSAILOR

Official Publication of the Hang Gliding Federation of Australia

August 1993 Publication No. NBH 1436 Registered by Australia Post



**Greg Jeffery at Stanwell Park -
testing if his EXCEL flies the way
it's advertised...**

EXCEL is available from:

Justra Paragliders	059 741599
Future Wings	042 674570
Scott Beresford	08 3222540



Skysailor

Official Publication Of The Hang
Gliding Federation of Australia

Skysailor appears 12 times per year as a service to members. For non-members living in Australia the subscription is Aus. \$50 pa. Overseas magazine subscription is Aus. \$65 (sent Economy Air), Aus \$95 Airmail. Cheques should be made payable to and sent to HGFA.

Contributions are needed. Articles, photographs and illustrations are all acceptable although the editor reserves the right to edit or delete contributions where necessary.

Articles of unknown origin will NOT be published and all contributions should be accompanied by the contributor's name, address and HGFA number for verification purposes.

Neither HGFA nor the editor assume responsibility for the material or opinions presented in Skysailor. Copyright in Skysailor is vested in the HGFA. Copyright in articles and other contributions is vested in each of the authors in respect of their contribution.

SKYSAILOR CONTRIBUTIONS

All Skysailor contributions to:

Marie Jeffery

PO Box 401, ALSTONVILLE 2477

Fax: (066) 285117

Ph: (066) 280356

8am-8pm

Keep the articles coming!!

We will give \$50 per month for the best cover photo sent in. It can be a black and white, colour photo or slide.

All photos will be sent back if requested. Please supply a stamped, self addressed envelope for their return.

DEADLINE

15th of the month (for the following month's issue!) for contributions, market place, etc. Market place is free to **financial** members - please quote your number - otherwise a charge of \$5 per ad is applicable.

ADVERTISING

Advertising rates are available from the Editor. All ads must be paid in advance. Layout, separations and extra work incur additional cost.

ADDRESSES

All correspondence, including membership renewals, short term memberships, rating forms and other administrative matters should be sent to: **HANG GLIDING FED. OF AUSTRALIA**
EXECUTIVE DIRECTOR: Ian Jarman
PO Box 558
TUMUT NSW 2720
Tel (069) 472 888, Fx/AH Answer Machine 069 474328
PRESIDENT: Andrew Humphries
09 3816053, 018 917537

OPERATIONS MANAGER
Craig Worth
Ph/Fx 065 592713 Mobile: 018 657419

For information about site ratings, sites and other local matters, contact the appropriate state association/region or club.

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Warilla NSW 2528
Pres. James Nathaniel (042) 971923

Northern NSW Region 19 Gladswood Gds,
Double Bay NSW 2028
Sec. Steve Hocking (02) 3274484

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Manuka 2603 Kenmore Q 4069
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Sec. John Twomey
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West Launceston 7250
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SAHGA
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Adelaide 5000
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(08) 29775323

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Stuart Andrews
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Tooma NSW 2642
(069) 484461

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Johanne Parniczky, Secretary, Newcastle, Ph 049 307895
Paul Mollison, Certification, Newcastle 049 570216
Neville Hoger, Registration, Mackay 079 577142
Paul Haines, Public Relations, 042 943256

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 Nev Akers
 070 512438 W

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Skyriders Club Inc
 Pres Brian Hampson
 079 226527
 Sec Bron Ahern
 079 262237
 Brian Smith
 079 287858

Canungra HG Club
 Pres. Dave Staver
 075 435505
 Sec. Gordon Bieske
 075 435505
 SSO. Ken Hill
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 Gladstone Q 4680
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 Sec. Dave Kennedy
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 Vice-Pres Graham Beplate
 077 732913
 Sec Robin Dawson
 077 819182 H
 077 819432 W
 Craig Phillips

077 799299
 Gary Rogers
 077 792645
Whitsundays HG Cl.
 Sec. Ron Huxhagon
 079 552913

New South Wales
Byron Bay HG Club Inc
 Pres Greg McHugh
 066 877024
 Sec. Shirley Lake
 066 858147
 SSO. Peter Aitken
 c/- 066 853178
 meet 1st Wed ea month

Central Coast HG Club (NSW)
 Pres Alf Piper
 043 631278
 Sec Bob Bentley
 043 320096
 2nd Wed Tuggerah Lakes Mem Club

Central West HG Club
 Pres Len Paton
 068 537220
 Sec. Jenny Ganderton
 068 511533
 Tres. Mark Madden
 063 622927

Christian Flyers
 Ian Lobb
 Stanwell Park
 042 941656

Cudgong Valley HG Club
 Sec. Mark Cafe
 063 791310
 SSO. Bruce Barcham
 063 791310

Great Lakes HGC Inc
 Pres. Jim Parsons
 065 554077
 Sec Steve Bailey
 065 547600

Fx 065 554855
 SSO. Bob Barnes
 065 540416
Illawarra Hang Gliding Club Inc
 Meet: Illawarra Yacht Club 1st Wed
 Pres George Barrie
 042 855567
 Sec Warwick Kelly
 042 261707
 SSO. James Nathaniel
 042 261377

Kosciusko Alpine Paragliding Club
 Pr. Guenther Janssen
 064 562276
 Sec. Lisa Ryrice
 06 2359011
 SSO. Heinz Gloor
 064 567171

Lower Blue Mts HG Club
 Pres. David Middleton
 02 6236961
 Sec. Michael Shyne
 02 7243405
 SSO. Nigel Felton
 02 6280379

Mid North Coast HG Assoc (NSW)
 Pres. Paul Hazelgrove
 018 657366
 Sec & SSO. Lee Scott
 065 565265
 Ben Leonard
 065 821966

Newcastle HG Club
 Pres Simon Lewis
 049 261829
 018 689243
 Sec Bill Olive
 049 213800 W
 "PG" Ian Ladyman
 049 498946
 SSO. Ross Duncan

049 431900
 meet last Wed Souths Leagues Club
Northern Beaches HG Club Inc (Sydney)
 Pres: Jim Allen
 02 9711715
 Sec: Ian Duncan
 02 9189962
 SSO. Forrest Park
 02 9972238

Stanwell Park Club
 Pres. Andrew Nethery
 042 943665
 Sec. Annelies Norland
 042 943699
 SSO. Keiran Tapsell
 042 942645
 meet 7.30pm 1st Sun ea month Helensburgh Workers' Club

Sutton Forest Flyers
 Pres. Don Farrar
 042 840221H
 Sec. David Jones
 048 611699 W
 048 894182 H
Sydney HG Club
 Pres Clive Gilmour
 042 941261
 Sec Steve Hocking
 02 3274484

Tamworth/Manilla HGC
 Andrew Pepper
 067 654520
 018 416258
 Richard Riley
 067 821267
 SSO. Pat Lenders
 067 729272

Upper Blue Mts HG Club
 Pres Glen Thompson
 063 531239
 Sec. Lucas Trihey
 047 871480

Victoria
Eastern HG Club
 Peter Batchelor
 03 7353095
 Andrew Philips
 03 7580091 AH meet 3rd Wed Olinda Hotel Main St, Lilydale (n. rail line)

North East Victorian HG Club Inc
 Pres Tony Dennis
 057 623292
 Sec John Adams
 057 572945

Southern HG Club
 Pres. Russell Dobson
 03 5445658 1st Tues Anchor & Hope Tav Church St Richmond

Sky High PG Club
 Pres. Ken Mitchelhill
 03 8879173 ah
 03 2882480 bh
 Sec. Christine Danger
 054 283185 ah
 1st Wed Retreat Hot 226 Nicholson St Abbotsford

Western Australia
Dalwallinu HG Club
 Pres. Jonathan Back
 09 3418328 H
 09 3817094 W
 Sec Mark Thompson
 09 3673263 H
 09 4917642 W

COVER PHOTO

Aerotowing at Tumut during the 1993 American Cup - photo by Colleen Doyle

CREDITS

Typing & Layout Marie Jeffery
 Printer Quality Plus, Ballina



Hang Gliding Federation of Australia Inc

PO Box 558, Tumut NSW 2720
Ph: 069 47 2888, Fx: 069 474328

Assisted by the Australian Sports Commission



office use only

Membership Application

Name: Address:
 Occupation: State: Postcode:
 Phone Hm Wk Sex: M/F Birthdate:
 Payment Details: \$ Cheque / Money Order / Mastercard / Bankcard / Visa
 Expiry Date: Card #:

HGFA Schedule of Fees

\$125	12 months (FULL) Membership
\$115	(Nth-NSW) 12 mths FULL Membership
\$135	(SA) 12 mths FULL membership
\$20	PHG Pilots Operational Levy
\$50	Additional Family Member (12 months)
\$25	Rejoining Administration Fee
\$45	Short Term Membership (4 months)
\$45	Visiting Pilot Membership (4 months)

\$15	Trial/Instructional Flight (TIF) 7 Days total available through instructors only
\$50	(12 issues)"Skysailor" Subscription (Nonfly)
\$65	Overseas (sent SAL)
\$95	Overseas (Sent Airmail)
\$5	FAI Licence
\$15	PHG Ops Manual
\$10	Comps Manual
\$5	Tow Manuals

From The Editor's Keyboard

Hello once again. Did you know August Skysailor represents the 48th issue under my editorship? It seems the time has flown!

It was with some shock, therefore, that I was informed, rather bluntly, on presenting this last issue to the Post Office, that the magazine was not being sorted correctly. What amazes me is that it's taken 47 issues for someone to say so. Could it also be just a co-incidence of that 'discussion' that July's Skysailor has subsequently taken, at last check, more than 16 days after it left my hands to reach our members? Roll on privatisation!!

Hopefully all will be resolved with the Post Office for this issue.

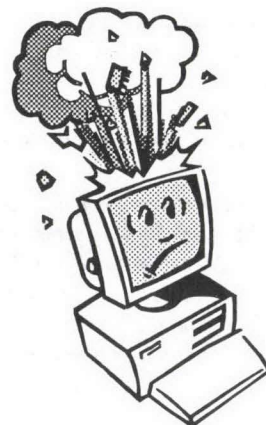
The club list on page 4 has been altered to alphabetical and state order. With many clubs holding their AGMs in the past few months, please check the accuracy of your club details and let me know if there are any changes! A quick phone call or fax will do the trick. Craig, our Operations Manager, called for Senior Safety Officers from each club. If your SSO is not listed on page 4, it's because we haven't been

told! Also, with incorporation, let me know if your club is now an 'Inc' club!

I've featured some controversial letters recently, and one error I made last month was not to give Adam Hunt 'Right of Reply' to the letters attacking his cartoons. That may have to be remedied next month.

August features letters concerning over-policing at sites and volunteer labour within the HGFA. Over-zealous safety officers do surface from time to time. However, I believe it is up to the club to attempt to keep them under control. It is often better to have such people than no safety officers at all, because let's face it, most of us just want to go flying and let 'someone else' do the dirty work. Communication between people is a daily process yet so often the signals and messages become hopelessly confused.

Volunteers within our sport often go unacknowledged, even though there is the dedicated few who are happy to shoulder most of the workload. No doubt there will be some changes, as some of our volunteers become weary, on the



HGFA board at the coming Annual General Meeting to be held on the Gold Coast. And should you feel the urge to do something for your sport, let your regional/state rep know! All pilots are invited to go along to these AGMs to observe the meeting for as long or as short a time as they wish. Believe me, it can be an eye-opener!

I always look forward to the September issue, as it seems to herald summer and the new flying and competition season, and for those who don't like the cold (me!), warm weather!

See you next month!

Marie J

Letters To The Editor

Dear Fellow Pilots Rylstone Aerodrome Usage Fee

In April 1993 the Northern Beaches Hang Gliding Club took over the lease on Rylstone Aerodrome and is now responsible to meet running costs and maintain the facilities and strips.

After discussion the club decided that a user-pays system would be the fairest. A usage fee of \$5 per pilot per day has been set and is payable from April 1993.

A representative from each group using the aerodrome, or its facilities will collect the fees for their group and forward them to the Northern Beaches Hang Gliding Club C/- The Treasurer, PO Box 239 Harbord NSW 2096, or pay in person at the club meeting. Club meetings are held the 1st Tuesday of each month at Jades in the Dee Why Hotel at 7.30 pm. Cheques should be made payable to the Northern Beaches Hang Gliding Club Inc.

The Aerodrome is located 4 hours drive west of Sydney. It has a N-S and E-W strip and is well suited to trike and hang gliding operations using aero or winch towing launch techniques. The aerodrome also makes a good base camp for flying from the surrounding hill launches.

The main building has hot showers and toilets, a moderately equipped kitchen (BYO cooking gear) and plenty of floor space for airbeds and sleeping bags. There is a plenty of room for camping outside.

If you are planning to use the Aerodrome,

please call to let me know, even if it's the night before, on 02 4515412 H, or 9978800 W.

Please make it clear to all your club members that we are relying on their honesty to make the system work.

kindest regards, *Owen Pearce,*
Treasurer, Northern Beaches HG Club

Dear Marie

The Capricorn Skyriders' recent AGM has led to the newly established Marlborough site becoming a closed site. This has been necessitated by visiting pilots treating the site with less respect than it demands.

This means that the site may only be flown when a member of the Capricorn Skyriders club is present. There is now locked access and the key is only available from the President, Secretary and Senior Safety Officer.

The site is rated advanced, due to the bombouts available. The rating will be reviewed with proposed site improvements. Intermediate pilots may fly at the discretion of the safety officer. Novice pilots may not fly at this site.

We welcome visiting pilots to fly with us, but your co-operation is essential.

Bron Ahern, Secretary

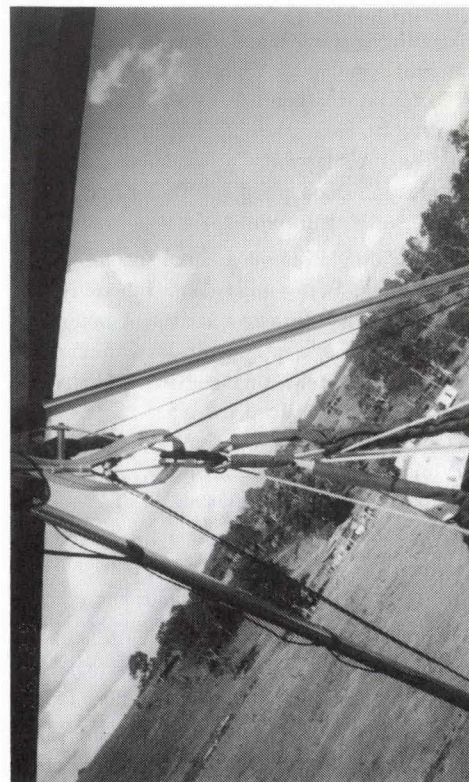
Dear Members

I don't know about anyone else, but I'm getting a little concerned about the at-

titudes being expressed by those in power towards the regulations.

In the last issue there was a notice saying that all pilots wishing to fly Stanwell must first show

Hayden Miller turns onto base



their membership card and rating. Sure, I can see the value in being insured, and sure, a rating is the only way to judge a pilot's ability if you haven't seen them fly, but there is a taste of fascism in the idea of interrogating pilots before they fly.

I have seen a talented, experienced pilot aggressively told he can't fly for not being a member at Stanwell, the same place where you see fledglings being thrown off in conditions that experienced pilots shouldn't even be flying in. Is this double standards, and is insurance more important than good airmanship?

The idea of having safety officers is a good one, and most of those who are safety officers do a great job, but there are some who relish in wielding power. It gives them a feeling of importance and superiority. The saying 'power corrupts' is not always as true as 'the corrupt seek power'. HGFA should be very careful who they appoint.

Some would argue that there are certain situations where you have to enforce the rules in hang gliding, but to me the idea of ordering another pilot not to fly is repugnant, to say the least. In my experience it's always better to advise. The general argument goes that if you let an incompetent or a non member fly the site, it might be closed if they crash. I've never heard of a site being closed because someone crashed without insurance, and I can't see it happening. And as for incompetence, ratings are no proof against it.

Our accident rate will only continue to rise if we focus on the little bits of cardboard we call membership rather than on what flying is all about; airmanship. Let's help our fellow pilots rather than tell them what to do.

Yours in the freedom of flight,
Shane College, 11541

Dear Members

Hang Gliding and triking were both featured at the recent Donnington Airshow near Townsville FNQld. Also termed "Warbirds over Woodstock", the airshow featured planes such as the Spitfire, Harvard, Trojan and the world's only genuine Boomerang still flying (the only Australian fighter in World War II).

Hang gliding featured a simultaneous tow-launch of Peter Bolton and Graeme Etherton (by static line and platform tow) and a synchronised (some of the time) display complete with smoke flares. Thanks for the towing go out to Graham Beplate, (who sacrificed his place at the last minute), Brad Cooper (who flew on the practice day) and Kevin Magennis, who provided the solo trike display.

Mixing it with GA was good PR for both sports and good co-ordination was needed to fit the display into 5 minutes (without any practice).

If the airshow is on next year we hope to have paragliding and aerotowed hang gliding featured.

Peter Bolton

Dear Marie What is volunteer commitment and dedication?

Congratulations to Larry Jones for the award of the 1993/94 HGFA National Coach Award. The acknowledgment of Larry Jones as the first coach to receive this Award for 1993/94 is certainly commended by all HGFA members and instructors. The nominations for this award are voted from one's peers for the commitment, skills, knowledge and dedication to safe teaching.

The current strength of the HGFA has evolved from volunteer commitment and dedication by a certain few! But, alas some have departed the arena to pursue more gratifying and obviously more satisfying goals.

The commitment, skills, knowledge and dedication that has been engendered into the HGFA Trike Instructor/pilot System, are now being duplicated into the HGFA Hang Gliding Instructor Administration System. These administration systems are both self regulatory and also self funding. The Master File system allows the expense to be incurred by the user - ie. the flight training organisations, and the trainee pilots have a more direct access to the necessary documentation as required.

As a dedicated volunteer, I designed and organised the manufacture of the HGFA Record of Qualifications, HGFA Log Book and the user pay HGFA Powered Hang Gliding Master Manual system, (which I copyrighted for the

* ROTHMANS FOUNDATION * SPORT COACHES PAPER AWARD

The Rothmans Foundation announces the above award, open to nationally NCAS accredited sports coaches Levels I-IV, designed to place in the public forum, ideas on coaching which might otherwise have enjoyed only restricted application.

The award, which offers a first prize of \$5000 plus a trophy to the value of \$500 and another 11 prizes of \$500 each, will be made annually.

Papers are to be of between 1000 and 1500 words and should cover a topic relating to the particular coach's sport or to sport in general.

Entries close last mail on Friday

SEPTEMBER 24, 1993

Entry forms available from the Rothmans Foundation, National Sport Division, Level 13, 309 Kent St Sydney NSW 2000

Telephone (02) 299 2500



Graeme Etherton & Peter Bolton carving up the sky at Donnington Air Show, Townsville - p Robin Dawon

HGFA), and in addition, organised and administered three HGFA National Trike Instructor Seminars. This volunteer dedication and commitment is - bewildering!

This bewildered dedication has the inaugural recognition of 15 CAA approved HGFA Trike CFI's in 1991, an additional 16 instructors in 1992, and now the HGFA has 45+ approved HGFA Trike Chief Flying, Senior Pilot and Pilot Instructors throughout Australia. Also the HGFA now has in excess of 350 legal trike pilots to it's credit.

Our peers now have CAA approved Qualifications, Training Manuals and recognition which allow CAA/HGFA approvals for these instructors to operate commercially - gainful employment to earn an income that may support their lifestyle!

Without creating too much controversy, I would like to personally thank Paul Haines, Kevin White, Andrew Gyenge (Tas) and Bob/Christine Oliver (NZ) for your appreciative and supportive letters in regard to this dedication and commitment. I extend this appreciation to Ian Jarman for your support over the past years and I wish our Operations Manager - Craig Worth the best for his new chosen career - keep up the great job BOSS!

A final thank-you must go to Mr Steve Hocking for my appointment as HGFA National Coaching Director (PHG) in March 1990.

The commitment, skills, knowledge and dedication to safe teaching I have personally gained from my appointment with the HGFA, gives me great personal satisfaction - although this is not why I resign!

Good Luck to you all and may you solo many safe pilots.

Chris Brandon - 12645

PS. Rumour has it that a Number 10 Flyer, AIRMANSHIP, is finally available for your PHG Master Manual, designed by ??? ♣

Competitions ... What's On ...

1993 Paragliding World Cup

For details of dates, venues and other information phone Stuart Andrews 069 484461

1993/94 Victorian Cross Country League

Dates: The competition shall be conducted over the period from 1/4/93 to 31/3/94. Pilots may fly on any day, but are responsible for documenting flights and forwarding documentation to the VHGA Competition Director within 1 month or by the 1/4/94, whichever is sooner. Flights from the 1993 Victorian Spring Open, 1994 Bogong Cup and 1994 Victorian Open will be entered automatically.

Fees: The competition entry fee is \$5 (free for pilots entering the 1993 Victorian Spring Open, 1994 Bogong Cup or 1994 Victorian Open) and is to be paid with the pilots first flight submission.

Any queries may be directed to: Wesley Hill, VHGA Inc. Competition Director PO Box 400, Prahran, 3181

NSW Titles - Manilla

23 to 31 October 1993

Open to good intermediate and advanced pilots
Entry fee: \$120 includes presentation night and T-shirt
A & B grade, run to HGFA competition guidelines; assisted by the Northern and Southern NSW Regions

Requirements: UHF radio, chute & data back camera
Limited to 70 pilots; 30 from National Ladder, 30 from NSW (1st in 1st served basis), 10 interstate.

Childminding is available; also local knowledge and assistance for pick-up drivers.

Friday night welcoming social. Some maps available at \$7 each.

Send entry fee now, payable to Ross Duncan, Competition Organiser, 49 Highfields Pde, Highfields NSW 2289, phone 049 431900 or 018 687020

Talinga Flyin

4 & 5 September with Saturday the main day

Talinga, Macleay Rd, Coleambally 2707 is 15 km north of the Coleambally on the south-western edge of the Ugobit State forest.

Nav points: 34 40'48", 145 53'10" for the house and sheds.

Accommodation in the form of on-site parking for vans and floor space for campers with some bedding available.

Fuel, swap shop, aircraft sales, general flying, hot air ballooning, model fan jets, trikes, 3-axis and gyrocopters. Aerobatic displays by a Citabria and a Chipmunk. Hang gliders are invited.

Cost \$15 for Saturday, \$5 for lunch only or \$25 for entire weekend. Includes Saturday lunch and dinner, Sunday breakfast and lunch. Spit and BBQ lamb.

Please phone John or Steve Burgess on 069 544102 for further information on runway locations, weather reports etc. RSVP by 30 August 1993.

"Coupe Icare"

International Film Festival Paragliding and Hang Gliding Exhibition

12-19 September 1993

For site reservation and all other information please contact Michel Letrone, Exhibition Director, Syndicat d'Initiative, 38720 St Hilaire du Touvet, France, Tel: 33 76083399, Fax: 33 76972056 or Skysailor.

Eungella, North Queensland

26 September - 2 October

Prizes to Women, A, B and C grades to 3 places. C grade only for Intermediate gliders. Has to be more than 5 women to pay 3 places.

Nomination \$100 payable to Whitsunday Hang Gliding Club, PO Box 6, Proserpine Qld 4800.

Accommodation: Please book early as rooms go quickly - 079 584509

Equipment: 35 mm data back and UHF radio.

Contact Dave Lamont 079 461157

1993 Canungra Classic (Regional Titles)

1993 Australian Womens Open

Date: 9-17 October

Venue: Canungra area, SE Qld

Entry Fee: \$160 - includes dinner on presentation night, seafood and pasta night, 2 x BBQs at comp HQ, 1st film, stubby cooler, a great time.

Prizes: The best trophies, the biggest prize money - \$5000-\$10000 cash, prizes for everyone, the biggest parties, the only Calcutta.

Entry Requirements: Intermediate rating, data back cameras

Entries close: 1 September 1993

Entry must be accompanied by a \$30 deposit.

A maximum of 70 pilots will be admitted to the competition. Send entries with deposits to Canungra Hang Gliding Club, 9 Sovereign Ct, Canungra Qld 4275

For more info contact Ken Hill on 075 435631

World Aerobatics Championship

September 16-18 1993 (20th anniversary of "Telluride")

\$2500 in prize money for the first six places

Entry fee is \$100, which includes admission to the Telluride Hang

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TV, stereo, local knowledge

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Gliding Festival. Rides up the mountain are included.

Festival dates are **September 13-18**.

For more information on the World Aerobatics Championship, contact:

Hugh Sawyer - 303 728 4772, John Heiney - 801 254 5285, Axel Coch - 303 728 5242

Manilla Mug (formerly the Coopla Cup)

Long weekend October 2-4 to be held at Mt Borah, Manilla to the north-west of Tamworth.

Hosted by the Mid-north Coast Hang Gliding Club as usual, this comp remains a fun event for Intermediate and above, with cross country tasks set each day.

For accommodation and other details contact Lee Scott 065 565265

Bogong Cup 1994

28 December 1993 to 5 January 1994

Maximum entries 120

Allocation of Places: 30 places reserved for C grade pilots on receipt of entry fee basis, 30 places reserved for non-Australian resident pilots on a P.I.R.S. ladder basis. 60 places reserved for Australian pilots on a National Ladder basis.

All places reserved until 30 October 1993 when the allocations will be done. Any unfilled places after this date will be allocated on a receipt-of-fees basis regardless of the ladder position.

Last registration date 27 December 1993

Sites to be used: Emu 1 & 2, Buffalo, Tawonga Gap

Minimum pilot rating - Intermediate with Alpine experience

Entry fee \$100

Contact and entries to Bob Daley, C/- RMB 1575, Milawa Vic 3678, phone 057 279421

1994 Australian Open Hang Gliding Comp

19-27 January 1994

Location: North-east Victoria - Kiewa and Ovens Valleys

HQ: Mt Beauty/Tawonga

Sites: Mt Emu 1 & 2, Tawonga Gap, Mt Buffalo

Entry Requirements: Advanced rating or equivalent, reserve parachute mandatory, licensed UHF radio recommended

Maximum entries: 120

Format: XC tasks around photo turnpoints, timed launch and goal (databack not required)

Prizes courtesy of Bright Shire: 1st - \$1000 cheque, 2nd - \$800 cheque, 3rd - \$600 cheque, 4th - 400 cheque, 5th - \$200 cheque.

Allocation of places: on 1st November on National Ladder and P.I.R.S. from registrations received. Thereafter on receipt of fees.

Note: If you wish to claim a place via the Nationals Entry Qualifications criteria, your registration fee must be received no later than last mail 31 October 1993.

Registration fee: \$125

Registration fee to: Australian Open Hang Gliding Competition, 2 Drummond St, Tawonga Vic 3697

Enquiries: John Adams, phone 057 572945 ♣

HGFA Calendar of Events - 93/94

September 1993

3-5 HGFA Annual General Meeting Gold Coast
Friday & Sunday Currumbin Hotel
Saturday Moriarty Hall
Canungra

Contact Executive Director 069 472888
Ops Manager to visit Qld regions, clubs and instructors.
Facility and site inspections.

18-19 Gillies Competition Cairns Nth Qld
Contact Nev Akers 070 512438

26-Oct 3 Eungella Competition Eungella Nth Qld
Dave Lamont 079 461157

October 1993

5-7 Womens' Fly-in Canungra Sth Qld
Contact Marie Jeffery for Helen Ross 066 280356

9-17 SE Qld Championships Canungra Sth Qld
1993 Womens Open Canungra Sth Qld
Contact Richard Nevins 075 324874

23-31 NSW State Titles Manilla NSW
Contact Ross Duncan 049 431900

26-31 Vic Spring Competition Mt Beauty/Mt Cole
Contact Wes Hill 03 8794217

November 1993

1-2, 14-15, 21-22 Vic Spring Competition Mt Beauty/Mt Cole
Contact Wes Hill 03 8794217

26-30 Vic Paragliding Open Bright Vic
Contact Ken Mitchelhill 03 8192717
Ops Manager to visit NSW, Vic & ACT regions, clubs and instructors. Facility and site inspections.

TBA Jacaranda Festival (PHG & HG) Grafton NSW
Contact Joe Scott 066 842616

December 1993

28-Jan 5 Bogong Cup Kiewa Valley Vic
Contact Bob Daley 052 276302
Ops Manager to visit NSW, Vic & ACT regions, clubs and instructors. Facility and site inspections.

January 1994

8-11 Corryong Cup Corryong Vic
Contact James Nathaniel 042 971923

8-16 Flatlands Hang Gliding Forbes NSW
Contact Lynn Giffin 068 523899

15-23 Mt Cole International XC Classic Mt Cole Vic
Contact Charly Fellay 03 8824130

19-27 Australian Hang Gliding Open Kiewa Valley Vic
Contact John Adams 057 572945

29-5 Feb Australian Paragliding Open Corryong Vic
Contact Stuart Andrews 069 4844461

29-Feb 6 Lawrence Hargraves Hang Gliding Stanwell Park
Comp 042 942645
Contact Kieran Tapsell

February 1994

5-13 Vic Open Hang Gliding Mt Cole Vic
Contact Wes Hill 03 8794217

21-27 Lawrence Hargraves Paragliding Comp Stanwell Park
Contact Kieran Tapsell 042 942645

13-20 Paragliding Flatlands Forbes NSW
Contact Geoff Robertson 042 941898

18-27 WA State Titles TBA
Contact Andrew Humphries 09 3816053

TBA PHG National Fly-in Wangaratta Vic
Contact Joe Scott 066 842616

March 1994

25-27 HGFA Board Meeting Adelaide
Contact Executive Director 069 472888

Ops Manager to visit WA, SA & NT regions, clubs and instructors. Facility and site inspections. ♣

Wanted

Volunteer to collate member responses to renewed questionnaire. Results required for AGM in September 1993.

Apply HGFA office

High Adventure

Cross Country & Advanced Soaring Skills

8 day Tour for Hang and Paragliding

Dates: 13th November - 20th November 1993

Flying Area Manilla - Lake Keepit
Black soil plains of Quirindi
Cotton plains of Wee Waa

High Adventure Tour Equipment

1 x 4WD Landcruiser
2 x 15 seater bus + trailers
1 x double drum Hydraulic Static Winch
1 x payout Hydraulic Winch
2 x Aero Tugs

Experience second to none in X-Country tours in Australia. Recently completed 10 weeks of X-Country tours with Japan's 3 largest hang and paragliding schools

Tour Guides

Lee Scott with 15 years flying experience. CFI for hang gliding and motorised gliding and also paraglider pilot.

Charly Fellay, one of Australia's most experienced paragliding instructors.

Shane Moore with 15 years flying experience. CFI for trikes, hang gliding instructor and paraglider pilot.

Requirements

Maximum number of pilots - 15

1. Must be financial HGFA member
2. Vario & altimeter
3. Parachute
4. Pilot rating: Novice - Advanced
5. UHF radio
6. Tow endorsement
7. Suitable tow release for our winches and aero tug
8. DESIRE TO OBTAIN YOUR BEST AND HAVE FUN

Cost - \$990.00 includes:

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10% Discount to last year's participants

Contact:

Lee Scott: phone & fax 065 565265
or Charly Fellay: phone & fax 03 8824130
for full information on package

Operations Manager's Report

Winter has made the flying a little more scarce, though the mild start to the season in the northern latitudes has seen above average winter flying. I have now attended many club meetings. I must thank you all for the warm welcomes I am receiving. It is apparent that we all, myself included, just want to enjoy flying with the least amount of hassle and expense. Ian and myself are both aiming to minimise the inconveniences associated with the regulatory side of our sports. Unfortunately, to maintain a safety standard acceptable to both ourselves and the general public, there must be some rules. Our Operations Manual is a starting point to define our standards. Most of the rules have always been in place, we have just failed to make ourselves fully aware of them. No new rules have been introduced needlessly or without serious consideration. The Ops Manual will be amended in the future, once all errors and omissions are collated.

Ian and I have been working on amending and updating the Pilot Certificate examinations. Following are a couple of points I would like to clarify.

VMC Criteria

The VMC (Visual Meteorological Conditions) as printed in CAO 95.8 (Ops Manual Sect.3.5) have changed. The VMC for all VFR aircraft

*Mt Yarrahappanni SE launch looking
over Stuart's Point &
South West Rocks one perfect day during
Easter - Photo David Ferreira*



(including us) are correctly shown in the Ops Manual Sect.6.4.1(b) and are: 5 kilometres visibility, 1500 metres horizontally from cloud and 1000 feet above or 500 feet below cloud.

Parachute Repacks

The Ops Manual states that emergency chutes should be repacked every three months. In order to bring our requirements in line with international standards, the HGFA recommendation is now that reserve chutes be repacked at least once every year. Obviously your parachute will need to be repacked if it gets wet or sand penetrates the parachute container. It is recommended that the chute is repacked prior to each flying season by an experienced parachute packer.

AMATS Introduction

All HGFA members last month received the Aviation Bulletin containing the new Airspace Regulations to be introduced on November 11 this year. The CAA has stated that hang gliders will be treated the same as sailplanes with regard to operations in Class E and G Airspace. This will mean we can fly legally above 5000 feet, although in Radar E Airspace (most of the east coast and around Adelaide and Perth as designated in the Aviation Bulletin) we will need to carry and be licensed to use VHF (Aircraft Band) radios. We will be required to call Air Traffic Control (ATC) on the designated ATC frequency on first entering E airspace and advise our position, heading and estimated time we will be in the air. Once having reported to ATC we will then have to monitor the local Common Traffic Advisory Frequency (CTAF) so that any other pilots in the area can call us to verify our exact position. This system will enable 'alerted see and avoid'. Aircraft will be operating in Class E on instruments (IFR) without necessarily keeping a lookout for other aircraft. These new procedures will enable IFR aircraft to be alerted of our presence and thus minimise the chance of a mid-air collision. We are currently working with the CAA and the Dept. of Communications to develop an appropriate endorsement and call sign system.

Coach Of The Year

Congratulations go to **Larry Jones - HGFA Coach of the Year!** This award was decided following nominations taken at the National Instructors Conference in Laurieton and subsequent voting open to all Instructors. Larry teaches hang gliding and PHG in South Australia. The award will be presented following each NIC in future.

Survey Results

Thanks for your response to the survey with renewals. It will be a while before all replies can be collated. Any volunteers? ALL your input will be considered. We would like to thank the many of you who were very supportive of the efforts of HGFA Board and employees. Hopefully we can further improve our service in future. In respect to training, it is noticeable that many pilots felt that they received insufficient theory instruction. In light of this Ian and I are

aiming to conduct a number of Regional Training Courses for instructors to further improve their skills in both theory and practical instruction. The first of these will be held in the Canungra area during the first week of September while we are up there for the HGFA AGM.

Instructor Journal

We have recently published the first edition of the 'Aussie Instructor', a journal issued to all HGFA Instructors as a forum to share ideas on training issues and techniques.

Liability

I would like to thank Geoff Dossetor for his article regarding the fatal accident last year and the subsequent Coronial Inquiry. Geoff's article reinforces the need for training to be carried out with safety as a first priority, fully within the HGFA guidelines and well documented.

Kakadu National Park

The National Parks have contacted me with some strong concerns in regard to low level trike operations in their parks, Kakadu in particular. The traditional owners of the Kakadu area reserve the right to exclude low level operations by any aircraft in some areas of the National Park. The superintendent at Kakadu observed a couple of trikes flying very low over tourists at one of the landmarks in the park. I remind all trike pilots that other than when taking off or landing, trikes cannot legally fly **anywhere** below 500' AGL except in specific low level training areas or with the landowners' permission. All pilots flying over any National Parks should contact a park ranger to establish if there are any restricted areas.

Accident Reporting

Through compiling statistics from accident reports we can detect any trends and work toward remedying them. Accidents reports can be sent direct to the Tumut office or through your club SSO. Your club Senior Safety Officer's name and telephone number will be included with the other club contacts in the front of Skysailor as I receive notification of their appointment. Any publication of accident reports will be done anonymously.

Pilot Certificates

Our amnesty to enable pilots who have been flying without pilot certificates to gain them is still running. As the Operations Manual indicates, pilot certificates can only be issued by qualified HGFA Instructors and club Senior Safety Officers.

International Teams

News of the World Hang Gliding Championship results has just arrived, a great team performance! Well done boys!! The Silver medal for the guys follows the girls' creditable fourth place in Japan. The Paragliding Team Worlds would be under way as you read this, we wish them every success.

I like the slogan on the Tasmanians' t-shirts: 'If we weren't meant to fly we wouldn't have wings.'

Fly safely, *Craig Worth* ♣

NEWS FLASH NEWS FLASH NEWS

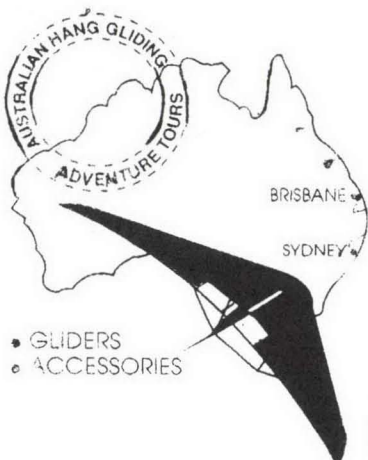
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Monthly tours anticipated from September 1993

How Do I Get There?

Call Jim Allen, Sydney
02 971 1715 AH, or fax **02 9813728**

Write to us:

Australian Hang Gliding
Adventure Tours, 3 Derwent Street, Wheeler
Heights NSW 2097

What Is The Cost?

\$1200

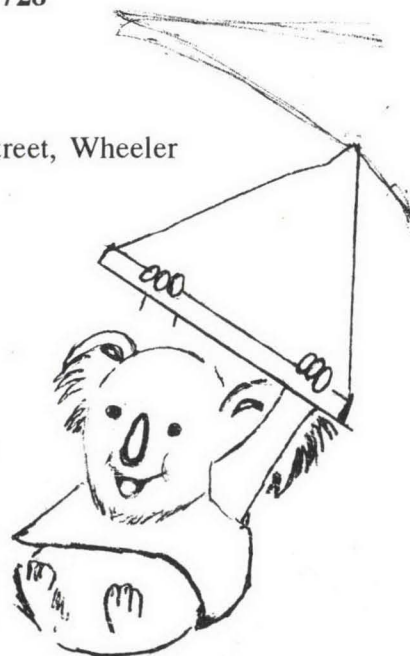
What About Equipment?

Bring your own.
Hang glider hire available.
Test fly new gliders.

What Do I Need To Bring?

Harness and instrumentation,
sleeping bag and personal
effects.

To fly a hang glider or paraglider legally in Australia, you must be a member of the Hang Gliding Federation of Australia which offers a short term membership (3rd Party Insurance) which is included in our tour cost.



Keeping Up With Trikes

AEROTOWING Comes of Age

A Little History

Back in 1982 a few hang glider pilots sitting in the Gresford pub after a fly from Glennies Creek were discussing over a few beers a better way of getting our rigs into the air rather than sitting on a hill all day waiting for the conditions to pick up. Denis Cummings and Bill Pool were getting car towing off the ground with a safer bridle system but I, for one, got sick of ending back at the end of the line after not catching a thermal from the end of the tow. That morning someone had been flying a home-built trike around Glennies. I wasn't impressed with it because it seemed to be struggling to stay in the air. However, it did start us thinking about using a trike to tow up a hang glider.

We could tow up to a ridge or get off when we hit a thermal. It sounded like a great idea but we would need something more substantial than that thing at Glennies. It was enough to put the idea firmly in place and the next time the Duncans went overseas they looked around for a trike that would do the job and arrived home with something that might be good enough. They rigged up a 190 sq ft wing for the trike and were flying it within days of getting it into Australia. The first aerotow happened not long after that.

My first aerotow was near The Pass, a flying site near Gresford. It was definitely a wild experience as the trike was not powerful enough to tow my weight into the sky with the same success as it did with Rick on the previous tow. "Push out," they kept saying and as I did I'd stall and fall into the prop wash. By the end of the day we had worked out that we needed more speed to tow big guys like me. We ended the day

with Russel taking me on an 8 km tow to the Gresford pub. On the way we aimed for full climb rate and managed to reach the great height of 1500 ft. Nevertheless, triking was under way and Australia was pioneering another aviation sport, aerotowing of hang gliders.

It wasn't long before the trike tug grew in power and popularity and I nearly gave up jumping off hills as the boys used to tow me out of my front yard to my favourite hill, Razorback. Maybe it was the beginning of the end of my hang gliding days when they finally talked me into the tug's seat in 1984. It got to a stage where I would refuse to tow anyone up until someone towed me up first because for the rest of the day I would be busy at the tug end.

The sport grew around the Gresford area with a freestyle comp at Gresford and a club comp at Seven Oaks as well as a group aerotowing for fun nearly every weekend. We also had a comp and a fly-in at Gloucester. Things were really looking up for our sport up until 1988 when I guess aerotowing got a little too popular and the councils and CAA rules and regulations caught up with us and aerotowing was put on hold until we fitted in with the rules and regulations. Now we're 10 years down the track and things are looking up again for aerotowing.

Recent Aerotowing Events

In the past few months we have been granted permission to aerotow at the Hang Gliding Expo and the Wine and Food Festival at Dee Why. For the first event, we towed out of a park near Long Reef. The second, off the beach at Dee Why. Flying off the beach was made possible by the Army laying mesh down on the sand. It worked great. Both times we had controlled air space shifted to the south of Dee Why. The unimaginable happened when we were given permission to put on an air display for the Australia Day celebrations at Darling Harbour. What an event. An estimated 300,000 people

witnessed our sport on display that day as 2 tugs towed their hang gliders over the harbour, taking off from the container wharf at Glebe Island. The display lasted for 5 minutes. I never dreamed of flying around Sydney the way we have done during these 3 events. Many thanks must go to John Hajje for his tireless efforts to make these events possible and to the CAA for their trust and cooperation.

The American Cup held at Tumut was the first legal aerotow comp in Australia and it was a huge success. Six teams of six competed and we had the help of 2 to 4 wind dummies each day to mark the first thermal and three PHG tugs to get them there. The practice day took about 3 and a half hours to launch the field and the first comp round took just over two hours. The days were exactly the same, the only difference was that we used Bill's trolleys on the second day which allowed us to take off in any of the prevailing conditions. It was down on the ground, taxi to our mark, hook up the hang glider which was already in the trolley and "go go go".

By the fourth day the launch team was working perfectly with a high degree of professionalism. This competition had a great concept as most days the tasks were set to get as many pilots back home as possible. The facilities were perfect for spectators and the thrill they got from watching the field leave and then return was enormous. It was a great comp and if Bill's tugs were able to fly it would have been perfect.

Also this year I have had the opportunity to aerotow and view the scenery over Central Australia and am currently travelling the North Queensland coast promoting our sport as much as possible. I took some time out for a fly to Cape Melville, but that's another story....

Safety

A Possible Solution to Some Engine Problems

In this issue I must deal with engine failures as this has been one of the biggest problem we've had in the last two years. Trike engine stoppages tend to be overlooked as they more often than not cause no injury to aircrew or damage to aircraft, because of their good handling characteristics without power, and I see no accident reports about the incident. It's only just lately that reports of damage due to engine failure have been submitted plus a couple of accidents I have only just heard about.

Most problems are with the Rotax 582 cc engine and the problems range from blocked jets in the carburettor to full big end failure. Big end failure can be caused if a carburettor runs lean on one cylinder which then dries out the bearing, overheats it and causes sudden engine stoppage. Unfortunately it hasn't just been trikes that have been suffering this big end problem as ultralights have had a few failures of their own. But when it comes to percentages, the biggest problem is with trikes. Is this sheer coincidence or is it due to the application of the engine to trikes?

One of my current Townsville students, Merv Patterson, who is my Rotax engine guru, has been following the woes of a Townsville trike owner and they have had the engine apart often enough now to be able to put the bits back blindfolded. He tells me his thoughts are that the engine looks to be of high quality and can see

Dave Adams aerotowing during the American Cup, p Suzy Gneist



no obvious problems with the engine. This leads him to believe that it is in the application of the engine to the particular type of aircraft.

Through different tests he has done with the engine, including deliberately running the engine out of fuel, he found that, when inspecting the carburettor bowls, the rear one had far less fuel in it than the front. He blamed the way the fuel pump is mounted, as the outlet from the fuel pump to the back carburettor is positioned at the centre of the top of the pump. His theory is that any fault with the pump, engine vibration, or a dirty fuel filter could cause an air bubble to form at the top of the pump and hence starve the rear carburettor.

A two-stroke lubricates its pistons through the oil added to the fuel so once a piston is starved of fuel the bearings overheat and seize. I must consider this as a probable cause of the big end failures as in most cases it has been the one in the rear piston going. So next time you detect a drop in power or your engine runs rough or stops, please help test this theory by checking the fuel level in your carbies first.

To overcome this potential problem I have re-arranged my pump so both outlets are at the same height, thus both carburettors should receive the same amount of fuel at all times. We have also been advised from the engine importers to run them on forty to one instead of the fifty to one that we have been running. This would also help guard against bearings overheating.

If there is one thing I hate about engines is that I haven't found a totally reliable one yet whether it be in the trike, car, tractor, or @#%&* outboards. Did you know that outboards make good anchors? Anyway, please help find any problems we have with our aircraft by letting me know when you have had a problem and I will pass it on via Skysailor. Everyone can then be aware of it and maybe someone might be able to offer a solution.

If you have an engine that has done over 300 hours and nothing has gone wrong with it please tell me why.

Various Pilot Errors

One thing I am often hearing about is the plain, simple roll over. It seems to be happening more and more with students because, so I'm told, they just don't listen to their instructors. Maybe the instructors are being a bit slack and not giving the student enough time at taxi-ing. Anyway, the roll over is happening a lot, and it isn't happening with just students so let's try to do something about it. "There are those who have rolled them and there are those who are going to." Let's try to change that saying.

Another problem we are having is pilots wiping out their aircraft while flying low and clipping something or simply misjudging how close the ground is. If you're going to do a low pass, check the area out first either from the ground or with a bit of height. Know the area.

If you're flying low, especially if you have a student at the controls, remember that some of

these guys are liable to bury your aircraft by adjusting the aircraft attitude the wrong way. This can happen with just sheer panic so before you do your low level work make sure you drill your student that, if they are unsure which way to adjust the attitude, then let go of the controls or hand them over. If you are flying low you should maintain aircraft speed so the only thing that should happen when controls are released is the aircraft will immediately go into a climb.

I read an article in the AUF magazine the other day which had a phrase that sums up the cause of a lot of low level accidents: "Low and slow and in you'll go." So when you are low think about that one.

When landing your aircraft, fly it all the way to the ground or ease it to the ground. Don't let it drop to the ground from even just a foot in height as you may encounter a gust from the side, which will then turn your aircraft across the direction of travel and in some cases this may trip your aircraft. If you don't go over on the first bounce, you will on the third.

Please send all accident and incident forms to the HGFA as they then send me a copy so I can cover any problem areas that come out of those reports. If you don't like to fill out an accident and incident form, or are just not sure how to, then contact me and I will fill one out for you. The information we receive from these reports is vital...

Safe flying, Kevin Magennis ♣

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Press Release

Australia takes Silver Medal at the Hang Gliding World Championships

The Australian Hang Gliding team has fought back strongly to narrowly miss a Gold Medal, ultimately taking a Silver Medal at the 9th World Championships in the Owens Valley, CA, USA.

The Australian team has been under pressure to re-establish itself amongst the top nations of hang gliding since a fourth place in the last World Championships and a string of other disappointing results had many thinking our long reign at the top was over.

In a very strong showing the Aussie team pushed the highly favoured home side all the way to the last of the gruelling ten day event. The Aussies came home stronger than the USA who were able to just hold on to the Gold Medal.

The Australian team defended a comfortable margin from third place where the old rival, Great Britain struggled throughout to keep out Germany, Austria and Switzerland.

Clive Gilmour, Team Manager for the Australian Hang Gliding team received from JA Ferguson, Executive Director of the Australian Sports Commission, the following letter:

*Dear Clive
Congratulations to the Australian Hang Gliding team on your wonderful efforts in finishing second at the recent World Championships in the Owens Valley CA, USA.*

Congratulations also to Steve Moyes and Mark Newland for outstanding achievements in finishing fourth and eighth in the individual results.

On behalf of the Australian Sports Commission and all Australian sports followers, well done to you all.

Team Results:

1	USA	20568
2	Australia	19964
3	Great Britain	19653
4	Switzerland	19286
5	Austria	18954

Individual Results:

1	Tomas Suchanek	CZECH	6982
2	Chris Arai	USA	6971
3	Mark Gibson	USA	6831
4	Steve Moyes	Australia	6724
5	John Pendry	GB	6635
6	Miguel Gutierrez	Mexico	6603
7	Manfred Ruhmer	Austria	6598
8	Mark Newland	Australia	6566
9	Jim Lee	USA	6512
10	Bob Baier	Germany	6467
22	Drew Cooper	Australia	6069
23	Dave Adams	Australia	6061
38	Carl Braden	Australia	5752

Who Should Fly?

by Geoff Dossetor

I have just read the various articles in May Skysailor re selection for the World's team. I guess it's a problem that some countries wouldn't mind having so much, but we must agree on a fair way of deciding who should represent us.

Firstly, let me say that I am proud of the achievements of various Australian individuals and teams since the inception of the sport. The success our pilots have seen can only be rivalled by the British at international competitions. It gives me and, I'm sure, many other pilots on the national ladder great incentive to improve and perhaps one day represent Australia at a world championship.

The problem is that, while there are a large number of excellent pilots in Australia, only six are able to be chosen to represent us. There have been explanations that the team must work together but I cannot help agreeing with Spanish Joe's comments that every competitor will fly for themselves first and the team second. The national ladder is based on individual results, not team results. I know of a number of pilots who have worked hard and achieved competition results that must make them eligible for the Australian team, yet they haven't been selected.

Spanish Joe categorised everyone into three different kinds of pilots although I believe there is overlapping in some cases. The champions we read about, who fly all year round throughout the world because they are sponsored, come up with the results consistently. Australia has their fair share of these pilots and they are deservedly entrenched at the top. There are those with a full time job who fly competitions over their vacations. Although many of these pilots could potentially do as well as the champions (and sometimes they do) they would rather keep the security of their career than give it all up for the hope of glory. There are also the pilots who struggle (for whatever reason). They work and save in the off-season to do well at the competi-

tions. Some do well in a short time, while others have gradually improved over years of competing. It is a difficult commitment to make, but the dream of one day being a champion keeps them going. The task of closing the gap between them and a pilot sponsored to do well is becoming increasingly harder due to the costs of equipment and competing. The top fifty pilots in Australia are made up of a variety of these kinds of pilots and all of them deserve recognition for their efforts and skills. I am sure that there will be pilots representing other countries at the 1993 World Championships, who are no better than any of these Australians.

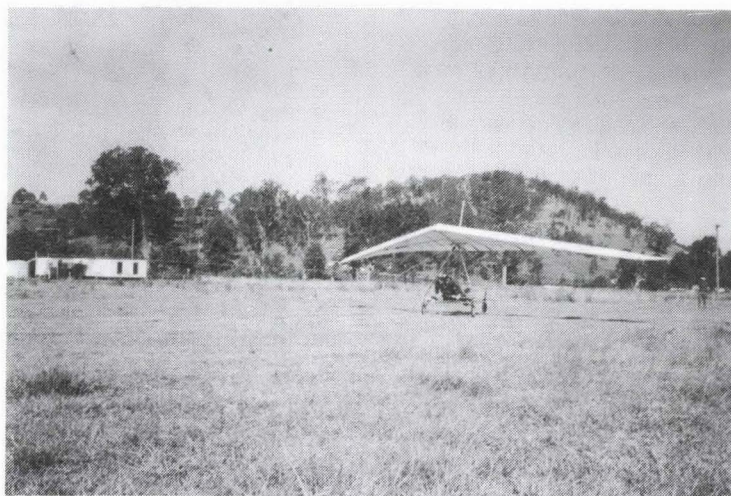
There was a suggestion of holding separate individual and team world championships (like the American Cup) so that everyone knows exactly who and what he/she is flying for. I think that this would be far better. Then I could accept the argument that the team must work well together. Otherwise I think the pilots sent should be selected on individual results. Perhaps there could be a qualifying competition at the same location and prior to the worlds, so that those pilots who do not make their national team have an opportunity to gain one of a limited number of 'wild card' entries into the main competition.

This scenario would take some of the pressure off selection of the Australian team. It would still be difficult to establish a selection process which took into consideration both Australian and overseas competition results, but pilots who missed out could still prove themselves worthy by qualifying. Perhaps the pre-worlds could take on this role.

I have no doubt that some of the Australian pilots who missed out on our team for the Owens could have, on their day, gone close to winning the world championship.

Apparently there is a 'very real possibility of two world championships being hosted in Australia this decade'. If this is the case, then perhaps we could set a precedent by introducing such a qualifying system if it can't be done before then. Even if the Poms get the extra pilots in, it would at least be a fair chance for anyone willing to put in an effort! ♣

Mark Fisher aerotowing at Tabulam - photo Hayden Miller



From Crutches to Soaring

Chris Kearns

After suffering a broken leg on my very first attempt in April 1991 pursuing a lifelong dream of skydiving, I thought that the thrill of flight would be relegated to my dreams. However, a phone call from a friend in my home town of Albury just before Christmas 1992 put my mind back in flying mode. He'd seen an advertisement for paragliding in the local paper and suggested we "give it a go".

I flew to Albury for Christmas and two hours after landing I was madly running up and down a training hill in 40° heat. On one of my training runs I was lifted a few metres into the air and thoughts of landing with a thud came rushing back but a feather light landing had my confidence level right up.

However, it was shattered later that day on my first "real" flight when my "takeoff" saw me doing cartwheels over rocks and other nasties. I took off again immediately to avoid being completely unnerved by the whole situation. Once in the air I thought, "what a rush!" until I discovered my radio was not working and my "first flight" became my first "solo flight"! With no instruction I was lucky to make the landing paddock but I wasn't smart enough to look at the windsock and made a not so elegant downwind landing. With thistles protruding from every stitch of clothing and confidence in unpowered

flight at an all-time low, I had completed my first flight; with a grin from ear to ear!

I completed about ten flights around Albury over that Christmas break. I left to go back to Sydney having enjoyed my first experience with paragliding but undecided as to whether I would bother continuing. I thought it wouldn't be until the following Christmas break that I would get another chance to fly but the same friend called again and suggested a week long trip to Adelaide in October. Our Albury instructor, David De Gunzbourg (the "Frog"), had moved to Aldinga Beach, just south of Adelaide. Being loyal students, we thought "why not" and the "Frog" assured us we'd all have our licences before the week was over.

The week started well with six flights off Mt Terrible ending with a sub ten-second hundred metre sprint with our paragliders after stepping on a snake!

Day two was our first crack at coastal flying but with unfavourable conditions, we only managed a few sled rides to the beach at Ochre Point and Sellecks Beach.

Day three was much better at another coastal site, Tunkalilla and day four was rained out (great day to get the theory out of the way and sample some of the local wines - not at the same time!).

Day five, our last, was looking pretty bleak and I thought that with seven flights needed just to reach thirty, I would never get my licence (two members of the group already had theirs and

another earned his earlier in the week). However, the "Frog" called and said that another coastal site, Myponga, was "on"!!!

We arrived at Myponga and were very excited by the conditions. The wind was very consistent and after watching the "Frog" take off and top land we were all itching to try it out.

My first flight only consisted of a few 180° turns but it was made special by the fact that I performed my first top landing; what a thrill!!! And you don't have to pack up the paraglider; just take off again!

The conditions remained perfect long enough for me to squeeze in ten take offs and top landings and included one twenty minute flight which could have been longer but for a misunderstanding with the "Frog". I thought he called me in to land but he was signalling not to go too far out over the water. A final sled ride to the beach capped off the day nicely.

Murray and Phillip had one bombout each (sorry fellas, had to get that in!) and had to endure the long and dangerous trek back to the top. My sister, Paula, had a great day too apart from a few "bottom-top landings" (i.e. a top landing on her bottom!!).

Myponga made the difference between an average trip and a trip well worthwhile. Thanks to the "Frog" for his instruction and also for putting up with our whinging about the weather.

So to all one-time injured aviators, don't let the turkeys get you down; give paragliding a go!

Sky Cycles P/L Trike Sales & Training Sole Australian Agent for Solarwings/Pegasus

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The professional flying instructor is to understand the basic principles of Flying Instruction and integrate these principles with the necessary Training Techniques.

BASIC PRINCIPLES OF INSTRUCTION

- * Treat your student with **respect**
- * **Communicate** both ways. Check the message is received and understood
- * Be willing to **admit** you made a **mistake**
- * Treat the **cause** - not the **symptom**
- * Be sure to **transfer responsibility** from you, the instructor - to the student
- * The professional instructor is to **assess** all circumstances of instruction - not only **personal** instructional skills, but the instructors under their employ
- * The professional instructor will achieve **Flying Instruction** not **airtime**

© PARNANG - ADVANCED INSTRUCTIONAL CONCEPTS BY ROBERT LORETAN

I have been asked for comment on the Student Training Briefs developed by PARNANG for trike pilots and instructors.

My observations are that this system represents a significant step forward in instructional concepts. The student briefs are simple and concise, without being so simple that essential safety detail is compromised.

In General Aviation and Sports Aviation many of the briefing systems are extremely old fashioned, with disjointed thought lines and old wives tails more evident than sound science - without any reference to the known science of skills information processing.

The Parnang briefing concept designed for triking, is at least thirty years in advance of the recreation side of general aviation. The briefs adopt an information process module used in advanced aviation training - in a modified form. A significant problem may be that some instructors will not understand the instructional advantage, and attempt to reduce this superior training system back to a primitive general aviation level. This would indeed result in a backward step for trikes.

The only real way to understand this method of instruction is to attend a briefing, or the excellent instructional seminars established by Chris Brandon of Flyright Aviation - Newcastle.

Robert Loretan Profile:

- In excess of 14,000 hours / from small ultra light aircraft and trikes - through to supersonic jets
- ATO for CAA, and holds all testing approvals
- VIP pilot for Royal Australian Airforce
- Served in the United States Airforce Human Resources Laboratory / specialising in skills psychology
- Served with RAAF CFS jet aerobatic team - The Roulettes
- CFI at NASA - prime objective of developing systems for skills training and specialising in instructional design systems
- Owner of Escadrille Aviation Academy - Cessnock / CFI and CAA Testing Officer
- Trained over 1000 pilots in his instructional career

BASIC INSTRUCTIONAL TECHNIQUES

- * **Reflect enthusiasm**
- * **Always pre-brief** student of the intended flight
- * Use **Keywords** only - don't over instruct
- * Define - "**Handing Over**" - "**Taking Over**"
- * Determine **what** the student is **seeing**
- * Demonstrate directive first - allow student to attempt **without interruption** - unless life threatening
- * Re-assure the student on **positive aspects** of the flight
- * **Perception** - recognise what the student perceives
- * De-brief with **constructive** comments
- * Maintain a **PROFESSIONAL ATTITUDE** at all times

**Airmanship begins at home.....
the primary aim is to avoid unnecessary risk !**

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Proprietor and HGFA Chief Flying Instructor, Chris Brandon began weightshift flying in 1973 when his father was involved in towing delta kites behind the family skiboat. Chris and his father Eric Brandon, regularly flew around Lake Macquarie and entered many Australian Kite flying competitions.

For over 20 years Chris has been involved with the development of weight - shift flying from the early kites to the sports of hang gliding and trike flying we have today.

Chris developed the Hang Gliding Federation of Australia trike pilot instruction and instructor certification systems, which are accredited by the Civil Aviation Authority of Australia. In addition, an active involvement with the design certification, manufacture and quality assurance for the production of weightshift aircraft here in Australia.

With this experience, Chris understands the importance of having basic flying skills taught correctly, within the confines of safety.

Flyright Aviation are available for you to arrange a time to get, "your ticket to fly....."

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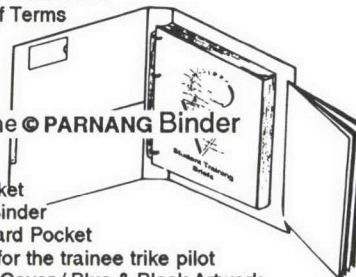
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WRITTEN BY JOHANNE PARNICZKY and CHRIS BRANDON

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Around About . . .

Hang Gliding and Soapies

Country Practice, a Channel 7 production, will feature hang gliding in the series going to air August 23rd and 24th. The TV station has consulted with our Executive Director and Bill Moyes, so let's hope they give a realistic portrayal of our sport and not the usual overdramatisation that the media so often employs.

New High Performance Glider

Moyes have just released a new high performance glider to coincide with the 1993 World Championships held recently at the Owens Valley, USA.

The new glider, the Xtralite, is currently available in 2 sizes, 137 and 147. The Xtralite boasts more performance with improved glide at 40 mph, improved sink rate due to a new design airfoil, and a top speed of 70 mph. The lighter handling and weight (137 = 29.5 kg and 147 = 33 kg) is attributed to the new leading edge construction.

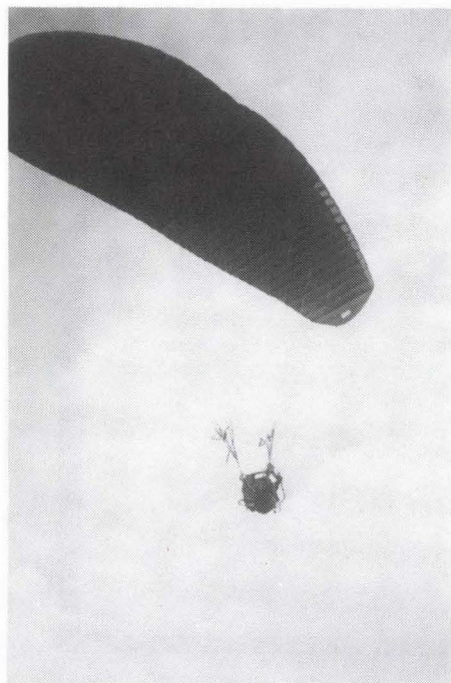
Set up time has been reduced with only 10 mainsail and 4 undersurface battens. The new enclosed fibreglass tip lever now gives the sail a cleaner, refined tip.

For further information contact your local dealer or the Moyes factory.

New Flying Book

Performance Flying by Dennis Pagen is aimed at all level of pilots. The book contains 13 chapters and includes some 334 illustrations by the author and 70 photos. The subject matter is varied and interesting, covering fear, flying high performance gliders, equipment for advanced

An invisible pilot...?



soaring, thermalling, downwind and uphill landings, and speeds to fly.

There is also a guide to towing, aerobatics, tandem flying and hang glider design. An appendix, glossary and index help in locating information quickly. The book also contains many quotes and anecdotes from well-known pilots world-wide.

Available in Australia from Moyes Gliders, 173 Bronte St Waverley NSW 2024, phone 02 3875114 or fax 02 3874472.

Honorary Membership

The British Hang Gliding and Paragliding Association (BHPA) recently voted Francis Rogallo and John Dickenson Honorary Members of their association.

"Rogallo developed the aerodynamic principles of the flex wing and Dickenson pioneered the design of the flex wing hang glider."

The BHPA's decision compliments John Dickenson's Life Membership of the Hang Gliding Federation of Australia, granted several years ago.

Press Release

As a result of tests concerning the shock absorption of the different dorsal protection on the market for paraglider pilots, Scorpio has released a new harness, "Sandwich Perf". The report, test results and further information on the harness are available from Scorpio, RN5 Margeneel 74200 Thonon France, phone 33 50725890.

Notice From FAI

Straight distance to a goal

FAI have recently had to disregard two record claims because they did not meet the requirements in the Sporting Code, General Section, paragraph 2.3.6.2 (Goal Flight) and 2.3.13.2 (Landing Place). For Goal Flights World Records a pilot is not allowed to land at a point remote from the Goal as indicated in his Flight Declaration.

Speed Flights

There are sometimes problems with pilots trying to set speed records. They try to plan their flights and calculate the distance to the exact record distance. Instead they should make sure that the distance is well above the record distance. The pilot's speed is measured over the actual course distance, not over the record distance. This enables the pilot to plan an optimal course for his triangle, or out and return flight. He also does not risk that his record attempt fails because the distance is calculated too short.

Barogram printouts

FAI also often receives barograms that do not show all the required information. FAI have recently received a printout with a non-identi-

able signature and no other indication about the flight, date, pilot etc... at all. National Aero Clubs should also scrutinise more accurately the record dossiers before they send them to the FAI. It is always a loss of time to send documents back and forth.

Record Application form

CIVL have recently approved a Record and Badge Application Form which pilots are encouraged to use. Using this form will make it much easier to provide all the documentation required for a World Record.

Denis Cummings is Australia's FAI co-ordinator and can be contacted for any information regarding record flights etc. on phone/fax 066 856287.

Drug Testing and Sport

ASDA (Australian Sports Drug Agency) is working internationally towards a fair and consistent approach to the drugs in sport issue. There has been some concern over the apparent lack of commitment to this issue by overseas countries and international sporting federations.

In Australia ASDA has brought together a number of elite athletes to 'have their say' on drugs in sport issues. Known as the Athletes Advisory Group (AAG) with members from all states, it currently represents 18 different sports. The informal meetings are held every 6 months and is a means of keeping athletes informed and also to suggest improvements to the operation of ASDA's drug testing program.

Further information can be obtained from Tony Wynd on 06 2811822.

Common Myths about ASDA

Myth: ASDA is the 'drug police' and the drug testing program is designed to trap and catch offenders.

Fact: The aim of drug testing is to deter competitors from using prohibited drugs and practices - not to catch and punish as many athletes as possible. Drug testing is backed up by a comprehensive education program designed to reduce the harm associated with drug use in sport.

Myth: ASDA applies sanctions to athletes who test positive for banned substances.

Fact: Individual national sporting organisations (NSOs) are responsible for enforcing sanctions. ASDA informs NSOs of positive results and is available for consultation and advice on drug testing policies.

Myth: ASDA is part of the Australian Institute of Sport or the Australian Sports Commission.

Fact: ASDA is an independent organisation, established by an Act of Parliament in 1990.

Air Speed Indicators and Copies

Hall Brothers Manufacturing Company

recently advised its agents by letter of "a Hong Kong copy made of the Standard Hall Airspeed Indicator/Wind Meter". Hall Brothers believe that the copy's similarity has caused confusion to pilots. Also that "the person behind this (copy) is recommending that dealers buy his Hong Kong wind meter and purchase Mounting Brackets from Hall Brothers." Because of this, Hall Mounting Brackets will only be sold to dealers who also purchase Hall Wind Meters.

Hall Brothers supply parts and will repair or replace any Hall Airspeed Indicators/Wind Meters at a cost of \$6 postage to the USA.

Contact Australian dealer Rod Birrell, Ultralight Flying Machines, 03 4312131.

Ed's Note: Readers can find further letters regarding the above in June and July 1993 Hang Gliding (USA).

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"Guess I'll miss her."

New FAI Registered Record Attempts

Name: **William Woodruff**
Nationality: **USA**
Class & category:
Hang gliding Class 2 (Rigid Wing) General category
Type of record: Straight Distance
Perf claimed: 230 km
Date: 26.6.93
Glider: Air Sports International Vector
Site: TBA
Present World Record:
William Reynolds, 223.7 km,

27.6.88
Name: **William Woodruff**
Nationality: **USA**
Class & category:
Hang gliding Class 2 (Rigid Wing) General category
Type of record: Distance via single turnpoint
Perf claimed: 234 km
Date: 26.6.93
Glider: Air Sports International Vector
Site: TBA
Present World Record:
No record registered

Class & category:
Hang gliding, Class 1
Female Category
Type of record: Gain of height
Perfor claimed: 3970 m
Date: 1.12.1992
Glider: Wills Wing HP AT 145
Site: Kurman Airfield, South Africa
Present World Record:
Tove Buas-Hansen, 3657 m,
6.7.89. ♣

Name: **Judy Leden**
Nationality: **United Kingdom**

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Off The Edge

by Geoff Dossetor

I once wrote an article for *Skysailor* in which I mentioned that many of our flying compatriots have a fear of falling. Not while they are standing, clipped into their glider and about to run off a cliff, but while they are looking over the edge unattached to anything. Skill, knowledge and experience enable us to safely run and launch ourselves off that cliff. We overcome the fear of falling because we know our glider will carry us safely away to enjoy what, I feel, is the most amazing pass-time ever discovered.

However, there are a number of factors involved in reaching a landing field and safely touching down. Firstly, there are glider manufacturers who, over the years, have developed a safe aircraft. Next there is each individual's responsibility to correctly assemble the glider, attach themselves to it and fly it properly. There is the instructor's responsibility to safely and correctly teach pilots to do this. Also there is the system: the rules, regulations, procedures and organisations, which exist to enable us a free a flight as is possible.

Some people seem to disagree with the above. We still have those who teach themselves how to fly. Those who are not instructors but teach others. Some instructors don't follow the rules set down by the governing body. There are even some who see the governing body as unnecessary but still fly as non-members. Often these people get away undetected, unharmed and not at all deterred from continuing to do it in future. I would like those people to someone about to launch off a cliff with frayed hang straps. The straps might not break and even if they did you may be lucky enough to survive. But take a look over the edge of the cliff unattached and you might find good reason to be afraid of what could happen.

Let me put all of this into perspective. I am an accredited instructor in Australia and now in New Zealand. I gained my instructor's qualification by completing all the requirements set down by the HGFA. Compared to New Zealand, the

Australian requirements are quite strict as are many of the requirements for other ratings and endorsements. However I feel that they are appropriate to develop suitably safe and competent instructors. I adhere to the rules and only progress my students to new skills once they can perform the basics to a high standard. Radios are always considered a fallible aid to instruction and students should always have a backup flight plan in the event of radio failure. I incorporate a great deal of verbal and visual theory into any training sessions. Once my students can perform skills safely and consistently, I gradually transfer the decision making responsibility onto the pilot. The pilots who graduate to a novice standard should, therefore, be capable of judging good conditions and be able to fly safely without

...you might find good reason to be afraid of what could happen

instruction in such conditions. There are many more considerations involved in being an instructor, but these are some of the most fundamental rules I stand by. If you instruct in hang gliding or paragliding and break any of these rules then I suggest that you carefully read on!

In May last year Hendrik, a student of mine, was involved in a fatal accident. I had been instructing him via radio on his first soaring flight in near perfect, light ridge soaring conditions. He had been thoroughly prepared practically and theoretically for this flight, and for fifteen minutes in front of launch he displayed safe and competent skills that enabled him to continue soaring without further radio prompting. We could hear him hooting with joy at finally achieving a soaring flight. He knew from his pre-flight plan that he was not to fly close to the ridge (the lift band was large) and that once below launch, he was to fly out to land. He was told that he could continue soaring as long as he obeyed those rules.

Cloud base began to descend on launch, however another pilot informed me over the radio that the far end of the ridge was clear of cloud and requested that he could stay up since conditions were so good. I granted him and Hendrik permission to continue soaring with two other more experienced pilots, given that they obeyed the pre-flight plan which also included keeping well clear of cloud and not staying up too long. I

could not see them once cloud descended on launch, however I was confident that they both were capable of flying safely given that they followed the flight plan.

Soon after this I was informed over the radio that Hendrik was low and scratching in close to a rock face. I radioed to him that he should not be flying in close to the hill and that if below launch he should fly to the landing field. What happened after this is not certain but apparently Hendrik climbed briefly to join the others higher above the ridge. He then sank well below launch height and was heard to impact with the rock face. I was then informed over the radio that he had crashed.

In his enthusiasm to fly, it seems that Hendrik decided to disregard his pre-flight instructions and radio instructions during flight. In flying close to the hill he was probably attempting to stay up soaring with his friends instead of flying out to land as he had done on other high flights. Even though he had been warned on a number of occasions as to the dangers of wind gradient turning a glider into a hill when flying close, it seems that this is what happened. Damage to the Mars 170 he was flying indicated that he clipped a wing and then impacted on the rock face. There was no indication of equipment failure. He is assumed to have still been in prone on impact, when he broke his neck and died instantly.

I have only begun instructing again this year following the coronial enquiry into this accident last April. My instruction, how I gave it, how I justified it, how I was qualified to give it, and whether the rules and guidelines provided by the HGFA were appropriate, were the major details put under the microscope by the police and in particular a lawyer representing Hendrik's family. I must thank all of those people who backed me up in court and those who supported me. I am particularly grateful to John Langmead for representing me so well in court. After three days of some amazing allegations, I was completely cleared of any wrongdoing and the HGFA's rules and procedures were deemed appropriate. I am now instructing in New Zealand with renewed confidence. Although I would not wish such an experience upon any instructor, I now use it to re-enforce to my students the importance of obeying instructions, remembering the theory and following the rules. I hope that Hendrik's death and the pain it caused for so many people, can help to prevent anything like it happening again.

This brings me back to those fundamentals of instruction. Had I broken any one of those rules then I suspect I may have been in trouble at the enquiry. The HGFA, that governing body which some like to criticise and accuse of over-regulating our sport, praised me for being so diligent in following the rules and guidelines that they had

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set out. Rules that were scrutinised in court and finally given the OK. I don't know how enthusiastic the HGFA would be to backup someone who made their own rules, but I'm sure a coroner would not look kindly on such instruction.

Hopefully this article can help all pilots learn something. I particularly want to get the message out to certain people. Are you instructing without officially being qualified? Of those who are qualified, do you progress some students too quickly in order to keep up with a more advanced group or a set schedule? Do you rely on radios to tell students what to do when they are unlikely to safely complete a flight plan on their own? Does your programme lack the theory to enable safe flying at each stage of learning? Do your students fly in unsuitable learning conditions? Upon leaving your direct instruction are your students not competent in some novice skills or unable to judge when conditions are suitable for them? Most people will say no to all of these questions but if the answer is yes or you are unsure, then I suggest that you rethink what you're doing.

A German paraglider pilot spoke to me recently. He was shocked at paragliding students gliding off high mountains by the end of their first day in some areas of both Australia and New Zealand. He said that in Germany they would first have to spend four days on a training hill before they could do this. I admit to having never

been paragliding before, although I have seen a great deal of it being taught and practised. I acknowledge that for many people it is easier than with hang gliding to learn the practical skills and perhaps four compulsory training hill days is a little too rigid. I do worry though when I see first day students having their canopies inflated for them and then are virtually thrown off high sites on their first day. Exceptional students may be capable of this and most others probably get away with it safely but to make a schedule where everyone glides off a mountain by a certain time is highly irresponsible! Likewise I have seen hang glider pilots, not competent in major practical or theoretical aspects of flight, who should never be allowed away from an instructor until they are safe in all aspects. Each student should be treated as an individual, not part of a group and should progress at an appropriate safe rate.

This article is not intended to be an attack on particular people. It is to help people learn from my experience this past year. Some may say it could never happen to one of their students. I thought that by exceeding all the rules it wouldn't happen and I wish it hadn't. I do know, however, that I did everything I could to ensure Hendrik's safety whilst teaching him to fly. Don't take any risks!

Safety in our sport is a fine balance between the regulations, an instructor's responsibility and each individual pilot's responsibility. They

Position Vacant

Hang Gliding Instructor

Airports is seeking an instructor to work for a period of approximately 2 months over the competition season this summer. This position may be extended at the end of the 2 months.

We are seeking either a presently qualified instructor, or an advanced pilot able to complete an apprenticeship with us.

Applicants must be enthusiastic and talented individuals, with very good communications skills and willingness to learn.

Transport and accommodation provided.

Contact: Andrew Humphries
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Perth WA

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are all part and parcel of launching off that cliff and landing after an enjoyable flight. To upset the balance in any of those areas is like flying with frayed hang straps. A healthy fear of falling is certainly not a disadvantage! ♣

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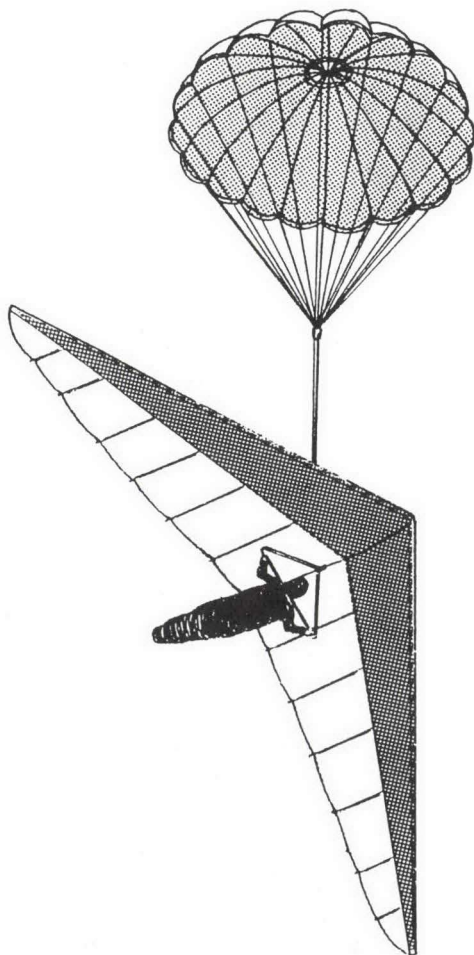
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Triking Update

by Joe Scott

Trike To The Top

The mega trip to Cape York and Thursday Island is well into the PRE-START STAGES!!!

Luke Carmody has been sending out info packages to prospective comers and to date we have 30 confirmed starters!!!

Imagine 30 to 50 trikes buzzing up the coast. You just have to be amongst it to believe it!!

Leaving from Mascot Airport (YES MASCOT, SYDNEY) on the 18th of September they will travel up the coast to Port Macquarie.

Flying to Coffs Harbour to do TIFs on the 19th and onto Tyagarah Airfield, Byron Bay for a Mega BBQ with Joe and Lena Scott... plus the new bub! With assistance from the Byron Bay hang gliding club.

A race to 10,000 ft asl at Byron Bay, via Mount Warning, followed by a glide to a spot landing back at Tyagarah (where Lena had better win, or I'll be in deeps __t) should set the pace for a good time ahead!!

More starters will be picked up from Tyagarah, Brisbane and Noosa heads where Bobby Silver will play host with more amazing adventures...

Onto Fraser Island and Bundaberg where Billy and Pat Korneef will surely make all welcome.

As with all little jaunts with trikes, the weather will play a huge part in the time table but stay tuned to keep in touch with this amazing flying odyssey!!

Call Luke Carmody for more info - 02 8745260.

Maintenance Tips

Incident Report 'Engine Out'

Aircraft: Trike Pegasus XL 462 UL
Pilot: Keith Emms

Plane was purchase from instructor in 1992, and was originally owned by an investor. The entire plane was completely stripped after original sale and found to be in new conation and hours considered to be zero.

At 115 hours an 'engine out' lasting approximately 4 seconds was experienced. Air ingestion was suspected as aircleaner and spacer collar found loose. As a precaution, plugs, carburettor, points, fuel filter and aircleaner were all replaced or serviced.

At 119 hours and 2000 feet, I experienced another 'engine out'. Problem found to be diaphragm hardened in pump.

Verdict: the plane had apparently stood stored for 2 years or more and the diaphragm had 'gone off'.

Lesson learnt: replace diaphragm if engine is not in use for a considerable time.

The 100 hourly servicing proved timely indeed when one carbie needle was found to have worn through one jet setting and half way through the next. In its configuration, one cylinder was running quite a bit leaner than the other. Some little more running time would certainly have led to an engine stoppage and possibly expensive internal damage.

CHECK YOUR NEEDLES EVERY 50 HRS minimum.

Make sure you warm up your engines at 3000 rpm for at least 3 minutes before trying to leap into the air.

Penrite TS40C oil is a little more expensive but well worth it in the long run for your engine. Try it, you'll like it.

Aerotowing...

The latest, and hopefully final, tow release from Airborne Windsports is starting to show up on trikes.

The price tag of \$400.00 seems a little steep at first but the amount of design work and time put into this quality and perfectly fitting release is a credit to Shane Duncan.

New and surprisingly easy adjustments to slow the Edge to a nice towing speed should see plenty of towing happening this summer, should the HGFA finalise the towing criteria??!

Moyes trolleys are proving to be a big winner with ease of launches attractive to hang glider pilots. Don't forget how to foot launch as some day the dolly won't be there...

Once again the price tag of around \$400.00 seems a tad high for a bit of old hang glider tubing and a couple of wheels.

After searching for suitable wheels at \$125.00 each and finding a pipe bender, plus timber and doing adjustments etc, I saved about \$50.00 and maybe have a better trolley but it took a week of hassles to do so. Hassle Bill for his best price and get a good trolley first up.

Maybe Airborne will come up with one...???

Trike Committee

As an advisory body now the Trike committee can take on a whole new look. Chris Brandon has resigned due to work commitments setting up **Fly Right Aviation**.

Joe Scott has resigned as competitions director due to work and **new baby** but is available to assist or advise anyone who wishes to take up the position of running trike comps...

New Aircraft...

Brian Horsely of Tasmania is making waves with his F.I.B. (Flying Inflatable Boat). Stay tuned for his story of pure **FUN** flying aircraft.

Trike Directions

Points were raised by Glenn Wilson in May Skysailor about the futility of trikes being handled by two aviation bodies.

Glenn may be right but it's a pity he did not come up with new ideas or solutions to an old question, rather than a cheap shot at self advertisement. Glenn did not mention that he is the

only qualified trike instructor in the AUF (or that is what he claims in "Market Place" ads.)

The HGFA is leading the way in trike development and every pilot, instructor or CFI can be well proud of their certificates.

Glenn was correct in that we do have too many bodies governing sports aviation. What with the HGFA, AUF, GFA, Parachuting and Balloon federations there are so many doing so much to rule so few...

I have students who fly gliders, ultralights, hang gliders and now trikes... lots of membership fees...

A HGFA trike pilot recently got his AUF 3 axis ticket. He wants to lessen his membership costs but his HGFA trike licence is not recognised under the AUF and he cannot fly a HGFA registered aircraft on his AUF licence....

Now we have a new magazine just around the corner for sale at newsstands: "Pacific Ultralights", chasing very different, interesting stories to make it stand out from the crowd. Estimating huge readership to attract stretched advertising budgets...

Yes we do need a quality sports aviation magazine at the news stands, but I'm afraid with a target market of ultralight pilots and potential, then 'PU' will slowly drain the pocket of its backers and sink into the sunset as did Sky Sports...

If we let our imagination run wild for a moment and say, amalgamated our associations into Australasian Sports Aviators Association, (Yes include NZ and maybe even QLD!!) ASAA may have a huge impact and readership. We could, if necessary divide the magazine into sections for hang gliding, ultralights etc... so that you could just go to your section and forget about the rest.

Your membership fees could be divided up to go to your respective type of sports aviation and your membership card could indicate which type of aircraft you fly.

You the pilots would not have to join the HGFA to fly Hang gliders & trikes, the AUF to fly a Drifter or the GFA if gliding was also in your skills.

I mean, at the moment an AUF trike pilot cannot fly a HGFA registered trike!!

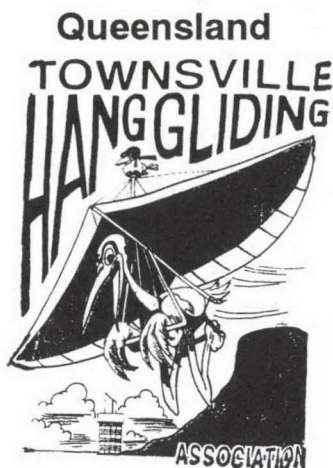
IMAGINE the full gloss colour magazine we could afford, as the advertisers would only need to advertise in ONE magazine.

Hang glider pilots could find out what is going on in the ultralight world, get excited about 1000 km triangles completed by glider pilots, parachutists could begin to imagine the fun of flying 100 km under canopy!! We could even get together for fly-ins and the like... have fun!!

On second thoughts it's all too scary, let's just go back to our own little worlds...

Let us hear your thoughts on any or all of these issues or any new ones you have to offer your fellow AVIATORS. Bye for now. ♣

State, Club and Region News



A sad month for the Townsville Club. One of our members, Peter Bolton, a very experienced pilot both nationally and internationally, is no longer with us. Peter, who was in this area for barely six months, brought and shared a wealth of experience. Many within our small club can now spot a mini-skirt from 4000 ft but no-one has spot-landed so accurately on so many occasions as Peter with that inimitable line, "Hi! I was just passing and thought I'd drop in. Let me get out of my harness and then you can show me your" It worked every time if slaps across the face are anything to go by. Just recently Peter was found to have a serious condition, a work ethic, a condition foreign to we North Queenslanders, and has left us for cooler climes and a job. Many of our members shudder at the thought. As has been his trademark here, Peter left us with a personal flight which blitzed the previous best. Farewell, Peter and good luck. Now I must go write a letter to the mothers of Townsville girls and tell them it's safe to let their daughters out again.

A welcome sight recently was a couple of sun-seeking Victorian paragliders, Michael and Leanne. They saw us towing and came over for a chat. Our resident expert informed them that in Townsville, week in and week out, the wind blows at 15 knots plus as predicably as me not winning lotto. "This may be a little too strong for towing paragliders," I, I mean, he suggested. Sure enough the next week I didn't win Lotto again but the wind was really light and a perfect day for them. A great sight to see. Both were used to being towed behind a winch and the catapult effect of the static line on the tow bridle came as quite a shock. "It snacked nee in ne nouth," said Mike, relating how the biggest, heaviest weak link I have ever seen catapulted back into his face. Leanne didn't mind as there was more of his lips to kiss. "Come down to Victoria and do some proper flying. Anytime. We'll put you up," they offered. We took this as an open offer to all 19 members and we'll decide on a date at the next club meeting. Will we need to bring linen or will you supply that?

Brad has just returned from a marathon trike trip with Kevin Magennis to Bathurst Bay, Cape York and back, arriving home almost a week late due to "adverse winds". The photos of the trip, however, would suggest that it was the size of the Queenfish that was the cause of their tardiness. Another excuse was, "The 4 wheel drives couldn't get through with the fuel." Again the photos suggest that if trikes ran on Fosters there would have been no problem.

Gary "Buck" Rogers has been doing his PHG course with Kevin while continuing to build a trike. Our students should soon be finishing their course, adding a little more depth to the club. We hope that our slightly higher profile with a recent airshow and upcoming exhibition flights together with a broader flying base will lead to an expansion of our operations.

It has been suggested that clubs should publish a list of pilots who are willing to be contacted by any pilots passing through. Townsville Hang Gliding Association would like to extend this offer to anyone passing through our area and request that you contact us before flying due to the delicate nature of certain sites.

Finally at the NQHGA AGM it was suggested that Skysailor might publish contact numbers for visiting pilots. Due to the sensitive nature of our sites we request that pilots in the contact us before flying: Pres Brad Cooper 077 792853, Vice-Pres Graham Beplate 077 732913, Sec Robin Dawson 077 819182 H, 077 819432 W, Craig Phillips 077 799299, Gary Rogers 077 792645; but please don't bring your weather with you. We like it beautiful one day, perfect the next.

Regards, *Robin Dawson, Secretary*

Capricorn Skyriders

The Club AGM was held on Saturday 24 July 1993 at the Yeppoon Sailing Club. An unprecedented 25 pilots and new members turned up; a far cry from last month's 4 financial members.

The new office bearers were appointed and their names and contact numbers are now in the front of Skysailor. We wish to thank the outgoing President, Secretary and Treasurer for their work in holding the fort. Special thanks to Maree for finalising incorporation.

Meetings have now been limited to 1 hour only, starting promptly at 6 pm and finishing at 7 pm. Monthly meetings are to be re-established. A coastal fly-in at Rita-Mada followed by a low key social meeting and dinner at the sailing club is to be held on the 21 August 1993. In this way we hope to establish better contact with students and novice pilots and establish a profile within the community.

Several new and exciting sites have been opened in Central Queensland and enthusiastic pilots have been rewarded with long flights in this dry winter season. It is a little sad, however, that the Cairns club newsletters and articles failed to mention Andrew Atkinson's unerring help both on the ground and in the air. Not only has he flown consistently further than any other pilot at Marlborough, but is always on-air to give advice to other pilots. How about credit where credit is due, guys? The day Nev flew 108 kms, Andrew flew 170 kms to Dysart, helping all the other pilots on the way.

The frenzy of clearing continues with the Wowan site becoming established and looking promising for record breaking flights. Remember as the season approaches that Central Queensland is a sparsely populated area and successful flying days require a pre-determined goal, a map, a driver and the courtesy of landing beside a road or house.

Upcoming projects include a social BBQ with landowners at Marlborough, a flyin at Rita-Mada on 21 August 1993, a discussion on local safety guidelines and fundraising discussion for the club.

Bron Ahern



Canungra Hang Gliding Club

Canungra Classic News: Deposits have been taken for 55 out of 70 places. A club meeting

Trike Instruction

at beautiful Noosa

train on Edge or Pegasus

Sales & Tuition

Bob Silver, CFI

Soft side

for Buzzard Trikes

* UV proof vinyl

* 2 large pockets

* easy fitting

\$210 plus p&p

Skybound Pty Ltd

074 490065

018 707551



State, Club and Region News... continued...

decided that all entries are to be seeded on 1st September. Top 20 seeds admitted first. All others in order of deposits received.

AGM will be held 1st Saturday night in September. New executives to be elected.

The membership of our club is over 100 strong now, and still growing. Our meetings which are held on the 1st Saturday of each month, are not only informative but include lots of food, drink and good company.

At our June meeting two of our members, Tony Giammichele and Nick Dillane organised a mock incident. It focused on the correct procedures to follow in case of an accident. Special thanks to the Westpac Rescue Helicopter from Tugun, the Canungra Ambulance Service, Nick and Tony for all their efforts, Darryl and Trevor for being "the injured", and Bob for assisting with CPR dummies and all others.

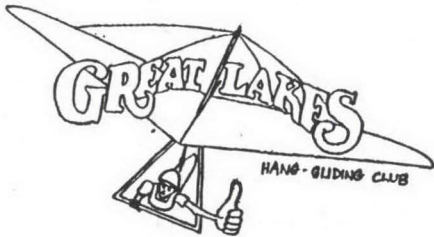
17th July saw our special benefit night for Ken Gibson's family. This proved to be a successful event with a roast spit, drinks, Mighty Mouse races and lots of fun.

Paragliding is becoming more popular in our area due to Phil Hystek who is now instructing here. For more info ring Phil on 018 155317.

Even though it's mid-winter, we are still able to manage a few 'thousand uppers'. Six of our members recently had a sensational scenic flight over the border ranges after launching from Beechmont and landing at Tyalgum.

Judy Durand and Jill Purcell

New South Wales

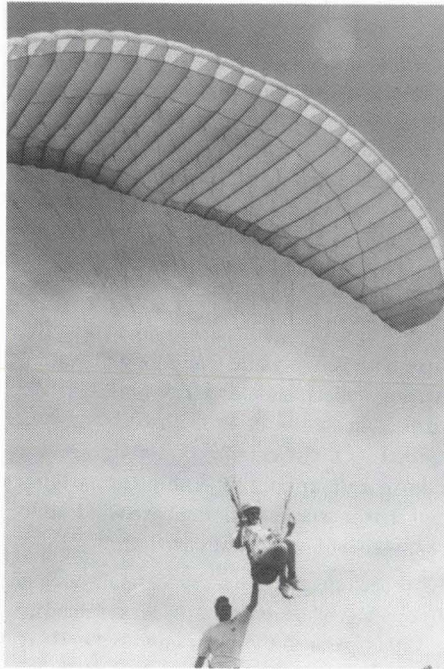


Great Lakes Hang Gliding Club Inc

Impossible as it may seem it is almost twelve months since the formation of our club. Our apologies for not keeping you more informed, however, due to work commitments, and the desire to eat three times a day, it has not been possible to find the necessary time.

We have had a very successful year with the club holding several events.

The first being our Christmas party flyin to which some forty pilots and friends attended. Blessed with excellent weather, (normal for this area), we all had some great flying and partying. Santa flew in on Sunday to the amusement of both small and big kids. Must have been a little confusing to some as Santa arrived around the same time by rubber ducky at the surf club party on the next beach.



Flying Mt Terrible south of Adelaide - p Chris Kearns

Congratulations to Geraldine Evans for winning the much sought after Bar Benders trophy. (No, it has nothing to do with the amount of time Geraldine spends at the bar.) The dressed pig was won by Brian Metcalf. It was rumoured that the pig would later occupy some of Brian's sleeping space.

The club, in conjunction with Kevin Magennis, also ran a weekend of introductory trike flying. During this weekend some nineteen people were introduced to the exciting world of trike flying. Our sincere thanks to Kev for his time and expertise in giving all a weekend to remember. Kev awoke early Sunday morning to the sound of my dog howling. He later confessed he thought it was some fancy alarm going off. Don't worry Kev, after a night like that it could have happened to any of us.

We also held a family camping weekend at old bar, during which we amused ourselves prawning, surfing, car towing and sampling the odd ale.

Two successful static displays were organised, one at the Aquatic Club and one at the K-mart complex, both creating much interest.

Thanks to Steve Bailey for a big effort and much time spent in organising the Incorporation of the club. Yes after months of frustrating phone calls and letters by Steve, we are now incorporated.

Our best wishes to Rick and Geraldine who have now moved to the Newcastle area. Our loss but Newcastle's gain.

Now a date to remember: 14 and 15 August 1993.

We will be holding our Annual General Meeting and a flyin. We will meet at the northern end

of Elizabeth Beach at 10 am both Saturday and Sunday for some local coastal flying, or if the coast is not on, we will fly one of our inland sites.

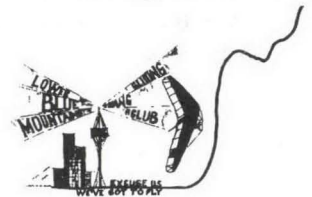
The meeting will be at the Pacific Palms Rec club at 7.30 pm Saturday night. Please attend if you possibly can. Remember you only get out of any club what you put in.

Tip For The Month

Be wary of, and replace wires which have discolouration spots on them. This is usually first noticed from stains on the sail and is due to the steel wire developing surface rust which can considerably reduce their strength. More maintenance is required if you fly the coast in the salt air environment. If you're not sure, seek professional advice.

Fly high and fly safe!

Lower Blue Mountains Hang Gliding Club



On a temporary and occasional basis only, we have secured the use of another local towing site. A quarry in Penrith, towing down a gravel road 1500 m long through the middle of the quarry. We spent a day there on Sunday 4 July. Landings are made back on the road only as the territory either side is quite rugged and includes lakes. It's a big incentive to make a good landing when coming down on a surface as unforgiving as gravel. One couldn't call it a site suitable for the inexperienced. It should, however, be quite a good thermal producer during the summer.

We have a new permanent meeting venue at the Sportsman Hotel, Kildare Road, Blacktown every last Tuesday of the month starting 7.30 pm from the July meeting. All are welcome.

That's all I can think of this month. Safe flying to all of you. See you on the hills.

David Middleton, President

Northern Beaches Club



We're back again. This month we have seen the end of an era for the Northern Beaches Club with the retirement of John 'the flying beer barrel' Hajje as president. Since being elected in May 1990 John has taken our club to continuing heights and in the process raised the image of hang gliding in the eyes of the general public. John's great achievements saw the granting of permission to fly within Mascot's controlled airspace, firstly for Australia's first Hang Gliding Expo, followed by permission to aerotow off the beach during Dee Why's Wine and Food Festival. He has left a position which will be

hard to fill and the thanks of our members will never be enough for the work he has done. Thanks again, John!

We of course had to elect a new president, and saw Jim Allen elected in a vote bordering on a military coup. No one else was nominated. "Imelda" Rose, his First Lady, has now taken up collecting shoes. We all hope, Jim, that you can do as good a job as the 'voice' up the front instead of the 'mouth at the back'.

This month's meeting also saw the announcement of Adam Hunt's intended departure to London for the purpose of furthering his career. Those of you who know Adam will by now realise that Adam is not well. We should have known when he had his hair cut. The next thing you know, he will be attending cat shows and admitting to flying paragliders. We hope this does not mean the end of our beloved 'Miles Craven Adventures'. Good luck Adam and we hope you get well soon.

On a more serious note we must mention the use of Rylestone Air Strip. We have voted to apply a nominal fee of \$5/day/pilot to help recover cost incurred to the NBHGC. This money can be given to any NBHGC member at Rylestone (willingly please) or be posted to NBHGC, PO Box 239, Harbord NSW 2096. Please do the right thing so that Rylestone can remain available to all.

There has not been much good flying lately, due to some people resorting to different activities. We wish to congratulate Paul Bowers and Sandra and also Craig Hoddinott and Diane on the birth of their children.

As always the NBHGC is organising a full calendar of events to promote our sport and aid those members who are new to the sport. You will see by our calendar we are again organising this year's Expo at Dee Why and a flyin on most months. The flyins are aimed at the novice pilots who may feel better flying in the company of more experienced pilots. So please take advantage of these opportunities.

Feel free to join us at our next meeting, 1st Tuesday each month at Jades in the Dee Why Hotel.

Northern Beaches Hang Gliding Club Calendar 1993

August 21-22: Rylestone working bee & aerotow weekend

September 7 meeting: films & slides from Paragliding World Championship

September 11: Long Reef flying, working bee & BBQ

September 18-19: Flyin based around Lee Scott's gliding park

October 5 meeting: Dr Judith Goldstone to talk on the subject of orientation & balance whilst flying; videos & slides from the Women's World Championship & hopefully a few words from Toni Noud

October long weekend: to be advised

October 16: Comp/flyin with Newcastle club at the Watagans

November 6: 1993 Hang Gliding Expo at Dee Why Beach followed by a party at the Surf Club

November 9 meeting: hopefully a discussion on XC flying techniques (by someone who can fly with their eyes shut)

November 28: Flyin at Blackheath

December 4-5: Pacific Palms flyin

December 7 meeting: to be decided - any ideas welcome.

Contact Jim Allen or Ian Duncan for updates or just attend our monthly meeting!

Wanted: tractor and slasher to maintain Rylestone. The club can pay up to \$1500.

Ian Duncan, Secretary



The ACTHGA AGM was held this month and all existing committee members were reinstated unanimously, except Owen Keane who stepped down due to other commitments. I am not sure if that was a vote of confidence in us, or a case of if you are silly enough to do it, we will let you. I hope not the latter.

The committee are: Phil Robinson, President; Gary Lilley, Secretary; Anthony Gerrard, Treasurer; Peter Muffet, Senior Safety Officer; Shaune Keane, HGFA rep; Peter Schwenderling, Site Officer; Neil Bolton, Public Officer.

Our club has continued to grow over the past twelve months, thanks to the efforts of our local instructors. Also, I believe that a well organised club is successful in attracting new members and holding existing members. We all benefit from a strong club, and together we can achieve far more than as individuals. A strong club is one where everyone contributes, so if you want to get more from your flying, put a little effort into your club. The old saying of 'you only get out of it what you put into it' is not quite true. You always seem to come out a little in front. There is a lot more that needs to be done and you can help.

We have made some significant achievements during the past year. Many of our existing sites have been improved. Lanyon take off has been greatly improved, Gearey's Gap has had some trees trimmed back to improve top landing, and Pig Hill has had a lot of clearing from the north and east take off. The club winch has had a lot of work done on it and is now in prime working order. A number of new sites have been investigated with some success. Castle Hill is now an approved site and others are still being negotiated. The balloon drop during the Canberra Festival gave hang gliding a high profile and contacts with CAA

were invaluable. Our own local newsletter is now being posted to all our local members to keep everyone informed on what is happening even if you can't get to the meetings.

Through the year ahead we hope to get some club and inter-club competitions underway, just to keep things interesting.

Club Awards

The Paul Geissler Sports Safety award, awarded twice yearly, was awarded to Tove Heaney for her contribution to the club, and her commitment to safety and helpful supportive attitude to all pilots.

The monthly Eagle Award went to a paraglider pilot again, Sonia Keane, for a flight at Boorowa. Other nominations were Tim Cope for a good flight at Pig Hill and Anthony Gerrard for some good work in successfully negotiating with CAA to de-activate a portion of controlled airspace to fly trikes for training.

The FAARRRC Award went to John Malnar a novice pilot who decided to fly in less than favourable conditions and ended up over the back of Spring Range, narrowly missing power lines on the way, getting severely rotored on his way but somehow managed a safe landing. Then on his long walk back managed to twist his ankle, putting him on crutches for a while.

It hasn't been too hard to make cloud base this month. A couple of days we have been walking around in the stuff till late afternoon. One morning I drove to the top of Castle Hill for morning tea just to get out of it. Take off was just poking through and I can tell you the top of the clouds looked a lot better than the bottom on a cold wingers morning. I think I was the only guy in Canberra to see the sun that day.

Flying this month has been a scarce commodity, but there have been a few days that have produced worthwhile flights.

Till next month, fly high and safe landings.

Phil Robinson

* New Products for 1993 *

"OI' Eagle Eyes" Flight glasses with UV and blue blackout

New Tints: Tint 3 (very light), Tint 4.5 (light), Tint 5.8 (The Original), and Tint 7 (dark)

Lenses only: Fit to your favourite frames
Plain \$80, Single vision \$110, Bi-focal \$130

Framed: Wrap around (opaque or black) safety frame, wire (silver or black) and plastic (black or white)
Plain \$105, Single vision \$145, Bi-focal \$165

Electronic Tow Meters \$185

Ni-cad Car Charger (for all radios) \$38

North Coast Aviation Pty Ltd

Denis Cummings

PO Box 741

Byron Bay NSW 2481

Fax/Phone: 066 856287

State, Club and Region News... continued...

ACT Paragliding News

Ridge soaring is taking precedence over huge cross-country flights, but much more flying has been possible than we'd expected. We haven't been blown away very often at all. New 4WDs, new canopies and new flying suits are much in evidence.

Notable over the last few weeks were: We had a Sunday at Mt Spring where twelve paraglider pilots had a very enjoyable ridge soaring afternoon, in air as smooth as silk, just enough lift to keep us up.

Duncan Kelly flew to the Banks oval from Lanyon in his Apollo on a very gentle day, showing us that we can raise our sights a little as to what is possible in winter. Duncan picked up a good thermal half way out to the bottom of the hill and made it to 1500 feet over the valley quite quickly.

Tim Cope got stacks of airtime at Pig one Sunday, complaining that he got cold and that the only problem he had was figuring out how to get down.

A take off has been roughly cleared at Urambie Hills. This will take south-west to south breeze, and could be really good. For the ego freaks we'll be visible to the whole Tuggeranong Valley. It's been flown a few times, and it's sure nice to have a site that'll be useable when we can't fly anywhere else.

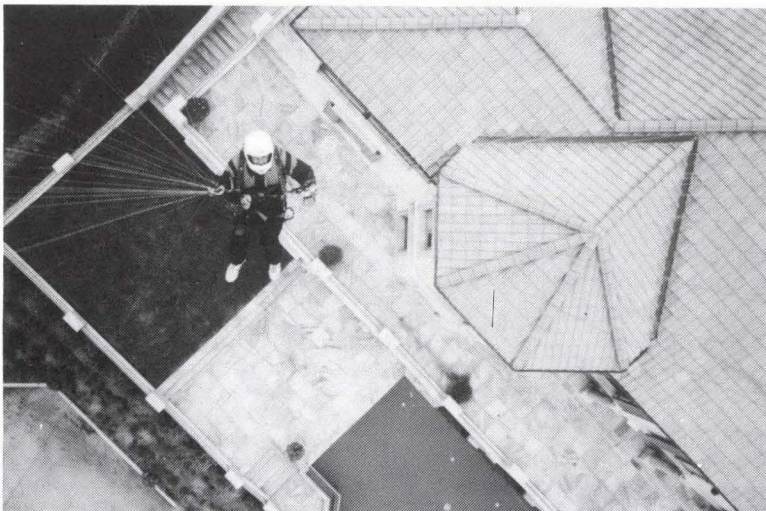
Neil Bolton

Victoria



Congratulations to all those new officer bearers who were elected at the VHGA AGM which was held at the Anchor and Hope Hotel.

A point of view - photo Jerry Stipek



I had nothing to do with the red voting slips I swear. But as you could see by the number of people who attended, anyone could have walked in and voted, and no one would have been the wiser. I'm sure that most hang glider pilots had no idea of the number of paraglider pilots in Victoria. It may come as a surprise but the Skyhigh Paragliding Club is the largest club of it's kind in Australia, with one third of registered para pilots on its books. The club also publishes and distributes Australian Paragliding News to half the para pilots in Australia.

The annual VHGA safety seminar is being held on 28 and 29 August at the SAAA (Sport Aviation Association of Australia) rooms, 265 Queens Pde, Clifton Hill, near the corner of Hoddle Street. If you haven't already posted the return slip you received in the VHGA letter, and you intend to sit an exam, please do so ASAP. We need to know what type and how many papers to order from the HGFA. The exams will be allocated to individuals from the information received on the return slip. There will be limited spare papers for people who turn up out of the blue. Study papers should be available through your club and instructors. The format for the weekend will be as follows:

Saturday 28 August

9.00 - 10.00 am: Airways refresher before exams
10.00 - 1.00 pm: Exams
1.00 - 2.00 pm: Lunch
2.00 - 3.30 pm: Mr Don Whitford from the Bureau of Meteorology - Weather pattern analysis, predict the best site to fly. Data accessibility, learn how to access Automatic weather stations like Ben Nevis, Aires Inlet and more.
3.30 - 4.30 pm: Questions

Sunday 29 August

10.00 - 12.00 am: Joe Chitty from Paradynamics - Reserve deployments (hang and paraglider)
12.00 - 1.00 pm: Lunch
1.00 - 3.00 pm: Mr Ian Grant, sailplane instructor with the Victorian Motorless Flight Group (VMFG), thermalling and cross country techni-

ques
3.00 - 4.00 pm
*: Questions

* Finishing time for both days will be flexible.

The following weekend, being the 4 and 5 September, has the VMFG offering TIFs at the Baccus Marsh aerodrome. I've negotiated a reduced price

of around \$30/flight, detailed information and direction will be available during the safety seminar. This is a rare opportunity to have a fly in a high performance sailplane, with a glide of about 40:1.

All pilots are welcome. Novice/Intermediate/Advanced, para/hang/trike. Both weekends have been organised for YOU!!!!!!

The 17 and 18 July saw a large number of pilots converge on the Denilquin tow paddock. Little did we know it would be a weekend to remember. Four pilots finished a respectable 35 km cross country, not bad for the middle of winter and less than average conditions. Heinz Bobner (paraglider pilot) managed to save himself from a low rope break which was followed by a major collapse. He threw his reserve (by hand) at 200 ft, without any thought. Much to the amazement of the pilots watching from launch, the chute opened and plonked him on the ground a few seconds later, where he brushed off the dirt and proceeded to roll up the chute and walk back to launch. He was not to know that 15 hang glider pilots changed their minds about trying paragliding. There's no doubt that the practice he's had throwing his reserve over the tranquil waters of Eildon contributed to his handling of the situation. If you get the chance to attend one of the safety clinics run there, don't hesitate to go. I can recommend it'll be money well spent.

The past month saw a few flights but nothing to make a noise about, except I heard a rumour that winter is Latin of 'time at home'. The new flying season is a few months away, and as well as scoring points with your wife/girlfriend/boyfriend/husband/driver or whatever, you could be inspecting that glider or canopy in the comfort of a warm lounge while the other half is away. If you have time you can even wash your harness in the bath with a box of Softly but for God's sake, get rid of the ring around the bath. That's how I got caught. Inspecting your glider is a vital part of flying; it's just a pity we get more time to do it in Victoria than anywhere else in Australia.

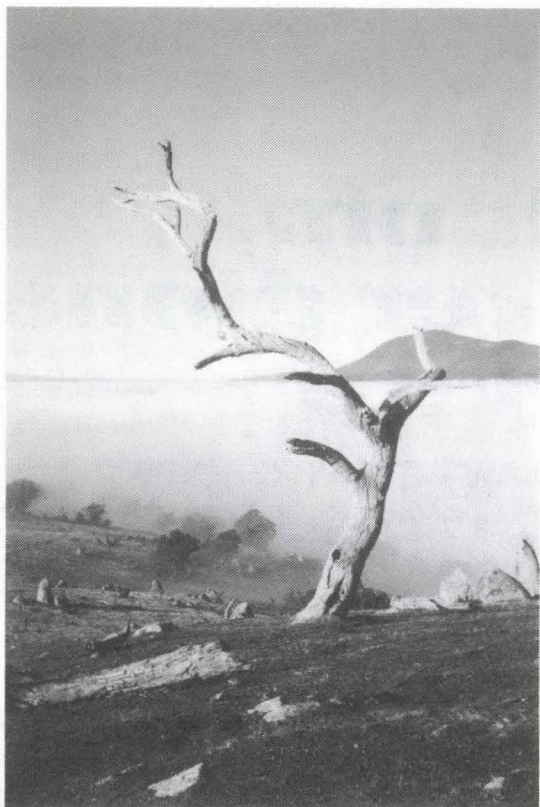
Safe flying, Steve Trone, for the VHGA Committee

Eastern Hang Gliding Club



It was AGM time at last month's club meeting, and I must say the AGM went very smoothly, with almost total agreement on all issues.

The meeting opened at 8.43 pm on June 16 with Peter Batchelor chairing. The Treasurer's Report was presented by Peter Lissenburg and



Above the clouds Castle Hill, ACT - p Phil Robinson

it appears we are financially stable with seventy paid-up members.

Elections were next up, and the following club members were elected to the committee. Peter Batchelor, elected President, other nominees were Ulric Kosmer and Paul Tanner. Andrew Phillips, elected Secretary, unopposed. Peter Lissenburg, elected Treasurer, unopposed. Gordon Pearce (that's me), elected Newsletter Editor and Publicist, unopposed.

Site Coordinators remained unchanged and are as follows:

Novice site (Three Sisters): John Carter, 03 7285203 AH;

Intermediate site (Landscape): Brian Rebbechi, 03 7101450 AH;

Advanced site (Mt Donna Buang): Kirk Syme, 059 671781 AH.

All of the Site Coordinators reported that our sites are going well. A working bee was organised for Landscape on June 27. Site Coordinators expressed concern over non-members using club sites and have asked me to relay the club's position.

Please Note:

Our club site, Landscape, is available for use only by current paid-up members of the club. The reason for this is that each of the landowners at Landscape have expressed that pilots using their land should be club members. This allows the club to publicise rules and regulations as well as safety aspects relevant to this site. A major effort has gone into opening Landscape and any

pilot putting the club site in jeopardy will be reported to HGFA.

Although our club site is closed to non-members, we welcome new members, and for a very reasonable fee of \$10 per year you will receive our club newsletter and site guides for Landscape and Mt Donna Buang.

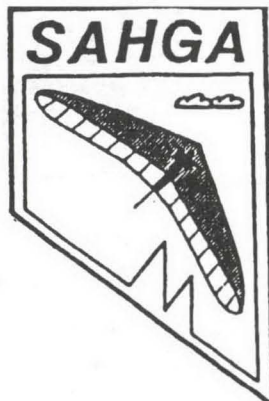
The club gave a vote of thanks to Richard Schlenstedt and Ulric Kosmer for work on the ramp at Mt Donna Buang. Thanks also to Peter Batchelor and others who have helped with running repairs.

To end a very successful AGM, Kirk Syme raised the idea of fund raising for a club Tug for Aero Towing and with Kirk's high level of motivation on other club projects, I expect he will achieve this goal in the near future.

Contributions to Eastern Hang Gliding Club newsletter and this column can be sent to: Gordon Pearce, PO Box 1477N, Melbourne 3001, phone 03 6701555 BH or 03 4397382 AH.

For club membership sent \$10 and a passport photo to Andrew Phillips, 10 Prince St, Ferntree Gully 3156, phone 03 7580091 AH.

Safe flying, Gordon Pearce



The SAHGA Saga

With the wind conditions still not being traditionally great for Myponga Cliffs, it has been a real struggle to keep up the enthusiasm. There has only been a few good flying days at Myponga, Sellicks and the much loved Ochre Point. Just as the weather bureau doesn't predict, it has either been too light or too strong. Nevertheless car loads of keen enthusiasts have lined the cliffs waiting for it to come on; or are they just waiting for the pub to come on!

It certainly doesn't seem to matter what the flying conditions are for the Beagle Boys. Once again they make headlines. Jonathan Foote unfortunately made a grave mistake of showing the club his latest funny home video. Jonathan was flying a site at Cargs North when he decided to

do a "regulation" ground loop, which ended up costing Jonathan his pride and a lot of money for his glider re-construction. Let it be known that the Beagles assure us it's a strong wind site. May I add it certainly isn't a site for the sane and light-hearted.

Tunkalilla still seems to be causing some bother with the combination lock. Hopefully a solution is inevitable.

The trike scene continues to grow with several new students. It is no wonder when they are under the brilliant instruction of Larry Jones, who surprised himself this month by winning "Coach of the Year" Award (1993-94). Another fine achievement Larry. Well done.

Another achievement this month is another baby in the Blenkinsop household. A son called Patrick. Once again the sleepless nights must prevail.

Michael Graves has purchased a new glider; an XS II 155. May the landings become more easy with practice, Michael!

Until next time...

Western Australia



A droplet of sweat pushed its way through a pore on his temple and symbolically plummeted down his jaw line. Air squeezed its way past the lump in his throat as he took a deep breath! Only total commitment would ensure survival. He had to run, and run hard!

"Sure!" said his boss, "You can take four days annual leave for the Spring Thermalling Week October 2-10. You may as well have another five days off for the State Championships February 18-27." (Both events include two weekends and a Monday public holiday.)

He nearly choked. Ecstasy and relief should have swelled his chilled nerves, but the worst was yet to come... he had to tell his wife!

Other club news... the AGM was held recently. There was a good turn out to see a new video from the United States, and some excellent slides from the club's eastern states trip last summer.

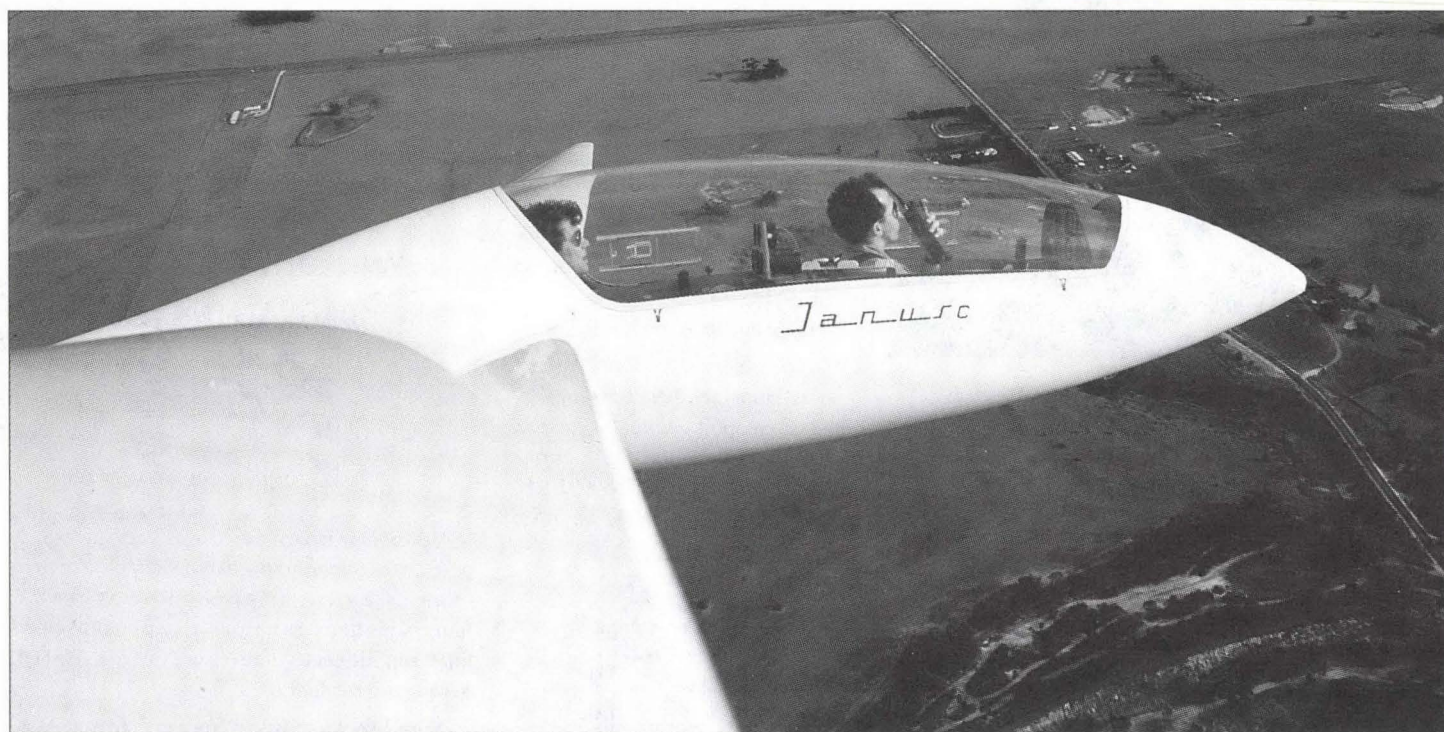
A new committee was voted in during the world's swiftest AGM. Jonathan Back takes on the presidency in the wake of Andrew Humphries' retirement to vice-president. Mark Thompson swoops on the biro as our new secretary. Anna Munt is keeping our accounts, and I take over from the ghost as PR person. Where are you, Cobbs?

Club T-shirts should now be available.

Goodbye!

Phil Wainwright ☼

With Icom, you're never alone up there



IC-A20 MKII

The IC-A20 MKII is your guarantee that whatever happens you will never be alone in the skies. This powerful handheld transceiver acts like a dependable navigator and co-pilot, ensuring you never lose contact with your base or the ground.

ICOM's state of the art VOR navigation system includes Course Deviation Indicator and Automatic Bearing Set System.

A dual tuning system allows you to use the turning knob or illuminated keypad, while 20 channel memories, programme and memory scan capabilities provide simplicity of operation that few other models can match.

The IC-A20 MKII provides immediate emergency frequency access and fully meets

the tough requirements of the Department of Transport and Communications for ground to air transceivers.

Also available is the IC-A200 mobile transceiver, approved by the CAA for VFR installation. A powered cabinet (PS-80) allows the unit to be used for ground to air communication as fully approved by D.O.T.C.

No wonder pilots all around the world, depend on the proven communication skills of ICOM, wherever they fly.

For further information call free on (008) 338 915 or write to Reply Paid 1009 Icom Australia Pty Ltd P. O. Box 1162 Windsor Victoria 3181 Telephone (03) 529 7582 A.C.N. 006 092 575

ICOM Australia's warranty is only applicable to products purchased from their authorised Australian Dealers.

Market Place

NEW SOUTH WALES

Sting 166 XC (int) ex cond with cocoon harness & wheels grey LE blue & green US \$2700 ph Peter 049 571231

Blitz 146 (exp int) immac cond only 25 hrs v lifty glider never been nosed in comes complete with batten profile & manual reluctant sale \$3400 ph Brian 066 290201

Airborne Blitz 146 (exp int) with kevlar LE & TE 40-50 hrs ex cond \$3400 ono ph 044 743486 (Moruya)

Mission 170 (int) ex cond low flying time \$1800 ph John (02) 4896384 H

Blitz 146 (exp int) fluoro orange TS fluoro green LE & TE sky blue 1st panel fluoro pink 2nd panel bright colours for safety sake making it v easy to see in the air from above & below ex cond absolutely beautiful to fly only 50 hrs since new must sell urgently! \$3000 no offers Steve Bailey 065 547600 W, 556569 H

University of NSW Hang Gliding Club clearance sale

We are negotiable. The Uni gives us over \$3000 a year to roll over 2 gliders and we get them tax free (20%) so we can afford to pass our good fortunes on to others.

I've checked the gliders & they are all airworthy. I worded at Moyes for 6 years so I think I know what I'm doing. The Gyros have rarely been used on the dunes since there was no instructors in the club at that time.

Gyro II 160 (nov) airtime about 30 hrs \$1500. It's in v gd cond & looks nice. We've had a new 160 delivered so we really want to get rid of it. Comes with 4 spare uprights.

Gyro II 180 (nov) less than 20 hrs airtime \$1500. It's in virtually new cond. I test flew it at Stanwell & was surprised by its gd cond.

Aero 170 (nov) airtime about 60 hrs, \$1200. I've been flying it a bit lately & it looks gd in the air. It's got a few scratches in LE & US but nothing major & no flutter or wrinkles.

220 Dream (tandem) about 17 hrs airtime \$3000. It's

a shame to sell this one but we have to roll over all our gliders. ph Iain Cummings 02 6003230 W, 5463966 H

XS 155 (exp int) low hrs ex cond half power rib sail extra luff line (no dive sticks) \$2500 also

Moyes Pod lge low hrs \$250 also
Chute \$250 or job lot \$2800 ph Mark 066 243111

XS 155 (exp int) gd cond \$1700 ph David 063 523435

XS Easy (int) gd int glider in new cond 10 hrs airtime faired king post speed bar ex cond 1st to see will buy \$2000 + spares or will trade or swap 018 430593

Floats to suit trike ph Warwick 02 3610200 BH, 6714709 AH, Fx 3610290

1 Bullet 32 ft dia. recovery parachute brand new never fitted to a wing. I have upgraded to new wing & this chute cannot be accommodated \$850 ono ph Gus 043 234609

Paragliders: Airman 9 cell trainer with harness \$200 also

Falhawk Apollo trainer near new with harness \$250 ph Forrest 02 8797212, 018 273552

Paraglider: German Salewa model 1987 suit 50-100 kg orange/white with backpack harness \$700 John Turner 98A The Round Drive Avoca Beach 2251

Edel Paraglider med size ex cond certified \$1000 or exchange for hang glider ph Neil 02 9384184 AH

Foil 160B (int) great cond orange/gold/yellow US white MS flies well \$500 ono ph Jon 02 3287471 H, 3614155 W

Blitz 146 (exp int) kevlar mylar LE grey & red US with kevlar TE 1 season old ex cond \$2500 ono also

Foil 152 Combat (int) fluoro orange mylar LE black & orange mylar US with or without LE stiffeners fair cond \$1300 also

Bandit 180 (nov) ex cond \$500 also

Mega II 170 (int) gd cond \$300 also

Flytec airspeed sensor suit model 3010, 3020 or 3030 \$95 also

Flying suit by Aussie Skins black with red shoulders & yolk suit 5'10"-6' pilot \$1000 ono ph Len 068 537220

XS Easy 145 (int) dk blue LE white MS It blue & pink US speed bar VG fitted selling due to purchase of new glider \$1400 ono ph Peter 049 430158 after 6 pm

Gyro 160 (nov) white/fluoro yellow mint cond 1 lady owner \$1750 also

Mars 170 (nov) red/gold ex cond \$1500 ph Clare 042 942545

Trike Airborne copy polished alloy frame wide wheels long range tank 377 engine Ultraprop Missile wing blue & white all top cond \$3000 ono George Collie, 16242, 295 Entrance Rd The Entrance NSW 2261

Foil 160B Race (int) white TS green/white US gd cond no flutters \$1000 ono ph Bob 065 835069 AH, 810001 W

Foil Combat 152C (int) fluoro yellow sky blue US white Ms as new \$2800 also

D Scott Racer harness with High Energy chute suit 5'8" \$650 ph 02 6025171

Foil 152C (int) ex cond with only 60 hrs airtime white scrim LE pastel pink & lilac US (sounds terrible but actually looks very nice) competition sleeves & additionally sleeved LE together with tip fairings give exceptional glide yet retains the legendary Foil handling. Offered for sail at \$2850 to finance upgrade to D series ph Dave Phillips 02 4176177 W, 4562521 H

Moyes XT 165 (int) v gd cond low airtime green LE orange & grey US white TE pod harness manual & batten profile \$2400 ph Waine between 9.30-1.30 pm 042 834368

Blitz 146 Kevlar (exp int) ex-Danny Scott fluoro yellow MS It blue US low hrs & gd cond \$2500 ph Danny 042 943240 W

XS 155 (exp int) king post hang dk blue scrim LE fluoro orange & lime US white warp cloth MS \$1800 ono ph George 08 3403217

National Sports Service Awards

In 1992 the Australian Sports Medicine Federation launched an award scheme aimed at recognising sports medicine professionals working voluntarily for community level sport. The national Sports Service Awards (NSSA) scheme recognise the work of sports medicine professionals who devote many hours, voluntarily assisting in the care of local level athletes and teams.

To be eligible for the award, sports medicine professionals must be nominated by a club official, e.g. coach, team manager, who provides details about the nominee's involvement with that club or athlete. The main criteria to be used in assessing nominations will be:

- * Extent of the nominees involvement
- * Extent to which the work is voluntary
- * The level of sport that the service is provided i.e., local and regional support is preferable to state or national level
- * Professional activity within the community e.g. giving sports medicine lectures etc

Award winners will receive local and national recognition through publicity in the Sport Health magazine. An engraved plaque and one year's complimentary membership to the Australian Sports Medicine Federation will also be awarded.

Application forms are available from:

Australian Sports Medicine Federation
PO Box 897 Belconnen ACT 2616
Phone: 06 251 6944, Fax: 06 253 1489
Applications will close 30 October 1993
Winners announced 1 February 1994

Trikes, Trikes, Trikes

.... for the best deals on:

Pegasus Quasar
Pegasus "Q"
Pegasus "XL"

Australia's Airborne EDGE

.... you can't afford not to contact:

Gavin Bond on:
(03) 807 6138 or (018) 557 596

Airpower
AUSTRALIA

The Direct Distributor For Solar Wings
Victoria's Newest Australian Edge Dealer

Aero 150 (int) grey LE red & mauve US faired kingpost & spare upright gd cond low hrs \$1800 ph Todd 049 612551

Airborne Trike Robin 432 cc GT 190 wing needs work \$3500 ono ph Scott 047 741180 anytime

Foil Combat 152 (int) orange LE grey & white US comes with bar mitts comp sleeves (not fitted) v gd cond \$1750 ono ph Paul 065 565265

XS 142 (exp int) ex cond green & gold US white scrim LE white power rib MS has low hrs & comes with water-proof bag & carry tube \$2800 ono also
Sjöström vario ex cond \$550 incl postage also
Santronic UHF radio \$275 ph Brian 066 215725

SOUTH AUSTRALIA

Foil Combat 152 Mk II (int) fully optioned & many extras also incl \$500 discount on Second Chantz A.I.R. system ph 08 3220813

Moyes XS 155 (exp int) white TS with power rib TE white scrim LE purple US king post hang \$2500 also
Moyes Pod black lge \$350 ph Brent 08 3270741 AH

XS 142 (exp int) 18 mths old TT 65 hrs ex cond power rib cloth TE blue/grey/white new glider bag water proof bag & XC bag spare upright keen to sell \$2600 neg also

Home-built trike TT 85 hrs compl. System: trike on registered trailer 503 Rotax Ivo prop GTR Race 162 wing 2 fuel tanks 2 jerry cans \$4800 neg to be sold as unregistered experimental aircraft also

Hang gliding/triking equipment Moyes front entry pod small pink/black \$350 also

Parachutes Australia parachute \$200 also
2 ground tow bridles & tow gauge hydraulic ram type \$50 also

JS Slide Flight Computer scale rule & protractor \$40 also

2 Map holders \$20 ph 08 2943273

Combat 152 (int) ex-Carl Braden Worlds glider fluoro yellow & grey US white triax LE \$1900 ph Scott 08 2712257

Advance Sigma Paraglider (int) 60-80 kg gd solid wing \$2000 come to Adelaide & test fly nearly anytime all yr round ph Ramon 08 2931306 H, 3725168 W or leave your ph no & I will ring back

Sensational Sellout:

Unbeatable price: WB 162 (int) hot pink & sky blue tip levers new side wires batten profile looks gd goes great sky high perform at a down-to-earth price \$900 no fooling also

Best value: large Moyes pod (some wear) It blue dk blue & dk pink suit pilot 5'8"-6'4" Stubai steel carabiner comfy & airworthy \$250. This gear is definitely priced to go! Yep... make me an offer today... Or take the lot for a real bargain... ph Jules Makk (Adelaide) 08 2611902 AH

QUEENSLAND

Foil 152C (int) blue/green US full sleeves avail gd cond \$1800 must sell ph Justin 07 8702836

GTR 151 (int) blue LE It green pink white US white TS also

Moyes cocoon backpack harness suit 5'8" black with rainbow stripe \$750 the lot ph Scott 075 784322 BH, 755204 AH

Combat 139 (int) low hrs v gd cond white triax LE pink/yellow US sleeves (removable) incl quick set-up as no half battens reduced to \$2500 ph Peter Bolton 07 8482061 W

Aero Race 150 spare upright 45 hrs g cond nov-int \$2200 or swap + cash for **Combat 139** ph John 079 726839

GTR Race 162 (int) white with blue LE fair cond new wires \$600 also

XS Easy (int) turquoise LE pink & purple US fair cond \$1200 must sell also

Foil Combat II 152 (int) white with fluoro green & black tiger striped US 1 yr old ex cond \$3000 also

Pod type harness black suit 5'6"-6' \$200 ph Scott Jones 018 755322, 075 934318

Lindsay Ruddock 2 v gd cond comes in foam storage well cared for also

Icom IC40 UHF v gd cond \$450 also

Parachute requires re-pack \$275 ono ph Andy 07 3491940

Blitz Kevlar 146 (exp int) comp model white LE silver & red US ex cond 8 mths old \$2995 ono also

Paraglider CXII 26 sq m 65-85 kg weight range as new cond 35 hrs TT Silver with fluoro green red & yellow flashes US \$2500, also

Air Support Harness gd cond aluminium frame v comfortable red with silver para container etc \$450 ono suit 150-170 cm pilot ph Gerry 070 341451

XS 142 (exp int) fluoro yellow LE fluoro pink US must sell \$2000 also

Fins as new to fit XS gliders \$120 ph Ron 075 463021

XS 169 (exp int) grey scrim LE turquoise fluoro pink US power rib TE gd cond has to go at \$2700 ono ph Henk 075 463021

Blitz 137 (int) grey & orange stripe gd cond \$2900 ph Bron 079 262237 AH

Paraglider: Austrian made **Comet STV 21** high perf + suitable for beginners 21 sq m (up to 100 kg) hardly used & as new complete was \$5800 sell \$2800 ono also

Reserve parachute for paragliders new was \$1000 sell \$780 ph Chris Heinlein 07 8924803

Moyes GTR 170 Race (int) red LE yellow & white US v gd cond never flown coastal suit int or budget conscious XC flyer \$1500 ono also

Pod harness suit 5'10"-6'4" with storage & chute container \$400 also

GT 170 (int) suitable for parts or restoration \$350 ph 07 8926178

GTR 162 VG (int) blue yellow white v low airtime (part time pilot) well maintained handles great \$600 arrange test fly today Brisbane area ph Rod 07 3451132

Combat 139 (int) apricot & blue US white LE approx 100 hrs spare upright new side wires gd cond \$2000 also

Xact II harness black with PA chute v gd cond \$800 ph Tony 075 452273

Edge 582 Trike 2 yrs old 155 hrs exc cond fully serviced \$12500 ph Ben Cropp Port Douglas 070 995858

XS 155 (exp int) new wires all round flies extra well \$1500 also

GTR 162 (int) flies well \$400 also

Henk Van Raalte harness 5'8"-5'10" side mount chute containers many other pockets \$300 also

Flytec vario 310 series 1 yr old with spare mounting bracket \$550 ph Andrew 079 263732

VICTORIA

Paraglider Apex MR 110 gd cond approx 55 hrs \$2000 ph Fred 057 593576

Pegasus XL (high power 462) 1 yr old motor recently overhauled new front tyre fluoro orange LE white MS fluoro orange & blue US blue tips blue trike base this trike ideally suited to conversion for aero-towing \$1200 also

Aero 165 (int) new demo model It blue LE white MS It blue & pink US \$2500 also

Aero 150 Race (int) 3 hrs airtime fluoro pink scrim LE white MS It blue & grey US \$2300 ono

Orion 190 red LE white MS yellow & red US \$300 also
ph Steve 057 551724 or 018 570168

Mission 170 (int) suit new buyer only 30 hrs airtime! sky blue LE white MS It green US also **Moyes Pod harness** with **parachute & Litech vario** \$3000 ph Fred 03 8857283 AH 4862883 W

Sting 118 (int) almost new white with red mylar LE black & white US ideal for lady or small pilots \$2500 also

Foil 140 Racer (int) white red LE purple & It blue US \$1700 ph Khanh 03 4785252 H, 6525235 W

Paraglider Pacific Blade 25 never flown 2 wks old 6.5 glide 60-80 kg 12 'A' NZ test \$2700 also

Blade 27 10 hrs airtime 6.5 glide 1.2 sink ratio 75-95 kg 12 'A' NZ test \$2200 also

Pro-design harness as new \$250 ph Steve 060 271739

GTR 162 Race (int) green LE white faired kingpost & upright speed bar \$1350 03 4802279

Moyes Mega II (int) in almost new cond has been

unused for 10 yrs until recently new side wires nose catch bolts a great training glider or cheap 1st glider for novice pilot comes with a free harness if you want white with orange & gold tips \$350 ph Ken 03 7299261

Trike 95.32 Chaser S Cyclone airsports full instruments 447 engine finished in red/black new ready for delivery still the world champion trike! ph 03 5875975 BH

Mission 170 (int) suit new buyer fluoro orange LE white MS mid-blue & red US also

Cocoon harness with **HE parachute Sjöström vario Uniden UHF radio helmet** the lot for \$3000! ph Martin 03 7061947

Mission 170 (int) mint cond would suit new glider buyer \$2200 also

Tracer harness brand new \$695 ph Fiona 03 8743925

Paraglider Swing Prisma 26 sq m (adv) with Gutesiegel suit 55-80 kg pilot 65 hrs airtime v gd cond comes with harness & bag \$3400 also

Swing harness as new with cross bracing & chest strap \$180 ph Heinz 03 5791839

Paraglider Airwave Jive gd perform inter canopy brand new never used must sell best offer ph Warwick 03 8503333 BH, 4893874 AH

Vario Skyteck Flightdeck \$300 urgent sale Damian Virieux 03 3581325 W

Mission 170 (int) fluoro orange LE & TE white TS blue/green/white US 3 yo with manual cared for \$1900 ph Steve 03 5415363 BH, 8733473 AH

GTR Race 162 (int) green & white faired uprights & kingpost speedbar \$1350 ph Ian 03 4802279

Aero 165 (int) purple LE lilac US less than 1 hr airtime also

Moyes Pod harness brand new med (5'8"-6") with **High Energy parachute** \$3600 ph 03 3809558

ACT

Air Support pod + chute suit 5'5"-6' \$400 also

Moyes Meteor 150 (int) suit female pilot \$500 ph Garth 06 2477526 AH

Blitz 146 (exp int) ex cond v easy glider to fly kevlar LE & TE white MS fluoro yellow & purple US \$2850 any reas offer considered ph Phil Robinson 018 625181 or 062 2961311

Carbon Dragon foot launchable sailplane painstakingly constructed to Jim Maupin's design; L/D of 25/1, min sink 100 fpm, Vne 70 mph stall 25 mph Reluctantly for sail only to a good home where it will be flown more often as it is not flown enough at present Registered trailer High Energy recovery chute Ball 652 vario/altimeter/airspeed \$4000 ono ph Mark 06 2418861 H, 2746852 W

TASMANIA

Mission 170 (int) red LE red & grey US complete with manual & batten profile also **Moyes Pod harness** in matching colours only flown once a BAR-GAIN \$2500 the lot! ph 004 583261

Paraglider Apco Hilite 225 sq m 65-120 kg GR 16.2 5 hrs airtime \$1500 + postage 002 641923

WA

Magic IV (int) yellow LE dk blue sky blue & white US white TS ex cond faired king post & uprights speed bar VB batten profile & manual \$1000 ph 098 464359

Clubman CFX (int) low airtime only 48 lbs lightest glider in class suit int-nov 2 spare down tubes & speed bar + wheels \$2000 also

one custom **pod harness** colours suit glider incl new **APCO reserve** \$700 open to offers also

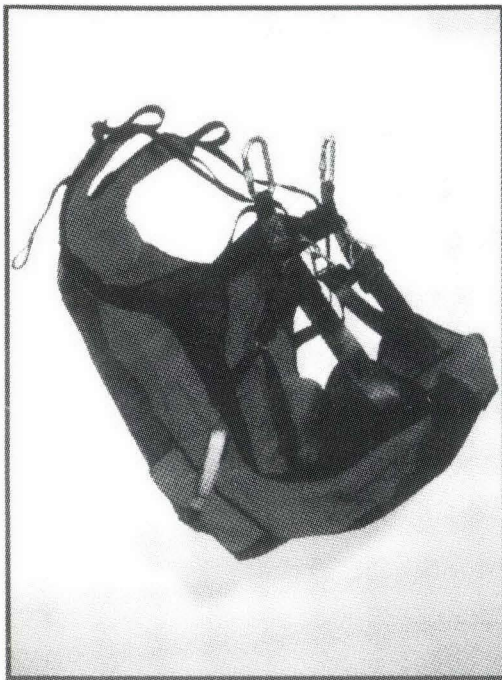
Afro Owens Valley vario/altimeter/AI completely energy compensated \$700 or offers also

VHF radio & charger & spare battery + headset \$500 or offers This is a desperate sale forced by impending financial disaster! any offers considered ph Rolf 079 2724303

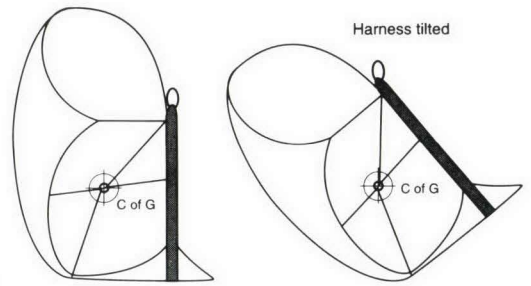
Sting XC 166 (int) ex cond grey LE white TS fluoro green & orange US looks & flies great low air time \$3000 also

Ball vario \$100 ph Col 09 3704834 ♣

H221 HARNESS



FUNCTION The H221 Harness takes its name from the innovative sliding linkage between the shoulder straps and the lumbar support/seat straps. This allows you to hold any body position from standing up to lying back for minimum drag, - without the need to adjust shoulder straps and in maximum comfort.



SAFETY All the webbing is tested to a minimum of 1500kg. Careful design of the loadpaths ensure optimum strength even in the event of a reserve deployment. All buckles are backed up with failsafe straps. The H221 delux with reserve pocket accepts most reserves without modification.

LIGHT WEIGHT Extensive use of 25mm webbing reduces the weight. The seat board is a unique quadral polycarbonate laminate which combines great strength with light weight and good impact absorption.

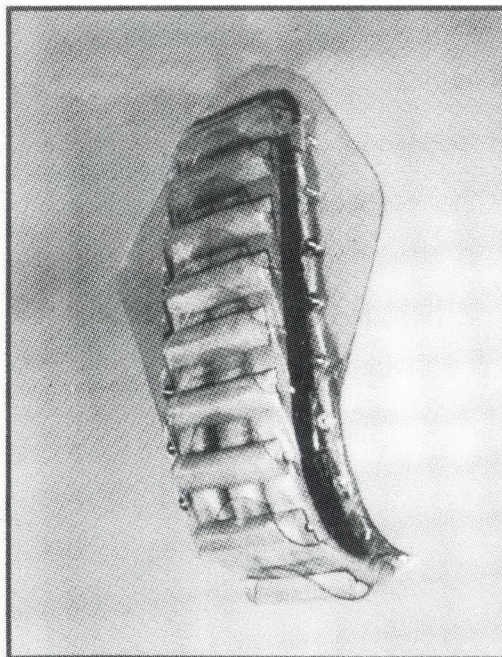
PERFORMANCE Semi cross brace leg straps give the best combination of weight shift steering and stability. For those who prefer it, full cross bracing is an option.

COMFORT Quite simply the most comfortable harness you may find!

PRICE H221 Delux; \$475. Includes reserve pocket, backplate pocket, storage pocket.
H221 Lite; \$395. Includes backplate pocket



and introducing the



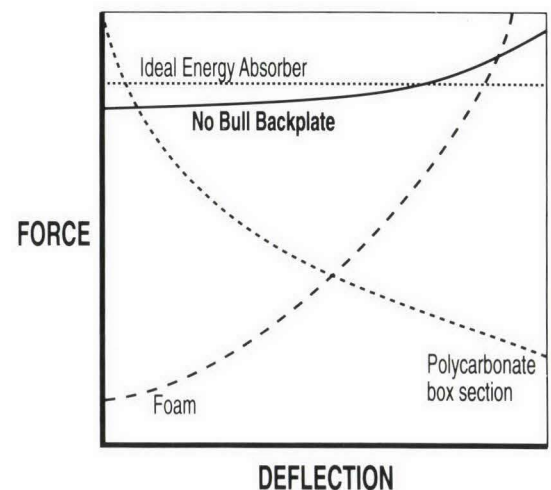
NO-BULL BACKPLATE

Made from 2.0mm polycarbonate with foam inserts.

This combination provides near optimum energy absorption in an impact.

The interlocking plate design transmits the loads upward, further reducing shock.

Fits H221 Lite, Delux and many other harnesses.



Pacific Paragliders

Steve Marshall RMB 6272 Wodonga VIC 3690

Phone 060 271739

1993 WORLD CHAMPION TOMAS SUCHANEK

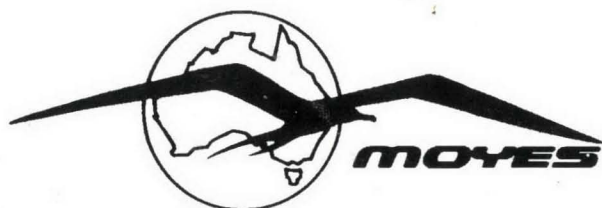
Tomas Suchanek has taken gold at the 10th World Hang Gliding Championships – giving Moyes an accredited total of 4 wins from the last 6 world titles.

Tomas flying the new Xtralite in it's debut, took 1st place in the most prestigious event in the world.

The Owens Valley came alive with 160 pilots competing from 32 nations, where after 10 gruelling rounds, where distances of up to 187 km were flown, where heights of 20,000ft plus were reached – Tomas was once again declared the World Champion!



THE NEW WORLD CHAMPIONSHIP GLIDER



Moyes Delta Gliders Pty Ltd
173 Bronte Road, Waverley
N.S.W. 2024 Australia
Tel: (02) 387 5622
Fax: (02) 387 4472