

# Soaring AUSTRALIA

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July 2006



Team Oz in France



A Quick Trip to Finland



Landing on Your Feet



# July 2006

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Open Libelle, VH-GUK, over Lockhart, flown by Mark Bland (Mt Beauty GC)

Photo: Felix Niewenhuizen, taken from Wagga Wagga GC Blanik, VH-GUH



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# LANDING ON YOUR FEET

## – Hang Glider Landing Tips from the Professionals

Andrew Greatbatch

WHACK! “OH DEAR ME!” YOU EXCLAIM (OR WORDS TO THAT EFFECT).

As you pick yourself up from the ground and brush the dust from the front of your harness, you glance across at your upright (usually the one with the VG string!) hoping it survived your “arrival”. Frustration strikes as you realise that yet again you have broken one. This poor landing has just ruined what was an otherwise fantastic flight. Not only that, but you now start feeling the pain from the knee you just grazed.

Stand in any landing field on a nil wind day, and landings like this are not uncommon.

If you're considering purchasing aluminium in bulk, wear knee pads for protection (of your knees!) or have been violating that old aviation adage, “*The air is soft, the ground is hard, don't hit the ground*”, then maybe it's time to go back to school.

Many of us learnt to fly many years ago, usually on a beginner or intermediate glider, and often on the coast. Now some years down the track when we upgrade to a high performance wing, we don't upgrade our skills and are found wanting... especially in nil wind inland conditions.

If you fly light aircraft you'll know that recurrent training is a part of life to maintain currency. Yet most hang glider pilots never practice landings.

They fly the whole day then have one landing at the end. The old saying, “*Practice makes perfect*,” is not correct. Rather, “*Perfect practice makes perfect*.” It's no good practicing the wrong thing. It requires making several good landings in a row, getting feedback to correct mistakes then going out and doing it again and again.

Towing is ideal because you can do many landings within a short period. A training hill is okay, requiring some hard labour, but has the advantage of practicing take-offs at the same time.

Knowing that executing good landings was a common problem, I decided to organise a Nil Wind Landing Clinic. Fortunately, Grant and Tove Heaney just happened to be coming to the Easter fly-in at Tumut, and in typically enthusiastic manner, agreed to run it.

The NSW HGA was happy to fund the clinic because they think that teaching pilots July 2006

to improve their landings adds to safety and helps them enjoy their flying. It also shows insurance companies that the association is pro-active in skills development.

Twenty-four pilots participated. It was divided into two parts; one for aerotow endorsed pilots and one for those doing hill launches. Tove gave a theory lesson at the beginning of each session.

The aerotow pilots were towed up to about 500ft then released. This allowed for quick turnaround between flights. Those who hill launched had time for two landings. After each landing Tove gave feedback and suggestions on how to improve.

Every flight was video taped for later analysis (and entertainment!).

For those who couldn't make the clinic, here is what we learnt.

### 1. EQUIPMENT SET UP

If your equipment is not set up properly, it can make it very difficult to ever make a good landing. Here's what to check.

#### a) Harness Hang Height

Make sure you are not hanging too low.

There should be a couple of inches maximum between your chest and the basebar. If anything, hanging slightly higher is better than being too low because it makes it easier to flare.

#### Leg Loops

Are they too long? If you hang too low, you may not be able to push out far enough to do a good flare. Some leg loops are adjustable, but if not, you may need to get them adjusted by the manufacturer. If they are adjustable they may slowly slip with time and become too long.

#### Slider

If your harness has a slider, make sure that it slides freely. If not, you may be on final approach and be stuck in prone making it very difficult to flare. A bit of silicon lubricant or graphite usually does the trick. Some of the “entry level” harnesses are also difficult to get out of prone. If the harness doesn't have a slider, make sure that the angle of dangle is adjusted slightly head down. This not only minimizes drag in flight, but allows you to get vertical when in hang.



Tove Heaney conducting a theory session during the landing clinic

#### b) Glider

A correctly trimmed glider is essential, because you should be at trim speed while bleeding off. If too slow, you will not have enough energy to flare properly. If too fast, you will probably zoom upwards. To find out if your glider is trimmed correctly, fly at altitude in smooth conditions then relax your grip and allow the glider to fly at whatever speed it wants. If you have an airspeed indicator, trim speed should be 10 to 15% faster than stall. If the glider is too slow, the bar will be out a long way; too fast and the bar will be under your chest rather than in front of your chest. The trim of your glider can alter through changes to the sail, changes to battens or an incorrectly positioned hang point, so it doesn't hurt to check it occasionally. Older gliders should be checked and adjusted as the sail changes over time.

### 2. THE APPROACH

A good approach often precedes a good landing. Most importantly, pick out a nice large landing area that is within easy gliding range, and don't drift out of range if it's windy. Check out the landing zone from the air so that there are no nasty surprises at the end. Look for invisible powerlines, ditches, downhill slopes, fences, boulders and any other traps. If the field is big enough (airfields and flatlands are nice!), aim to land in the first third of the landing field. That will make sure you make it over the fence, trees or whatever, and still have plenty of room



Trent Brown in mid-flare

to stop at the end. Land into the wind if possible and uphill if there is a slope, even with a slight tailwind.

#### Aircraft approach

Ideally, lose height upwind then, when low enough, do a standard aircraft landing pattern of downwind, base and final. If you're too high on final you can extend the downwind and base legs, always keeping the landing area in sight and within reach. This takes more skill, as you need to be in the right spot at the right altitude.

#### Figure Eights

If you are still too high, do some big figure-of-eights on the base leg well back from your landing spot. The most common mistakes are to either do short legged figure-of-eights at steep bank angles, or to creep forward too far. This approach is easier than an aircraft approach because you are at the start of final, until you've lost enough height to come in and land. On a high performance glider it's easy to lose control through pilot induced oscillations (PIO) because you are banking too steeply and too fast. Keep the turns nice and smooth and under control. If you get into PIO, just let the bar out a bit to slow down.

#### How to Nail Those Landings Every Time

- a) **Equipment:** Adjust the trim speed of your glider to about 10 to 15% above stall.
- b) **Approach:** Do big figure-of-eights far back from your landing spot if you need to lose height and don't creep too far forward.
- c) **Final:** Come in at moderate speed – not too fast, not too slow.
- d) **Round out:** Round out in one movement so that your feet are about a foot above the ground.
- e) **Bleed off:** Fix your eyes on the horizon and hold the uprights loosely at shoulder height.
- f) **Flare:** Flare upwards with full arm extension when you see the glider "dip".

### 3. FINAL

Okay, now you're lined up on final.

This is a good time to start getting into hang. Don't wait until you're close to the ground to find out your slider is stuck or the zip won't open. Nasty things will happen... Come in moderately fast. Some pilots come in too slow and then lose more speed during round out, so that they don't have enough energy to flare with. You should be hanging with your legs below you and relaxed. Pilots who aren't relaxed typically have their feet apart and legs stiff. If you find that the wind has switched to a light tailwind, increase your speed slightly on final. If the wind is more than an 8kt tailwind it's best to try to turn crosswind, even if you are lowish, and flare as much as possible. When all else fails, to avoid becoming part of the crumpled aluminium, a certain crash expert recommends to let go of the right hand upright (the one with the VG cord!) and rotate around the left hand one, thus landing in the sail and avoiding the keel.

### 4. ROUND OUT

By now the ground is rushing up and looks like it's about to smite you. Ease out the bar to trim speed in one smooth movement to level out so that your feet are about a foot off the ground. If you are too low and dragging your feet on the ground, you will need to have a perfect flare to make a good landing. If you bleed off one foot above ground you can run out a "not enough" flare or recover from a "too much" flare.

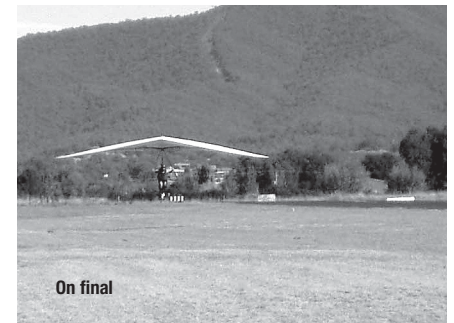
### 5. BLEEDING OFF

Now you should be skimming across the ground at trim speed. Slide your hands up to shoulder level and lock those eyes straight ahead. This is where it's important that your glider is trimmed properly. Too fast and you're going to be running very shortly. Too slow and you're going to need a bit of muscle to make it flare. Hold the uprights loosely – no death grip needed here – or you won't be able to feel the glider and may fly too slow or fast. A common mistake is to gradually push out and lose too much energy. Don't. Just let it keep going at trim, losing speed, while barely touching the uprights.

### 6. FLARE

The most important thing at this point is to focus your eyes in the distance. Don't look at the ground! It's the most common mistake because it's so natural for us to look where we are about to fall. You can't judge your height when you look at the ground. However, when you look at the horizon you can tell when your height changes. As a glider

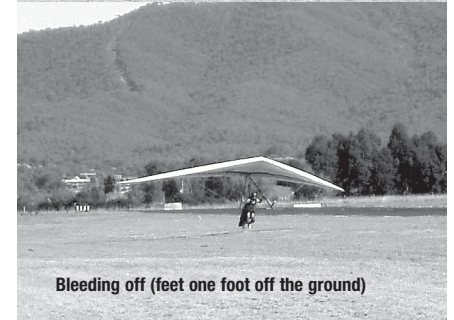
### Tove shows how it's done



On final



Rounding out



Bleeding off (feet one foot off the ground)



Bleeding off... (eyes on horizon)



Full flare

#### Photos: Andrew Greatbatch

loses speed it will get to a point where it will "dip" when it's ready to flare. You can see this if you're looking straight ahead because the horizon will move distinctly upward. Do try this at home... Stand up in the open looking at the horizon, and then bend your knees. You'll see the horizon move upward,

exactly the same as when your glider is ready to flare. In nil wind, when you see the “dip”, flare upwards in one quick smooth motion by extending your arms fully (less when there’s a bit of wind). A common mistake is to flare only partially and outwards. At this point you had better be ready to run it out, otherwise you’ll whack in every time. This is because suddenly you are trying to hold over 30kg of glider at arm’s length, a feat that even Arnie the governor would have trouble achieving. For those of you who like to run-out your landings, check out the Joe Greblo piece on no flare landings referenced at the end of this article. He notes that as soon as your feet touch the ground the wing loading decreases dramatically and immediately reduces stall speed. And if the glider doesn’t stall it won’t pitch down as powerfully nor

whack in as hard. If you’ve rounded out at the right height above the ground you’ll probably only need to run a few steps, even though you may not have flared perfectly.

If you’ve followed the previous steps the glider will have enough energy to almost flare itself, with only a little effort on your part. The sail should be vertical and behind you – keel even touching the ground. You may have to take a few steps to pull up. After you’ve pulled off this perfect landing you can look around and wave to the applauding crowd. Yeah, you wish. Everyone knows that you’ll always pull off your best landings in some remote paddock, and whack it in when everyone is watching!

Lastly, practice, practice, practice and get feedback from an instructor if you’re having trouble. The payback you will get for

your efforts will be more enjoyable flights, more safety, less pain, lower cost and you’ll get to keep a bit of skin on your knees.



#### Further reading:

“The Art, Physics and Skills of a Graceful Landing”  
by Rohan Holikamp and James Freeman

[[www.dynamicflight.com.au/Reading/](http://www.dynamicflight.com.au/Reading/Theartphysicsandskillsofagracefullanding.html)

[Theartphysicsandskillsofagracefullanding.html](http://www.dynamicflight.com.au/Reading/Theartphysicsandskillsofagracefullanding.html)]

“No Flare Landings” by Joe Greblo

[[www.sdhgpa.com/No\\_flare\\_landings.htm](http://www.sdhgpa.com/No_flare_landings.htm)]

Author’s note: Many thanks to Tove and Grant Heaney for giving of their expertise at the Easter fly-in at Tumut, and for their help in putting together this article.

## Rediscover Your Local Sites and ‘Save The Planet’

Bob Saville

MOST PARAGLIDER AND HANG GLIDER PILOTS IN AUSTRALIA DO NOT ASSOCIATE CROSS-COUNTRY FLYING WITH LARGE CITIES. FOR ME IN VICTORIA I WOULD USUALLY THINK OF THE BEAUTIFUL ALPINE AREAS AROUND BRIGHT AND THE RELIABLE THERMALS FOUND AT MYSTIC. OTHERS MAY THINK OF SITES LIKE MANILLA, HAY OR KILLARNEY. HOPEFULLY, HOWEVER, THE ACCOUNTS OF MY CROSS-COUNTRY FLYING AT SITES NEAR MELBOURNE WILL OPEN PILOTS’ MINDS TO THE CROSS-COUNTRY POTENTIAL OF THEIR LOCAL SITES AND ALLOW PILOTS TO GAIN MORE CROSS-COUNTRY KILOMETRES WHILE CONSUMING LESS TRAVEL TIME AND ALSO BURNING LESS FUEL (THEREFORE, AS THE ADVERTISERS WOULD HAVE US BELIEVE, SAVING THE PLANET).

The flights I describe all took place between November of last year and March of this year, having purchased a new wing, Advance Sigma 6, and an Advance harness combo. The harness alone improved my comfort when flying considerably, and in the short flights I had had with the Sigma 6 I had already felt a new sense of confidence, so was very keen to see how things would go at an old familiar site.

### THREE SISTERS (FLOWERDALE)

One Saturday last November I headed for Three Sisters. It takes me only one hour from my door to being in the air, on a good day. I launched for what I thought would be July 2006

a sleddie. Dressed only in jeans and a T-shirt, Murphy decided to take me up to 1,400m. I drifted well behind the northern launch in the thermal and felt very comfortable with the Sigma so decided to stick with it and headed south-east. I headed for a hill which is very similar in shape to Three Sisters (Flagpole Hill, I think) and worked a thermal all the way to cloudbase at 1,550m, continuing to drift south-east. Five kilometres short of Glenburn I headed towards a small hill on the east of the road, getting low, 400m. I worked hard in a small thermal until it finally took me up to 1,450m and within easy glide of Glenburn. Unsure about airspace further to the south-east, and how I would get back to my car at Three Sisters, I landed opposite the Glenburn pub, only to be greet-



It’s cold up here!

Photo: Bob Saville

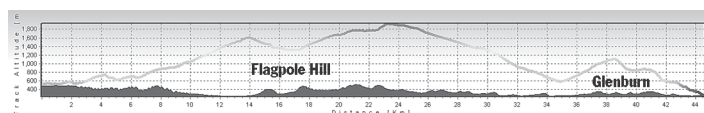
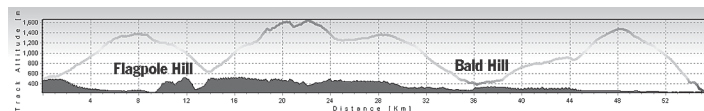
ed by Dallas Montgomery with my car and a cold beer. Fantastic. A 25km flight, and I’ll be better prepared next time.

The next day also looked promising. This time I flew with Wayne Guy (in a

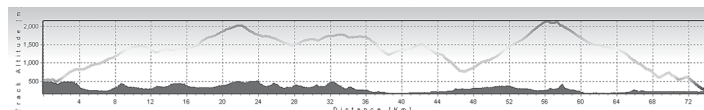


Bob Saville just below cloudbase over Glenburn

Photo: Wayne Guy



Flights from Glenburn



Flight from Flowerdale



Easy money

Photo: Bob Saville

Sigma 6) and Dallas Montgomery (Ozone Octane). The wind was fairly strong and coming from the north-west. A bit of work after launch, and then woohoo! The drift was more dramatic this time, with little fluffy clouds everywhere. After Flagpole Hill I headed south-east over the road under some nice clouds, while Wayne flew down

the valley on the other side of the road. The flight to Glenburn was short, only requiring a minimum of circling. We met up over the landing paddock for a bit more thermalling and photo shooting. We considered flying on to Yea, but we needed to get the car and drive home. A 22km flight, and I'll be better prepared next time.

On a Tuesday the following month, I arrived at Flowerdale with conditions looking okay; the wind was coming from the north on launch. Ulrich arrived and we decided that if only one of us got away the other would follow in the car. I launched and hunted for a while, gradually losing height and falling below take-off. I headed for the landing paddock. Just before I crossed the road I found a thermal and stuck with it all the way to 2,000m while gradually drifting south. Initially I thought it was going to be another flight to Glenburn, but the wind shifted west, then south-west, so naturally I headed north-east to Strath Creek Road and towards Mt Bullamalita. From there I crossed the valley, heading towards the ranges and picking up some lift on the way (the Sigma has an excellent glide). I caught a nice thermal all the way up to 2,133m over an isolated hill south-west of Mt Cunningham. On the way up I was joined by two wedge-tailed eagles. Other than making a lot of noise they caused no problems (I thought they may have been the aggressive pair that often cause problems at Mount Broughton). From this height I could quite easily see Lake Eildon and the Paps, and thought that there was a chance I could make it all the way there. Unfortunately Ulrich was required back in Melbourne for a BBQ at 6pm; he was following me near Yea, letting me know that if I wanted a lift back I would have to land now. I flew to the west of Mt Cunningham and crossed the Goulburn River at Molesworth, gradually losing height. Ulrich's radio request to land at Molesworth was difficult to hear – radio distortion, I think. I continued on towards Yarck and was scanning for a safe landing area when I flew into another thermal. Ulrich gave me an ultimatum: land now or he'd have to go... I flew out of the thermal, only to fly into another one within minutes. I reluctantly landed east of Yarck. Many thanks to Ulrich who drove me all the way back up to launch at Flowerdale. A flight of 37.7km (maybe a site record), and I'll be better prepared next time.

### MT BROUGHTON

In that same month, December, I arrived at Mt Broughton with Dallas Montgomery. Conditions were difficult; quite windy and gusty. We both had short flights with top landings and prepared for another flight.



Bob Saville above Glenburn

Photo: Wayne Guy



Wayne Guy above Glenburn

Photo: Bob Saville

I took off straight into a thermal. I decided to stay with it and have some fun, thinking I'd just drift back and maybe land near the main road. Base was around 1,650m; I continued north catching little bits of lift here and there, following the road so I'd have an easy trip back. One more thermal, up to about 1600m, and I managed to stay at this height drifting north for a few kilometres, but was now concerned about the time due to an evening commitment (I'll be better prepared next time), so I started looking for a place to land with no powerlines and near a road. Not a bad day – a 27km flight and still home in time to go out to a restaurant with my wife.

### THE PAPS

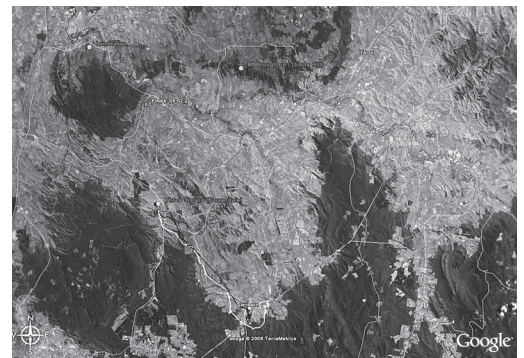
On an outing in March, the forecast didn't look good for Three Sisters so Dallas Montgomery and I headed off to The Paps, near Lake Eildon. At the northerly launch conditions were light with limited thermals coming through. I launched into a thermal up to about 1400m, but conditions were very bumpy near the hill. I looked around for lift well out in front of launch – nothing much. I headed east and was able to maintain height, drifting towards Mansfield. Just short of Mansfield I was circling in a thermal which was drifting north, the lift stopping on average at around 1,350m. So I headed north towards Lake Nillahcootie, maxing out at about 1,650m. Although the best route from there would have been on the west facing slopes of Mount Samaria park, I headed west of the road to make for an easier retrieve. I continued north along the ridge, landing after a 36km flight of three hours 15 minutes.



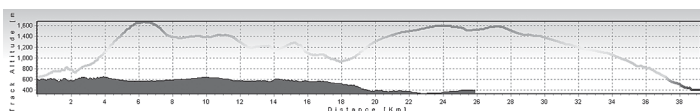
View south to Lake Nillahcootie

Photo: Bob Saville

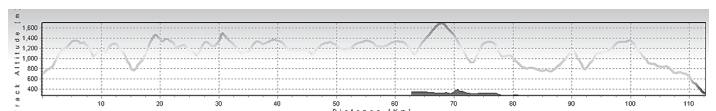
So that made five flights with a total cross-country distance of 147km. Okay, no world records, but not bad considering that the driving was minimal and I was home at a decent hour each night with my family. I was in the air by myself for all these flights except the second Glenburn one. With more organisation, flight plans and retrieves, and more people flying cross-country from local sites, the XC distances can only get better. See you there next summer. I already have a route planned all the way from Flowerdale to the coast.



Google Earth map of flight from Flowerdale



Broughton to Ruffy



Paps to Lima

# NEITHER 100 NOR 20 YEARS – Martin Schempp’s life story

Martin Feeg

SINCE I THINK MARTIN SCHEMP’S LIFE STORY IS QUITE REMARKABLE YOU MIGHT WANT TO JOIN IN AND HAVE A CLOSER LOOK. FOR THOSE NOT TOO STRONG IN MATHS LET’S PUT IT STRAIGHT. MARTIN SCHEMP WAS BORN IN STUTTGART (GERMANY) ON 23 MARCH 1905 AND PASSED AWAY IN HOHENSTADT (GERMANY) ON 9 JULY 1984.



Left: Martin Schempp

Above: The Minimoa

**W**e cannot talk about Martin Schempp without mentioning two more gentlemen, Wolf Hirth and Klaus Holighaus. Both are vital pillars to the sailplane manufacturer Schempp-Hirth and partners who have influenced Martin manifold. Additionally, Mr Schempp and Mr Hirth had to navigate through the troubled times of World War II and jump into modern sailplane manufacturing with the arrival of FRP soon after WWII.

Let’s follow the time line a bit. Probably the first incident I should mention is Mr Schempp’s emigration to the USA in 1926. He had just finished a university degree in commerce when he followed so many who swapped the post-WWI troubled Germany for a fascinating land of gold and honey.

In 1928 Charles Lindbergh enthralled him with aviation through a presentation. Martin went back to Germany the same year and enrolled with Klemm at Böblingen (a small town near Stuttgart) to learn to fly – with engine. This was the beginning of the friendship with Wolf Hirth, one which

would heavily influence both lives. By the way, ever heard of Hirth engines?

Quite surprisingly, Martin returned to the USA to license-build German-engineered gliders. The name to look out for was “Haller-Hirth-Sailplanes”. He also set a mark as a gliding instructor with Bowlus-Hirth Soaring School. While being an instructor he had a few remarkable flights which made his name popular. Amongst these were two water-landings – it is reported they were involuntarily. Another outstanding achievement was the Silver C No 8, in 1932; all flights done from Elmira. Elmira is a place of pilgrimage to US glider pilots just as the Wasserkuppe is to German and international glider pilots or Omarama to us. It is a fascinating place still offering outstanding soaring – don’t miss it.

Although helping Hawley Bowlus with high performance gliders he returned to Germany in 1934, as he regarded the workplace situation in the USA as too uncertain. His friendship with Wolf Hirth, now running the Hornberg-Gliding-School, saw him as an instructor there. In those days, the idea of building gliders was emerging from the depth of history and mystery.

Martin Schempp was a qualified merchant and not a civil engineer; still he man-

aged as a production manager with his own visionary and a dedicated workforce following him through thick and thin to lay the foundation for a world-renowned company. The date to mark was 4 January 1935: Wolf Hirth was involved but stayed almost unnoticeable in the background.

The name of the company was “Sportflugzeugbau Martin Schempp” at Göppingen. Almost everybody in gliding will have read or heard about Gö 1 “Wolf” or Gö 3 “Minimoa”. Both aircraft had, and still have, a worldwide reputation, developed in Göppingen and built in Kirchheim under Teck since 1938. Only one year later, in 1939, the customers covered all continents but Australia – sorry folks. (*By the way is there anyone out there who can report on the pre-WWII years of Australian gliding history?*) Minimoa is, to date, still the most elegant wooden glider ever built, with its sleek oval cross-section fuselage and gull wings.

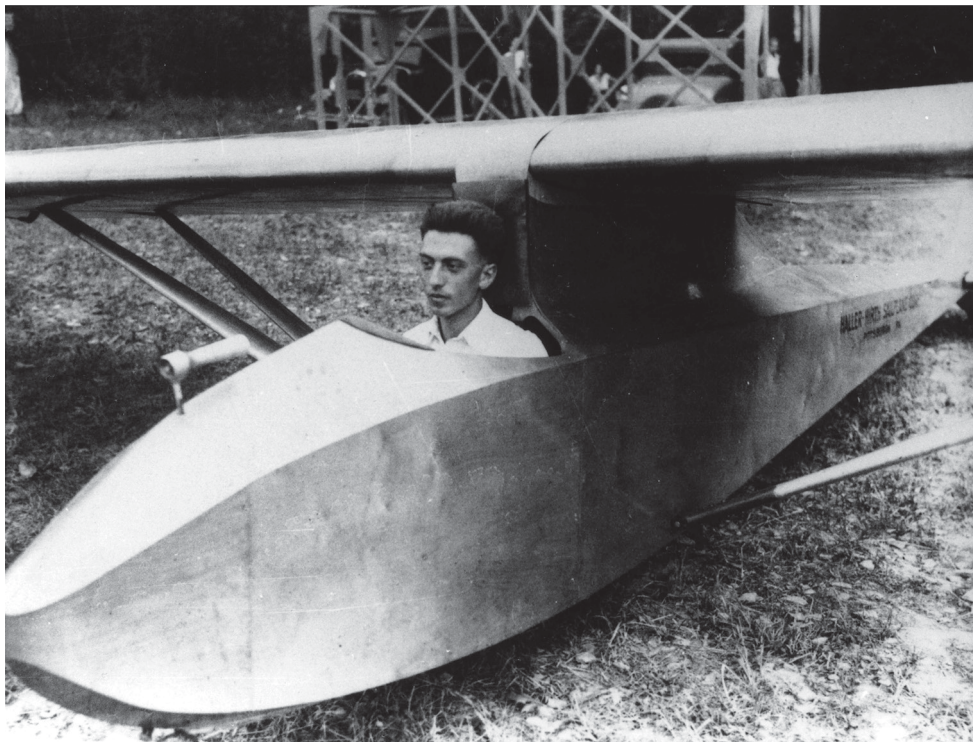
When Wolf Hirth left the “Hornberg” in 1938 the change of name of the company to Schempp-Hirth made it obvious to the outside world how close the work relation had been. Even when Wolf founded his own factory in 1939 in the town of Nabern, less than 10km away, nothing could shadow the relation. And throughout the wartime both



The Minimoa

factories worked together in job-sharing as if there was no legal divide. They delivered gliders for basic pilot training such as the two-seater Gö IV (designed by Wolfgang Hütter) or parts for, eg, the full aerobatic-rated glider “DFS Habicht”, the Messerschmitt Me 321/323 “Gigant” or the Me 163 “Krafft” (Power-egg).

As usual, in those days, to fill the gaps of the German workforce deployed to the war front, both companies had to host a large proportion of POW-workforce. Between 1935 and '45 Mr Schempp had prisoners-of-war on his workforce. Due to outstanding relations with the POWs and the civil workforce alike both factories survived the war completely unharmed. This came down to the humane treatment senior management employed on the team at large. In some cases they were bearing a high personal risk, eg, in 1944 Martin Schempp sidelined aviation cover-fabric to allow the foreign workforce to make blankets. Or, a few months later, he used solvent as fuel in the company car to get to Hechingen – in a time when petrol was heavily rationed



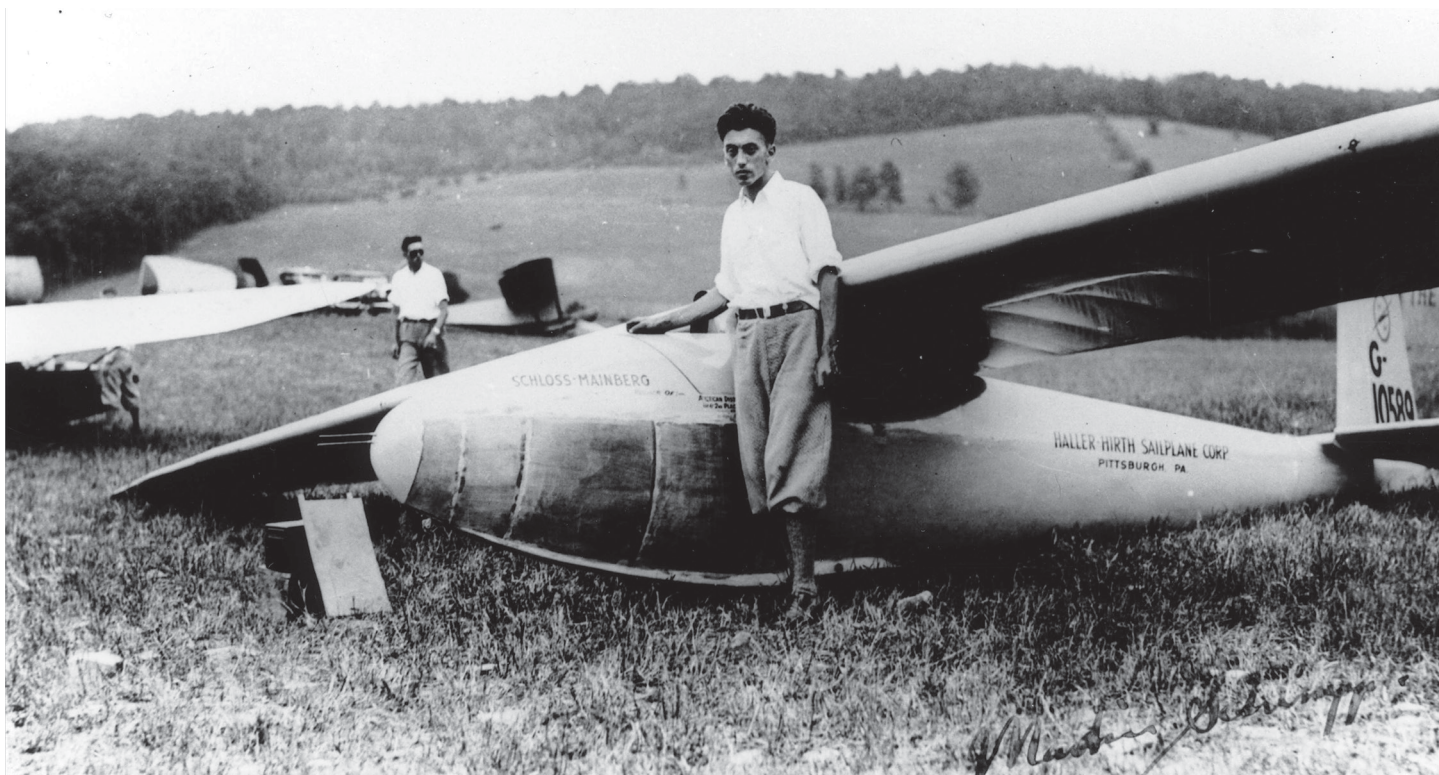
Martin Schempp in the cockpit of a Haller Hawk in the USA, circa 1930 (see Footnote 1)

– to put a good word in for work force “employed” in the assembly.

Martin Schempp was such an outstanding humanitarian that victorious US forces made him a Major of Kirchheim/Teck in spite of his formerly condemning job of leading a factory producing war material. He kept this position until he was relieved by a democratic election in 1945. Then he had the chance to pay his undivided attention towards his own business, however he did produce furniture and household goods

from the remaining aviation parts and plywood. When in 1951 gliding was officially allowed in Germany, he left the furniture market to Wolf Hirth and thereafter proved protective of Wolf's business.

It should be mentioned that Martin had the foresight to arrange exchange between the French and the German gliding juniors, in an attempt to improve relations between those east and west of the Rhine River. The first exchange happened in 1953.



Martin Schempp in the so-called Schloss Mainberg (see Footnote 2)


Photos: Courtesy Schempp-Hirth

In 1959 we lost an outstanding person in Wolf Hirth as a result of an accident he had coming in on final with his Lo 150.

Since then Schempp-Hirth turned away from powered aviation, initiated by Wolf, towards gliding. An important step in this progress was the licence to build the "Standard Austria", which was built in a series. But again his far view turned a vital switch for the future – it would be FRP sailplanes. Subsequently, he secured Klaus Holighaus for the company. Klaus' first project for Schempp-Hirth was the span extension of the St Austria to 17m. But it took a few more months for Klaus to arrive in Kirchheim; he was employed in 1965. Then Klaus put his vision of an Open Class FRP glider into practice, and the "Cirrus" was born. Martin Schempp gave him all freedom and flexibility, thus turning it into a world success by Klaus Holighaus with the series of "Cirrus", "Nimbus", and "Janus".

With the transition of production management in 1969 to Klaus his dedication

was rewarded and it was reinforced with the transition of company management in 1972. Only five years later, in 1977, Martin Schempp recognised the outstanding achievement of Klaus Holighaus by handing the whole company into his hands. Even though Martin officially retired after 42 years he still took great interest and certainly had a few influential words. Unfortunately, he became severely ill and died on 9 July 1984.

With Mr Schempp's death an era of a self-made man in gliding manufacture came to an end. He was the last who was involved in building sailplanes before and after WWII. He also spanned from wood to FRP, and he earned the placard of being the first to introduce FRP as the material of the second part of the 20th century. It takes a far view and the ability to foresee the future; something one would wish modern managers to have more regularly. Above all stands Martin Schempp's humane behaviour and greatness, proved so often throughout the difficult times his life spanned. His name will continue forever in the company name "Schempp-Hirth", enjoying a great world-wide reputation. 

*Footnote 1: The Hawk was the Lippisch Professor built in the USA under licence. Martin Schempp was in the US at the time and joined with Gus Haller to establish a firm to build gliders. A print of this photo was sent to Martin Simons 30 years ago by Martin Schempp himself and subsequently used in one of his books, The World's Vintage Sailplanes 1908-1945, published 1986 in Melbourne by Kookaburra Tech Publications and still in print. It is not certain how many of the Hawk were built but it was quite well known in America in those days – information kindly supplied by Martin Simons*

*Footnote 2: This was described as an improved Westpreussen but there were not many substantial changes to the popular Westpreussen design. There is another photo of this in Martin Simons' 1920 to 1945 book, showing the elaborate painting of the Schloss on the rudder. It was built by the Kassel Segelflugbau (ie, Gerhard Fieseler). It won a local duration record at the Wasserkuppe in July 1930, and after this was taken to the USA. Gus Haller used it to win the 1930 US championships at Elmira in September/October 1930. It was eventually written off in an accident. It is understood that the owner of the actual Schloss, sponsored the construction-information kindly supplied by Martin Simons*

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# Change at Gliding Queensland

Ralph Henderson

AFTER A COUPLE OF YEARS OF STABILITY AND SOLID GROWTH IT WAS TIME FOR CHANGE AT THIS YEAR'S ANNUAL GENERAL MEETING OF GLIDING QUEENSLAND.

Standing down were GFA Board member and Gliding Queensland's Vice-president Rob Murphy, President Ralph Henderson and secretary Tony Cavanna.

Despite these retirements, Gliding Queensland was in the fortunate position of having two very enthusiastic nominees for the position of GFA Board member and having to take a vote.

The meeting was well attended by 20 Gliding Queensland members representing 10 of the 16 Gliding Queensland clubs. Given the size of Queensland, and the distance some people had to travel, this was a great outcome. In particular, Grant Harper travelled from Townsville and Alan McMaster from Rockhampton. This is the third year in a row these two members have travelled to Brisbane for the annual Ops Panel/AGM weekend.

After the vote, Queensland's new Board member is Robert Hart. An experienced instructor, coach and competition pilot, Robert is well known to many of us. All Gliding Queensland members can be assured that Queensland will continue to be strongly represented at GFA Board meetings.

The new Gliding Queensland executive is:

President: Ian Perkins  
 Vice-president: Jenny Thompson  
 Secretary: Neil Muspratt  
 Treasurer: Stuart Lutton

It is great to see Stuart back as the only previous executive member. The new executive comprises members of five of the largest Gliding Queensland clubs, with Ian being an active member of two clubs, giving Queensland a very well-balanced team.

The AGM also confirmed appointments to the following positions:

RTO/Ops: Mike Truitt  
 RTO/Air: Alwyn Reid  
 Alan McMaster  
 Sports Coach: Ralph Henderson  
 Development Officer: Al Sim  
 Competition Committee Chair: Robert Hart  
 Airfields & Airspace Officer: Peter Stephenson  
 Website Officer: Brian Wade  
 Deputy GFA Board member: Dave Donald

Contact details for all the new GQ executive and officers are available on the

Gliding Queensland website [[www.glidingqueensland.org.au](http://www.glidingqueensland.org.au)].

In addition to receiving reports and electing officers a number of important decisions were made.


Funds were allocated to the annual Gliding Queensland coaching week, to the work of the Queensland Sports Coach and to set up a fund to support pilots who have to travel long distances to participate in Queensland gliding competitions.

The meeting approved changes to the official Queensland turn point database and voted to change the Gliding Queensland rules to enable Gliding Queensland executive members to be elected by a postal vote of all Gliding Queensland members, not just those who attend the AGM.

The minutes and reports from the meeting are available on the website.



New GFA Board member Robert Hart

It is encouraging to see new blood on the Gliding Queensland executive and GFA committees, with all positions filled by enthusiastic and active members. It looks like gliding in Queensland will continue to grow, and lead by example. 

  
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# THERMALS THAT ROTATE

Garry Speight

MANY THERMALS ROTATE, AND THEY MAY BE THE STRONGEST OF THE DAY. YOU CAN SOAR BETTER IF YOU LEARN TO WORK THEM. CIRCLING AGAINST THE ROTATION IS A DREAM; CIRCLING WITH IT, A NIGHTMARE!

## Part 3: How the glider behaves

### SYMPTOMS OF THERMAL ROTATION

In Part 1 I argued that there are a lot of rotating thermals about, and I listed things I had noticed when flying in them:

#### *Flying with the rotation*

- *The average rate of climb was much lower than in the strongest surges.*
- *The air was very rough.*
- *I had to hold the nose of the glider low to keep good control.*
- *Keeping the nose steady on the horizon did not give a steady airspeed.*
- *The core of the thermal seemed to be small; I could stay in it only with a very steep angle of bank, if at all.*
- *Once found, the core was easy to lose, and seemed to move around.*

#### *Flying against the rotation*

- *The average rate of climb was almost as high as in the strongest surges.*
- *The air was very smooth.*
- *I could hold the nose of the glider high while keeping good control.*
- *The airspeed stayed steady and the nose of the glider stayed at the right height without my moving the stick.*
- *The core of the thermal seemed to be large; I could easily stay in it with a moderate angle of bank.*
- *The core seemed to stay in one place; centring called for so few control movements, the glider almost flew itself.*

Each of these things follows from the features of rotating thermals I described in Part 2.

### WHY THE GLIDER BEHAVES AS IT DOES

#### *The size of the circle*

Some of the effects of flying with the wind in a rotating thermal happen simply because the circle at a chosen bank angle is so large. As shown by the larger circle in Figure 3.1,

the glider may stay outside the core, where there is much weaker lift and rough air (shown by hooked arrows). To keep control the pilot must not stall in tail-wind gusts. This calls for a higher airspeed, making the circle even larger. The rough air also causes more drag on the wing at low speed. (See Note 1.) The pilot must lower the nose of the glider and fly faster.

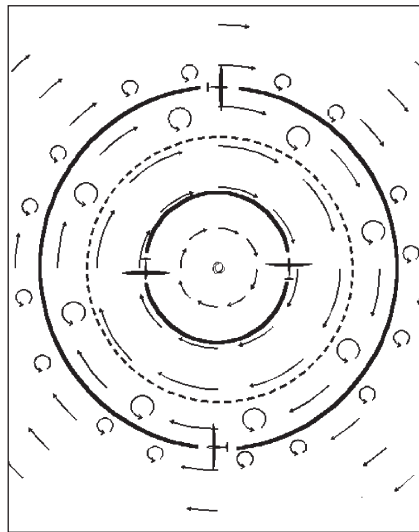


Figure 3.1: The wind pattern in a rotating thermal (shown by arrows), and its effect on a glider flying with and against the rotation. The dashed line is the edge of the thermal core

When flying against the wind, shown by the smaller circle in Figure 3.1, the glider is likely to be within the smooth air of the thermal core all the time. The pilot can raise the nose and fly slowly, getting the best out of the glider.

The size of the glider's circle explains differences in rate of climb, air roughness, and the height of the nose of the glider. As for the thermal core seeming to be bigger or smaller, it is not the core that is different, but the glider's circle. The pilot can't know how big the circle is.

#### *Stable and unstable orbits*

Something else makes the thermal change from well-behaved to spiteful when the pilot circles the wrong way.

The pattern of winds in a rotating thermal affects the path of the glider, to make its orbits either stable or unstable.

- *Stable orbits are circles centred on the thermal axis. The glider flies at a steady speed.*
- *Unstable orbits are oval, strangely-shaped curves that swing towards and away from the thermal axis. The glider flies at an unsteady speed.*

In a word, the glider is very easy to control when flown against the thermal rotation, because its orbits become stable. It is very hard to control when flown with the rotation, because its orbits become unstable.

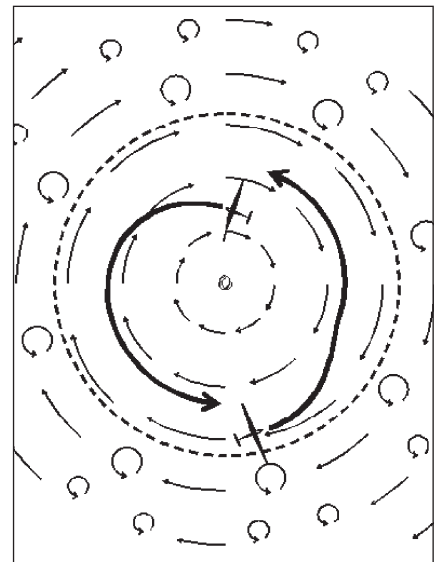
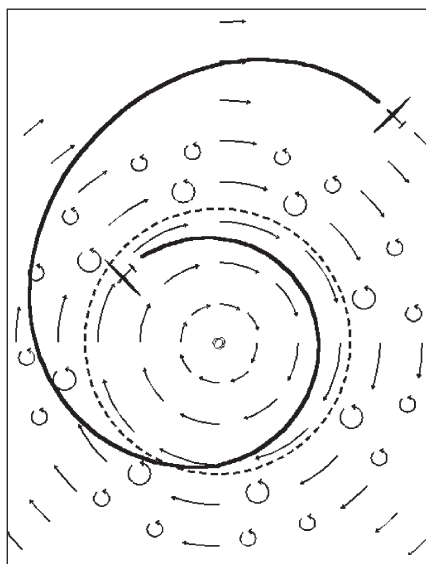


Figure 3.2: Self centring while flying against the rotation in the core of a thermal

If flying against the rotation within the core of the thermal (see Figure 3.2), the pilot meets a headwind that gets stronger away from the thermal axis. In this case, the rotating thermal tends to make the glider fly in a circle centred on the axis. Suppose the glider is moving slightly away from the axis,

as shown on the left in Figure 3.2. It meets a stronger headwind, which gives a higher airspeed. The pilot, to slow down, puts a little back pressure on the stick. This moves the glider back in towards the correct circle. In the same way, any chance movement towards the thermal axis (on the right in Figure 3.2) will give a lower airspeed. The pilot, to speed up, puts forward pressure on the stick. Again, this will return the glider towards the correct circle. (See Note 2.)

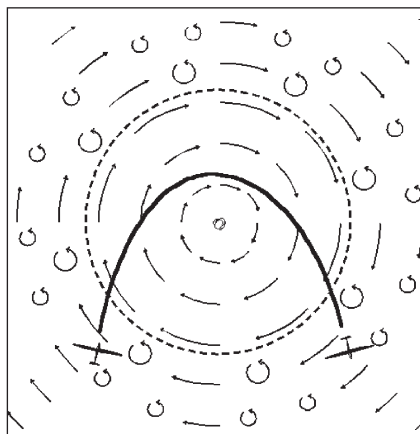


**Figure 3.3: A thermal flown against the rotation.** An unstable orbit outside the core soon becomes a small stable orbit inside the core

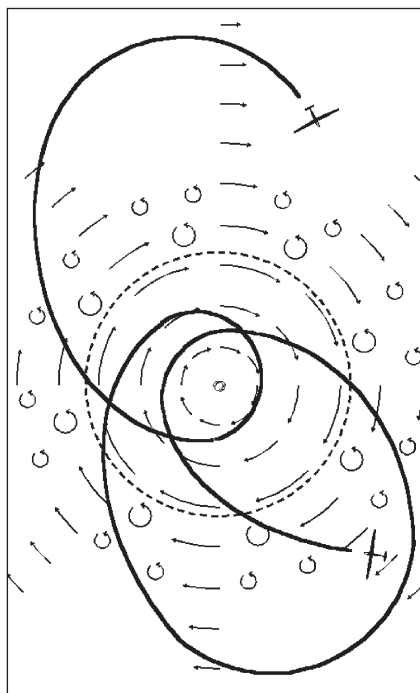
It may happen that, while circling against the thermal rotation, the glider is flying outside the thermal core (see Figure 3.3). Perhaps the pilot is using too little bank, or has not yet found the core. Outside the core the headwind gets weaker away from the axis. Now, if the glider is moving slightly away from the thermal axis (Figure 3.3), it meets a weaker headwind. The airspeed falls, the pilot eases the stick forward, and the glider moves even further away from the thermal axis. This orbit is unstable. Happily, on the other side of the same unstable orbit (on the left), the glider moves towards the thermal axis. Here it meets a stronger headwind. It will gain airspeed, and the pilot, pulling the stick back, will bring it even closer to the thermal axis. It is likely to enter the thermal core. There, the glider will fly at a constant, small radius, and stay inside the core. After only one unstable orbit, the orbits have become stable.

A pilot flying in a tailwind by circling with the thermal rotation may have a wild ride! Because the ground speed is high, making the circle large, the glider will fly mainly in the rough air outside the thermal core. At first the glider's circle, in a tailwind that gets less away from the thermal axis,

tends to centre on the axis. This happens in the same way that its circle inside the core tends to centre on the axis when turning against the rotation. These first orbits, flown with the rotation but outside the core, are stable. By chance, every now and then, the glider may enter the strong smooth lift of the core. The pilot will try hard to make the circle smaller, to spend more time in the core.



**Figure 3.4: An unstable pass through the core of a thermal flown with the rotation**



**Figure 3.5: Unstable orbits in and out of the core of a thermal flown with the rotation**

The orbit is unstable in the core (see Figure 3.4). The glider will not keep flying at the same radius from the thermal axis. The glider's path curves towards the thermal axis, slowly at first. As the tailwind gets less, the airspeed rises and the pilot pulls the nose up. With ground speed falling, the glider is quickly sucked in close to the axis. As it starts to move away again, with the tailwind getting stronger, the glider is thrown right

out of the core. By that time it will have a high ground speed, or a low airspeed, or both. On each pass through the core, the pilot has a choice: try to hold the airspeed steady by raising and lowering the nose, or try to hold the nose steady on the horizon and let the airspeed vary. Neither choice will do much good. The pilot is barely in control.

The glider may pass through the core in this way many times without ever getting a full circle in it (Figure 3.5). The radius of turn is too big.

Thus, the way the pattern of rotating winds changes the path of the glider explains the remaining effects of thermal rotation. Flying with the rotation, it is very hard to control the airspeed, and a tiny thermal core seems to jump to a different place on each orbit. Flying against the rotation, the airspeed is steady, and the glider stays in the core by itself.

#### ***In a few words:***

A thermal that rotates like a very weak tornado will make a glider behave in the ways I have described. Other pilots have also noticed the glider behaving in these ways. The strongest and most perfectly circular thermals may often rotate like that. They will give a great rate of climb, and be very easy to use, but only when you circle against the rotation!

#### **WHAT TO DO ABOUT IT**

The figures in this part of my article show the glider at the mercy of rotating thermals. The pilot keeps circling in the usual way, blind to what is going on. If circling against the rotation, the pilot thinks the thermal is big and smooth. If circling with the rotation, nothing goes right.

In Part 4 I will show how to use rotating thermals.

#### **TECHNICAL NOTES**

1. Gerhard Waibel reported that glider pilots find lower glider performance in turbulent thermals. His report stimulated a paper by Fabio P. Bertolotti (2001): "Effect of atmospheric turbulence on a laminar boundary layer" (*Technical Soaring* 25(2), pp154-159). Bertolotti says that turbulence of a few cycles per second (felt as "bumps") causes early transition from laminar to turbulent flow within the boundary layer on the glider wing. Such turbulence makes "streaks" run back along the chord. In one streak, the boundary layer is thinner and faster; in the next it is thicker and slower.
2. I am not sure whether a glider, by its design, will self-centre in such a case even without pilot action.

# A 'QUIK' TRIP TO FINLAND

Jim Pearce



JIM AND HIS FRIEND, JOHN CRESSWELL, WILL BE REMEMBERED BY MANY AUSTRALIAN MICROLIGHTERS AS THE TWO ENGLISH TRIKE PILOTS WHO CIRCUMNAVIGATED AUSTRALIA IN THEIR MAINAIR BLADES IN 2002. NOW JIM IS AT IT AGAIN, FLYING CROSS-COUNTRY IN HIS MICROLIGHT FROM CHILBOLTON TO FINLAND. WHAT BETTER EXCUSE FOR A LONG CROSS-COUNTRY FLIGHT THAN A FRIEND GETTING MARRIED IN FINLAND?

**T**he idea seemed much more exciting (albeit also more expensive) than a budget flight from London Stansted. It also seemed the perfect opportunity to test out the long-distance capability of my new Pegasus Quik. Having put in a big order for maps from Transair, the idea started to take shape. One thing I love about long trips is the poring over maps.

I elected to fly through France, Belgium, Netherlands, Germany, Denmark, Sweden and finally Finland. Just to complicate things a little, my wife Ingrid had a meeting in Amsterdam on the scheduled day of departure. It was therefore decided that I would collect her at Lelystad, which is a short train ride from Amsterdam. It also meant that I could crack on with the first six hours of the trip before lunch on the first day, as she prefers a more leisurely pace of some three hours a day!

On the day of departure the weather proved to be a little on the 'claggy' side with lots of low cloud. Luckily there was a bank of cloud all across the Channel and it was clear to the west. I flew along the edge of this and landed at Calais for breakfast. By the time breakfast was over and a flight plan

filed for Holland, things were clearing up nicely. Weeks earlier, when I'd obtained the necessary permissions for the flight, Belgian regulations had seemed a bit of a menace to deal with, so I'd elected just to over-fly it en route to Holland.

In Holland, permission is no longer required for microlight flight, although there

are very few airfields where you may land. Furthermore, the maximum permitted altitude (without a transponder) is 1,200ft.

The view along the coast of Belgium and Holland was amazing, with dozens of windmills around the Hook of Holland, many of which are not marked on the maps. ATC at Amsterdam Schiphol was incredibly helpful



Jim Pearce flying his Pegasus Quik over some of the numerous islands off the coast of Sweden

**Left: Over Amsterdam, Holland**

and routed me up the coast as requested towards Lelystad. Turning inland, the windmills and canals were in abundance and I had the feeling that if an emergency landing were required, wet feet would be the order of the day. As now seems to be the norm through Europe, customs at Lelystad was a bit of a non-event and Ingrid was already there for the onward journey just as planned.

After lunch a careful bit of re-packing was required. One of my concerns about the Quik was the apparent lack of storage space in comparison to the cavernous Blade I previously owned. However two immersion suits, sleeping bags, camping mattresses, spares, first aid kit and a meagre supply of clothes seemed to fit just fine. Needless to say, the suit and posh frock for the wedding took the cheap flight from London Stansted with one of the other guests.

It had been a very hot day (nearly 30°C) in Holland and thunderstorms were building. As we were preparing to leave we were keeping a close eye on a storm cell approaching the airfield. With extra speed on the Quik we managed to quickly gain some distance from the cell and be on our way to Germany. Ingrid was pleased to be able to climb above 1,200ft as we left Holland behind to find smoother air and I was pleased to gain some height over the German forests.

Our first scheduled stop in Germany was at Flugplatz Conneforde and this was scheduled to be our first night stop. A German friend of mine had recommended the strip. We weren't overly optimistic, as he'd directed me to a strip several years earlier in Spain, which turned out to be gravel strip in the middle of nowhere. This time, however, he'd excelled himself. The strip itself was like a bowling green and there was a fully-functional café on site. As if this wasn't good enough, there was a hotel less than 10 minutes' walk away on the edge of a lake. A swim in the lake followed by chicken schnitzel and washed down with local beer proved to be a great end to the first day's flying.

The following day we failed to get organised very early and there was a howling headwind by 11am. As a result we only managed about 80 miles. We eventually took off late afternoon and made it to Lüneburg just before dusk. Shortly after landing we were adopted by a German pilot who checked us in to his favourite hotel (also a brewery) and spent the evening entertaining us with stories of flying around Germany. The owner of the hostelry insisted on giving us a special beer glass, which amazingly made July 2006

it back to the UK without getting broken.

The German pilot armed us with good places to stop en route and planted some great ideas for a future trip in East Germany. This was the point we had to finally decide whether to fly via Poland, or stick with our originally planned route, with lots of water crossings, via Sweden. As the forecast was looking good we opted for the original plan.

The following morning we flew on to Lübeck (EasyJet's Hamburg) to file our flight plan up to Sweden. We duly completed the formalities and struggled into our immersion suits for the water crossing to Denmark. Somebody didn't seem to be smiling on us, as it was already 25°C+ at 10am in the morning and we were sitting at the hold, sweltering in our dry suits, when we were advised that the flight plan was approved. A long and sweaty ten minutes later, we were on our way. It was a relief to be in the air and cooling down!

We followed the ferry route across to Denmark and then made our way up the Danish coastline before crossing to Sweden and landing at Eslöv. The scenery was stunning and with the good weather the sea and beaches looked tropical. We were glad that the visibility was so good with miles of water to cross. It was also comforting to know that the Danish and Swedish coastguards were tracking our progress.

The first question we were asked on landing in Sweden was, "Where are your papers?" I'm glad we went to the trouble of getting the necessary permission. With the formalities out of the way everyone became very friendly and we were even given a lift to town.

The following morning we got airborne early in beautiful conditions. It quickly became evident that the trike traps (pine trees) I'd been warned about were in abundance. Nonetheless the scenery was fantastic and we had a great flight. After 2:35 flying time we landed at Borglanda, an island off the east coast of Sweden, which the King uses as his summer home. The place was very tranquil and the fact that the proprietor of the field could not serve us fuel until she'd finished baking a cake and feeding us waffles, summed it up perfectly. We elected to stay overnight as we were so taken with the island. I took a local student pilot flying and it turned out afterwards that he owned a local guesthouse, which made our lives incredibly easy! We also borrowed bikes so we could get around. Definitely a spot to return to. During the afternoon we cycled around the coast and swam in the sea. Fabulous!

The following morning we cycled back to the airfield as it was getting light – the calm conditions and wisps of early morning



**More islands off the coast of Sweden**



**Refuelling in Sweden**



**On approach to Noorkoping**



**When Jim said he was going to Numella, Ingrid said, "Wear the fox hat!"**

**Photos: Jim Pearce**

mist were just a pilot's dream. However, three hours later the conditions weren't quite such a pilot's dream, as low-level cloud seemed to cover Stockholm and we diverted in to Tullinge on the southern edge of the city. I was glad of a newly acquired moving map GPS with airfield database as a back-up due to the complicated airspace. (Why I didn't buy one for the Africa and Australia



A novel windsock at Darleern



Jim's "other" flying machine. He flies this turbine Beaver for a sky-diving company, Para-Flite. The Beaver carries 10 jumpers and needs only 300m of grass runway to get away

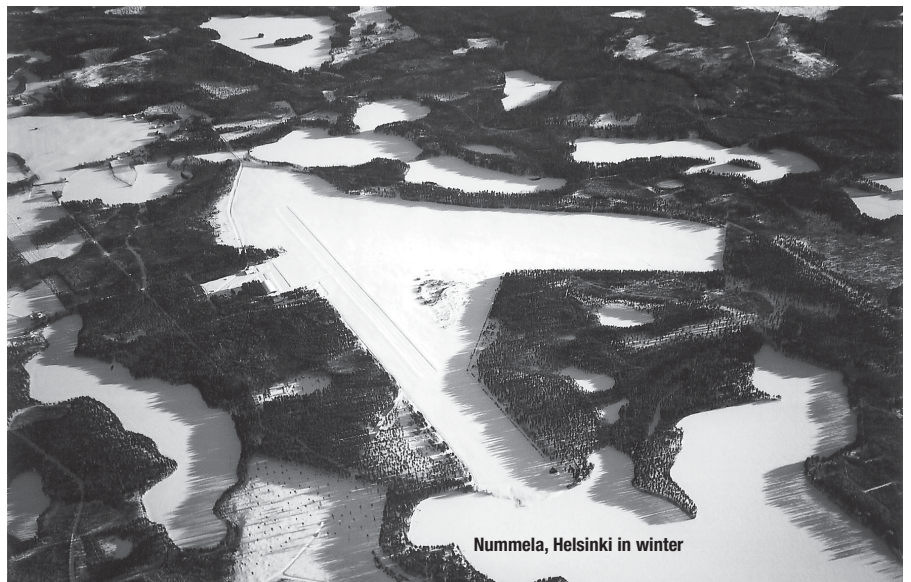
trips I'll never know. The airfield information was excellent, saving the need for lots of bulky flight guides.)

We relaxed on the ground at Tullinge for an hour after topping up with fuel and coffee before heading north around the city of Stockholm. The local air traffic control wasn't impressed by our lack of transponder and kept asking for position reports and notifying us of restricted areas. About an hour later we arrived over Norrtälje to be told we couldn't land as motorcycle training was in progress. Given that it was starting to get very turbulent, Ingrid was rather put out. On further interrogation it turned out we could land on the grass runway. Why they couldn't have told us that in the first place I don't know!

Norrtälje turned out to be a lovely Swedish town in a very relaxed spot and we had a fabulous stopover in a traditional



Grounded by poor weather, Hassleholm, Sweden



Nummela, Helsinki in winter

wooden-built guesthouse with an outdoor hot-tub. As we'd had another 5am start, a tasty lunch by the waterside was most welcome.

The following day dawned dry and bright with barely a cloud in the sky – just what we needed for a long sea crossing to Finland. Forty miles across the water was the small island of Mariehamn, our first stop in Finland. About 20 miles out, ATC asked: "What is Quik and spell please?" On arrival one of the screens in the tower had the Pegasus aviation website on it – the power of the internet is amazing sometimes! Our friendly controller smiled and said he knew exactly what was arriving!

We checked the weather and the forecast was so good that we elected to stay for a day on this beautiful island, as we had a day or so in hand before the wedding. An hour or so later we were relaxing in a lovely outdoor café. The Finnish are a hardy bunch and apparently even sit outside in the middle of winter under blankets.

The following day we headed off again over far more water than I care to think about for our destination airfield just outside Helsinki. The flight over the islands was stunning, although very cold as we had to fly relatively high to buy ourselves a little time in the event of a problem. The weather was changing from a high to a low pressure

system and we were glad to be approaching our destination. The last flight of some 2:30 hours to Nummela was quite enough flying for Ingrid, but when we arrived we received a very warm welcome from a friend of the groom who was expecting us. We enjoyed some great Finnish hospitality comprising Estonian beer and pigeon stew. Alcohol in Finland is very expensive, so they make regular trips to Talin and Estonia, a bit like the British and their Dover-Calais runs really. The local pilots do it by air!

We had a fantastic trip up to Helsinki; then my wife travelled back with KLM as she had used up all her holiday time. Given the way the weather turned out, this proved to be a blessing, but that's another story!

I just can't wait to go back and do some winter flying in Finland...

#### FLIGHT LEGS AND TIMES

Chilbolton – Calais	2:00
Calais – Lelystad	3:00
Lelystad – Wiefelstede/Conneforde	2:00
Wiefelstede/Conneforde – Lüneburg	1:45
Lüneburg – Lübeck	0:35
Lübeck – Eslöv	2:45
Eslöv – Borglanda	2:35
Borglanda – Tullinge	3:05
Tullinge – Norrtälje	0:50
Norrtälje – Mariehamn	0:50
Mariehamn – Nummela	2:30



Final approach for Wiefelstede/Conneforde, an ultralight only strip in Germany

# So... You Wanna' Be a ~~Rock Star!~~ CIVL Delegate

Michael Zupanc – HGFA Secretary and former CIVL Delegate

MOST PEOPLE DON'T HAVE MUCH OF AN IDEA WHAT OUR AUSTRALIAN COMPETITION COMMITTEE DOES OR WHAT OUR CIVL DELEGATE DOES. CRUISEY JUNKETS IN EXOTIC LOCATIONS OR LONG HOURS IN STUFFY ROOMS? UNFORTUNATELY THE ROLE OF THE COMPS COMMITTEE (CC) AND CIVL IS TO DEVELOP COMPETITION SYSTEMS, AND, IF THERE IS TO BE ANY REAL PROGRESS IN DEVELOPING THOSE SYSTEMS, LONG HOURS IN STUFFY ROOMS IS THE REALITY. WHAT DO THESE COMMITTEES DO? A BIT OF HISTORY OF WHAT HAS GONE ON PREVIOUSLY MIGHT GIVE YOU SOME IDEA OF WHAT IT'S ALL ABOUT.

**Y**ou might recall, some years ago, Paul Mollison was our CIVL delegate. Paul designed scoring systems, and we had the “mollo” scoring program which was the mainstay of competition scoring for a number of years. Paul's technical expertise was highly regarded in CIVL, and besides being something of a pioneer competition steward with CIVL, he was also involved in the development of the GAP scoring formulas. In case you didn't know, GAP stands for Gerolf (Heinrichs) Angelo (Crapanzano) Paul (Mollison).

Along the way, there was the issue of troublesome photographs. Photographs had inherent problems in that there is immense difficulty in telling whether the photo is truly in, or out of sector. It was something of a joke amongst competition pilots as to how far they would be out of sector, whilst still being classed as being “in sector”.

Something had to be done.

The sailplane guys started using GPS logging, and that system was considered, however the problem is that they had to come up with their own hardware to be able to do it, and that was expensive. Good thing that Tim Cummings came up with a sneaky idea and made the world's first secure GPS verification program that used common handheld GPS units! (You couldn't fake your track-log.)

I then took that idea to CIVL and was promptly told by the CIVL bureau to, “Forget it, it doesn't work.” Good thing I had hardware and software of the new system with me at the CIVL bureau meeting, and that I knew how to use it! Needless to say, after showing the guys that the system did actually work and also explaining exactly why photos were so bad, the idea was picked up, and Tim's software source code was subsequently published (free, open source) and was promptly copied!

July 2006

- Some other Australian inventions were:
- *The world's first (?) competition website (Forbes Pre-worlds 1997)*
  - *Variable start gates (which has since been superseded by GPS systems)*
  - *The first CIVL world pilot ranking system GPS scoring systems*
  - *The second (current) World Pilot Ranking System Innovations in scoring formulas (OzGap, OzGap 2005, FTV)*
  - *Even the “leading bonus” in RACE 2003 that Angelo Crapanzano implemented came from an Australian idea (Angelo simply disregarded the problems the idea had and pushed ahead anyway!)*

There are undoubtedly more Ozzie inventions that I have forgotten about...

Besides this, the Australian competition manual has for many years been a “standard” in the world of competition rules, and CIVL's Section 7 mirrors much of our manual. That is, we came up with the ideas, then we argued them at CIVL and those ideas were then accepted into Section 7. This was helped somewhat by the editor of the Australian competition manual and the editor of CIVL's Section 7 being the same person for a number of years!

So where does all this stuff come from? The Australian Competition Committee!

Our CC has been extremely innovative in pinning down what is wrong with competition systems, and doing something about it. We back that up with computer programming skills, which turns these ideas into workable reality, then we have people at CIVL meetings who intuitively understand these systems and are able to argue the pros and cons of the systems, as well as the pros and cons of the competing and conflicting systems.

To be effective at arguing concepts about competition systems, you need to be privy to the arguments that went on in the CC when these ideas were formulated in the first place.

The CC kicks around many ideas, both at the formal meetings and informally throughout the year. Without this level of involvement, how would a CIVL delegate be able to spot a “good idea” or a “bad idea” coming up at the CIVL meetings?

You can't just issue instructions, vote in favour of such and such idea, vote against such and such idea. Things change rapidly at CIVL meetings. New ideas come up, others are modified. Our delegate must be able to think on his/her feet and push concepts that benefit our interests and the interests of competition systems in general. Our delegate has to understand these systems. Ideally our delegate should be an architect of these systems, as that is the best way to argue the details of the system. Having someone that worked on developing the mathematics behind a system has the best chance of being able to convince the “specialty delegates” at the meeting that the idea works. Then you have to be good at generating graphs and charts, as that is really helpful when trying to convince the somewhat mathematically challenged CIVL plenary that something is either good or bad!

The Australian Competition Committee has been a driving force in the world of competition systems, so if you have aspirations of becoming our CIVL delegate, get involved in the Competitions Committee and get ready to spend countless hours pondering the ramifications of rule changes. Unglamorous stuff, perhaps, but without it we would still be going around turnpoints that had observers “checking” each glider that flew past, which is what happened before photographs became the standard way of checking turnpoint verification!



# 10th Birthday

Press release from DG Flugzeugbau

FOR THE HISTORY OF SOARING IT IS ONLY A SMALL EVENT – BUT FOR DG IT IS A SPECIAL ANNIVERSARY. LITTLE MORE THAN 10 YEARS AGO THE GLIDING COMMUNITY FEARED THAT THERE WOULD BE NO FUTURE FOR THE PRODUCTION OF DG SAILPLANES. IN SPRING 1996 THE

PRODUCTION OF GLIDERS WAS STOPPED DUE TO THE BANKRUPTCY OF GLASER-DIRKS. MANY WORKERS LEFT AND FOUND NEW JOBS IN THE LOCAL ENVIRONMENT.



# DG Flugzeugbau

**F**ortunately Karl Friedrich Weber and his wife Eva-Marie decided to continue the manufacturing of DG sailplanes which required enormous personal and financial effort. The DG-800 carrying the Solo engine

power installation was developed from prototype stage to serial production. Shortly afterwards the research for building a new two-seater, the DG-1000, was started.

A solid foundation for a successful future for DG Flugzeugbau was laid down.

The move into the modern and innovative factory buildings in Bruchsal at the end of the year 2000, the complete manufacturing of all models in production at this facility, the takeover of LS Flugzeugbau three years later – all these were important steps for DG Flugzeugbau on its way to success.

Today DG Flugzeugbau can claim to be one of the most successful sailplane manufacturers in the world. DG aircraft are known for their high quality, technology and safety. Innovations include the engine surveillance system “DEI”, the emergency bail-out unit “NOAH”, the integrated bug wiper system, the parking brake and the “Piggot hook”.

With the three series, DG808, DG1000 and LS8 the production is working at full capacity. The delivery time for new orders for the DG-1000 went up to 30 months and means patience is necessary for several of our customers. At present our design department is developing the LS10 towards serial production. The LS10 prototype has already showed its performance potential at many competitions.

We are convinced that the serial version of the LS10-s will redefine the standard of the 18m competition class.

Looking back over the last 10 years we are proud of where we stand today.

## HAPPENED (NOT SO) RECENTLY ON AN AIRFIELD

Martin Feeg

**A** few cu's made for nice white spots in the sky, but lift was shortlived in this unstable spring air. I noted a green glare on the wings while winch launched and the instructor in the back got zapped when feeling for the trim. We finished the circuit and urged to abandon operations.

A young instructor overrode us. Almost at release altitude a bolt left the nearby cloud, disappeared in the ASK21 wing, reappeared in the winch cable, disappeared in the winch, reappeared over the telephone line, rested in the soil and finally ended with a mighty bang in the telephone exchange.

A wall of rain followed, in which the aircraft which had the cable release disappeared. I raced the car to the winch expecting to find a fried winch driver. He was shaken and pale but completely unharmed. On our way to the clubhouse the glider appeared, heading towards landing.

The glider was checked by the manufacturer and only the earth wiring had to be replaced, the telephone system was carbon and the winch cable lasted for many other launches.

It was a lucky strike for both aviators, the winch driver and the telephone operator. All four could have been killed.

Close shave? What a question!

Boldness can bolt you to disaster. Read the signs and in any doubt, back off.

In this case, as you can see, my withered instructor and I saw/felt St Elmo's fire.

Safe soaring

PS: Schneider Heinz was 83 then and I owe him a lot for the thorough training.

I guess the next story will be a homage.



# New Czech Glider Now Resident at Caboolture

**Bert Persson**

AFTER MAKING THE DECISION TO BUY A NEW SELF-LAUNCHING GLIDER AND SEEING WHAT WAS AVAILABLE, I SAW GOOD VALUE IN A CZECH REPUBLIC TEST 10M.


**T**his is a full composite, light-weight glider of 205kg empty with a 40:1 glide ratio. It is powered by a retractable Rotax 447 with a belt-reduction and a 1,200mm propeller. I found the power of this little engine very adequate. It gets off the ground very quickly and climbs to 1,500ft in approximately two minutes.

The glass-work is of a high standard and the engine retract system is very well engineered. I opted for the old style instruments as they can be replaced individually. The glider is also available with a glass "Bräuniger" instrument set.

My impressions so far after a few flights are of an aircraft with very light and well-harmonised controls and no vices. The slow

speed handling is very good and it climbs very well in a thermal.

The stall is gentle, the roll rate is good and the airbrakes work well. The penetration of this aircraft will not match a ballasted machine in heavier conditions, but this is understandable due to its low wing loading of 30 kg/ square metre. All in all, the 10M is a delight to fly. I think there is definitely a place for ultralight gliders in the recreational aviation scene, especially for those who want a peaceful, sedate cross-country flight to admire the scenery and "smell the roses".

If anyone would like to see my glider, please feel free to give me a call at home on (07) 3203 8856 or at work on (07) 5498 9221. My glider is hangared at Caboolture Gliding Club, north of Brisbane. 



Bert Persson with his TST 10M



TST 10M cockpit interior

Photos: Bernard Gonsalves



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# THE DALBY BIG AIR CARNIVAL 2006

## Can It Get Any Better Than This?

Adam Parer

“**H**ow good is Dalby?!” We heard this so often during the last week of April at the Big Air Carnival in Queensland. By presentation night it had become the competition mantra but during the week the “How good is Dalby” line was used in reference to the consistent flying we enjoyed day after day, after day... The event ran smoothly thanks to the good organisation, excellent launch marshalling, safe and efficient tug operations and challenging tasks. With the ground work taken care of all we needed was the weather on our side and we didn’t go home unhappy. The soaring conditions provided an average task distance of 115km. Most of the tasks brought us back to the airport where we parked our gliders on carpet in the DHGC hangar, all ready for the next flight. Competitors couldn’t hope to experience a better time at a hang gliding meet. So, how good is Dalby? Read on...

### DAY ONE

**Dalby Airport–Bunya–Bell–Jimbour House–Macalister–Dalby Airport: 98.1km**

By 11am the sky filled out with a cloudbase at 2,500m and before long the Dragonflies and the trike took to the sky with competitors in tow. It was nice to be back in Dalby airspace again looking over the Darling Downs from the best seat in the house. The endless patchwork of wheat, ploughed paddocks and white cotton fields was a familiar sight and brought a smile to the face, especially when climbing to cloudbase at over 4m/s.

Daron Hodder wasted no time getting out on course. We were positioned to go together, but I decided to wait and watched him charge off to the north towards TP1. Soon I watched Cameron Tunbridge and Phil Schroder cross the start cylinder. I headed out on course too, but took more of a westerly track and got the jump on the others. A 4m/s thermal took me to cloudbase upwind of TP1 and soon I was on my way to Bell, just short of the Bunya Mountains.

After crossing the racecourse high I turned 90 degrees and headed along a good line for TP3. Ten kilometres out from TP2 the sky had gone blue, but a southerly track worked well and soon I cruised over Jimbour House, high, facing the cloudless sky for the remaining two legs. Any doubts about lift in the blue faded after a 5km glide; a 2.5m/sec



Overlooking the Darling Downs from the classic Dalby cloudbase

Photo: Jason Reid

thermal full of stubble from the wheat fields below took me back to 2,500m. Soon I was over the silos at Macalister, in lift, though slowly drifting away from Dalby. Eleven pilots made goal and reserved a spot for their gliders in the hangar.

### DAY ONE RESULTS

1	Adam Parer	2:09:14	1,000
2	David Seib	2:23:28	835
3	Jon Durand Snr	2:33:19	761
4	Peter Aitken	2:35:45	745
5	Geoffrey Ward	2:52:42	650

### DAY TWO

**Dalby Airport–Jandowae–Warra–Dalby Airport: 117km**

After the briefing the task committee was encouraged by the light drift and wanted another task finish at the Dalby airport. A triangle was set with the first start window at 12:30 and the bulk of the field was away for the first start... but some of us weren’t. At 13:10 I left the start cylinder for a second time, anxious to catch up but realising I was likely to get few arrival points.

The clouds were few and far between. I could hear Cam and Phil on radio and knew I was making up ground, but slow spots were frustrating the chase. Five kilometres into the second leg offered a good climb that joined me up with Daron, Geoff, Warren Simonsen and Pete Ebbling. We worked an area of multiple cores and headed onto TP2, sharing the lead and working the light lift along the way. We made the TP and climbed

over the intersection and wheat silos below. The day was getting on, the lift was backing off and the lead crew was arriving in goal. I wanted to get there ASAP.

I moved on, leaving Daron and Geoff to continue their climb at the TP while Warren, who was lower, glided off north of course line. I stayed on track and found nothing except for light cores that slowed the pace. Pressing on for that better climb used up the altitude and I landed 19km short of goal. Soon I watched Geoff and Daron cruise high overhead and they arrived at the airstrip after Warren who had already made it in. Nine pilots made goal, with Jon and Garbor moving into second and third place overall behind Dave.

### DAY TWO RESULTS

1	David Seib	2:44:25	1,000
2	Garbor Sippos	2:51:17	913
3	Jon Durand Snr	2:51:46	908
4	Cameron Tunbridge	2:59:21	846
5	Phil Schroder	3:00:19	839

### DAY THREE

**Dalby Airport–Chinchilla Airstrip–Dulacca Pub: 163.2km**

The task committee considered open distance or the token 100 miler. The latter was chosen when high cloud threatened to restrict the day’s potential and most pilots took the 12:00 start to get on their way.

I left with a good crew including Cam, Big Jon and Gary Davie, but after a couple of climbs and taking a different line I was

away and continued at a good pace until just short of the TP. Chinchilla lay ahead and appeared as a smaller part of a larger darkened area out to the west. The cirrus cast 10 to 15km of shadow over the region with the TP right in the middle.

The air was smooth going into the TP, but any remaining climbs were just remnants of dying, light broken thermals. The clouds thinned out and the western sky was clear and blue. The cirrus slowly moved on and the shadow finally started to disappear.

The air came to life, but it was another 15 minutes before any thermal offered a climb to 2,000m agl. Then four wings crossed the TP and homed-in on the newly forming thermals. Garbor, Dave, Trevor Purcell and Cam climbed and we continued on for goal, spreading out wide each side of course-line.

Eventually Dulacca came into view and finals looked tight 8km out. At 1km out I was not going to make it, but I found another thermal, crossed the virtual goal and landed a paddock away from the pub. Seven made goal, with Garbor doing his first 100 mile flight. The \$100 on the bar (courtesy of the Dalby Hang Gliding Club) set the tone, and the retrieve drives back to town turned into something of a pub-crawl.

**DAY THREE RESULTS**

1	David Seib	3:26:44	996
2	Adam Parer	3:52:51	852
3	Trevor Purcell	3:53:15	849
4	Garbor Sippos	4:15:54	732
5	Cameron Tunbridge	4:19:17	719

Some others managed significant PBs and Simon Plint tripled his previous best. At the end of Day Three, Dave Seib was in the lead overall. I was in second, with Jon and Garbor in third and fourth place respectively.

**DAY FOUR**

*Dalby Airport-Brigadoon-Jandowae-Dalby Airport: 135.5km*

The task: another triangle, first start gate 12:30. Cam, Reagan Kowald, Warren, Pete Aitken, Gary and Daron were all high and ready to go at the first start.

On the first leg Cam and Pete were charging a kilometre or so to the south of course, while the others were not doing quite as well to the north. Some met up about 7km down the course line, with Reg and Warren hitting a good core. Pete, Daron and Cam continued on, higher and flying straight under a long grey base. I was behind Big Jon and soon we seemed to be pulling away from the others. We took a good line towards a newly forming cloud with a fully-grown cumulus another kilometre further along course.

Jon and I got TP1 together, and 5km later Dave caught us up which was surprising as he had taken the first start. The three of us moved over to a smoke plume from a July 2006

large fire and rode the chunky cores before continuing on course. We crossed over Jandowae and met back up 5km later, but here we split up and Jon and Dave climbed away in a thermal I failed to find. I glided into the headwind and got a little low before finding a smooth 2.5m/s climb. For a while I matched Jon and Dave's progress, but they eventually flew into goal while I pointed the toes during a tentative final glide. Eight pilots made goal.

**DAY FOUR RESULTS**

1	David Seib	2:55:56	984
2	Jon Durand Snr	2:57:03	962
3	Adam Parer	3:00:11	926
4	Cameron Tunbridge	3:17:19	795
5	Warren Simonsen	3:36:07	698

Dave increased his lead overall, I was in second and Jon was in third place.

**DAY FIVE**

*Dalby Airport-Cecil Plains-Kowa-Dalby Airport: 104.6km*

Lee Patterson had been doing a great job all week marshalling the flight line and consequently all pilots were airborne and in position to take the 12:30 start gate. The lead crew included Dave, Cam, Garbor, Trevor, Warren and Jon. Phil Schroder was back in the air after missing the previous few days due to an eye infection and not surprisingly he was there also, high and looking sharp for 12:30 start.

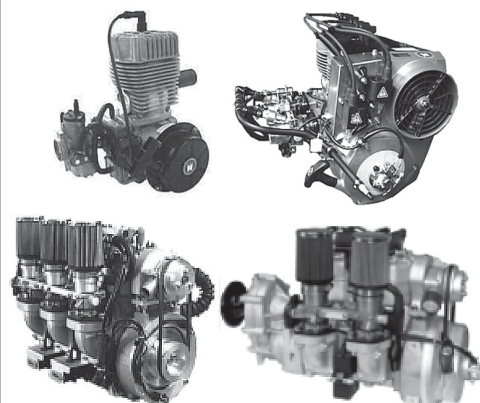
We sped towards the river at 10km out then we split up. Dave went to the east pulling ground on the others and Garbor followed. The rest of us climbed to base at 2.5m/s. When the climb faded I left, ran under clouds to the west, hit some big sink and then 3 to 4m/s thermals. Soon I was back parallel with Dave.

At 20km out from TP 1 I found the best thermal of my week, a constant 5.5m/s, and soon I was back at the cold altitude of 2,500m. Dave was climbing kilometres away to the east and we both continued on our separate tracks towards Cecil Plains. Three kilometres out I was low and hadn't hit anything for a while, then Dave passed me on his way out. I got the TP with about 15km on the other 12:30 starters, but soon I was down below 1,000m where the air was not so great and spent the next 15km grovelling down low. It took a while before I was back at base and on my way to the last TP.

I got the last TP low and waited impatiently for the disorganised cores to consolidate. Then 15 minutes later and 12km out from goal my heart sank as I watched Phil and Jon glide into the TP and start turning and climbing. I pressed on in defiance. The numbers said go but it was an uneasy move. I took the chance and paid the price as sink dragged me to the ground and I landed in

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The Dragonflies in action

Photo: Damien Gates

a paddock short of goal. Nine pilots made goal, including Byron Bay locals Gavin Ray and Warren Cole.

**DAY FIVE RESULTS**

1	David Seib	2:10:20	1,000
2	Phil Schroder	2:33:59	789
3	Cameron Tunbridge	2:36:48	772
4	Jon Durand Snr	2:40:47	750
5	Trevor Purcell	2:44:15	732

Overall Dave was in the lead, with Jon second, Cam fourth and myself third.

**DAY SIX**

*Dalby Airport-Cecil Plains-Millmerran Airport: 78.2km*

The task was set to take advantage of the drift and try to get everyone in goal. Nominal distance was 75km, so almost straight downwind to Millmerran Airport was ideal.

Phil, Cam, Jon, Warren, Ashley and Reg had a good start, but I was not so well

positioned so I pushed hard. I caught them at the second thermal, but as we settled into the climb they pulled away and were on glide before I had made cloudbase. Large areas of shade covered the course ahead and I made ground on Jon, Phil and Cam who were low and circling off to the west. But their climb improved and soon they were in a much better position, upwind and high.

I glided into the TP low with enough height for a small search above the town. I glanced down to confirm a few of the landing options and spotted a golfer walking along a fairway. I picked a paddock and unzipped on final approach, but then a bump or two preceded the smell of smoke and the air came to life. As I centred the core I noticed two small wood fires upwind, and that beautiful smell of smoke joined me for the next 20 minutes as I slowly climbed out at 0.5m/s.

Once at cloudbase I waved to Daron and Warren and we glided off, hitting a couple more climbs. I caught Ashley about


15km out from goal and we climbed and drifted to within 12km of goal. Today I left with some padding in the numbers. Jon, Phil and Cam were already half packed-up when I crossed the line, just ahead of Ashley and then Warren. Soon Dave screamed into goal after taking a late start. Nine made it in with Daron, Nick Purcell and Nathaniel Lindsay also completing the task on what ended up being a challenging day.

DAY SIX RESULTS			
1	David Seib	2:10:20	1,000
2	Jon Durand Snr	2:33:59	789
3	Cameron Tunbridge	2:36:48	772
4	Phil Schroder	2:40:47	750
5	Adam Parer	2:44:15	732

FINAL RESULTS		
1	Dave Seib	5,730
2	Jon Durand Snr	4,686
3	Cameron Tunbridge	4,604
4	Adam Parer	4,576
5	Warren Simonsen	3,733
6	Garbor Sippos	3,564
7	Trevor Purcell	3,525
8	Geoff Ward	3,252
9	Phil Schroder	3,102
10	Daron Hodder	2,884

The best aspects of this year's event were to see some new faces with everyone flying to a high and safe standard. Congratulations to Nathaniel Lindsay for receiving Most Improved Pilot award, and to Blaino for winning the floater class. Thanks to Billo, Smokey and Blaino who each averaged 100 tows for the week and got everyone airborne without incident.

Daron Hodder, DHGC president, must be commended for running this competition almost single-handedly. Lee Patterson marshalled the flight line efficiently and along with the tug operators got us into the air safely and in record time. Most tasks remained within visual range of the goal at Dalby Airport, and retrieves were too easy thanks to the uncomplicated network of good quality roads with a pub every 40km. The weather! One good day followed the next and it turned on for the whole week.

In this town everything is five minutes away: good accommodation, good food, the club hangar, and most important of all... cloudbase! Dalby is a pilot's heaven. See you there in 2007. 

## A Few Words from the HGFA President

**Craig Worth – HGFA President**

HAVING REGAINED MY HEALTH, I DECIDED TO AGAIN TAKE AN ACTIVE ROLE IN THE FEDERATION. I AM NOT YET QUITE FIT ENOUGH TO FLY, THOUGH I HAVE BEEN DOING SOME MICROLIGHTING AS A PASSENGER. BY THE END OF WINTER I AM LOOKING FORWARD TO BEING BACK IN A HANG GLIDER.

**W**orking for the federation as an employee in the past, had its benefits; I was able to travel around the country and fly many different sites, as well as compete in the occasional competition. I now feel I have friends in every state. Having now been elected as HGFA president and CIVL representative I spend quite a bit of time as a volunteer, often doing things I used to be paid to do. I can't believe I fell for it!

For those of you unaware, the CIVL is the FAI committee that deals with sporting and safety aspects of hang gliding and paragliding (as explained in the Ops Manual Subsections 2.1.8 and 2.1.9). Among other tasks as CIVL representative I attend the annual CIVL meeting in Europe.

During my 10 years working for the HGFA, with the assistance of many others, the organisation's status grew to be the highly respected and forward thinking sport aviation organisation that it is today. As president I hope to help retain this reputation and


have the federation run cost-efficiently to minimise membership costs. I will also seek to retain our current freedom in regard to operations and encourage more participation by promoting comps and fly-ins suited to all pilots, whatever their experience.

Our current pilot numbers are down a little – we seem to have as many pilots drop out of our sports as we do come in. There appear to be various reasons for giving the sport away – study, financial or family commitments – sometimes having a scare in the early period of flying. However, balancing this, there are many pilots that come back to flying once they again have the opportunity.

For various reasons there have been a number of microlight pilots recently move to the RAA (previously called AUF). Some see that the costs of flying with the RAA are less than ours, though I am told that when projected over several years our costs are comparable. One big advantage we do have is our \$10,000,000 Third Party Insurance coverage.

In the recent past I have attended both Board and Competition Committee meetings. The amount of enthusiasm demonstrated by the volunteers sitting on these committees is inspirational. I am well aware that there are numerous other volunteers that make the HGFA viable that also deserve thanks. These include members of the Safety & Ops Committee, the volunteers organising and running competitions and fly-ins, the many club volunteers, our safety officers and all the others that give their time year after year. The paid staff must also be included. The assistance of you all is sincerely appreciated.

Members wishing to better understand the HGFA's aims, objectives and roles of the Board and other standing committees, can find these outlined in the Ops Manual Subsection 2.3.

I welcome members' input to assist the Board in steering the federation into the future. 

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# TEAM KILO DOES BENALLA (A Beginners' Guide to Team Flying)

Tom Gilbert (Charlie Kilo)

TEAM FLYING HAS BEEN AROUND FOR MANY YEARS. THE POLES AND THE FRENCH PERFECTED TECHNIQUES THAT GOT THEM TO THE TOP OF THE SCORE SHEET AT WORLD LEVEL. MORE RECENTLY THE UK TEAMS HAVE SHOWN US HOW TO DO IT. AT GAWLER IN THE CLUB CLASS WORLDS THE YOUNG BRITS SHOWED US HOW IT COULD BE DONE. FOR THOSE OF US WHO HAD TO SHARE THE FREQUENCY IT WAS A PAIN. I WOULD NOT WANT TO INFLICT THEIR NON-STOP ASSESSMENTS ON MY FLYING COLLEAGUES.

Scott Lennon (my son-in-law, luckily) and I have done some team flying over the years. We both have Standard Libelles and our flying styles are compatible. A few years ago we teamed up with Tobi Geiger (LS1D) at a Club Class Nationals at Temora. Tobi was very much the team leader as he had extensive experience as a member of the German Club Class team. At that contest we finished second, third and fourth... a worthwhile

result for the team. Scott and I took a lot away from that contest. Some years later Scott attended a coaching clinic at Benalla where UK guru Brian Spreckley was part of the staff. Brian passed on some of his huge store of knowledge, some of which related to team flying.

Prior to attending the Benalla Club Class Nationals this year, Scott and I dusted off our meagre collective knowledge on team flying. We flew one flight of around 270km in the blue with climbs to 6,000ft. We were pleasantly surprised that the flight went off so well, was a lot of fun and was pretty quick, given the conditions. We decided to team fly at Benalla. A glance at the score sheet shows how we finished: had the contest finished one day earlier we would have achieved a one, two. We still have nightmares about (what turned out to be) the last day. It looked good with well established cu but decent climbs were hard to find. I suspect that there was some wave suppression. Our start points were a long way apart but this should not have been a major problem. What we failed to do was co-ordinate our starts. When Scott was ready, I was low and vice versa... it was maddening. Our time window was slipping away and I called that I had to go. I pulled three big climbs on the run up to Corowa, Scott started five minutes later and almost went to ground. If given a choice between skill and luck I'll take luck anytime! So Scott slipped from second to fifth... a bit disappointing but we don't dwell on it. It could have been worse and a 1,5 finish was very acceptable.

Back to the team flying. You can team fly to a much higher degree than what Scott and I do. We have a more loose style of flying. We decided what was important to us

and we did our best to stick to it. After morning briefing we had a team meeting. Several other pilots would often sit in on this. We discussed starting, meeting up down track if starting points were not ideal, weather and how it might develop in the task area, achievable speed for the day which might affect how far we go in each area. Also the task window... from the met we check peak heating and split the flight around that. We now have an ideal start time that we can be a bit flexible with... say 30 to 45 minutes either way. In the air we would meet over a pre-determined ground feature and try to stay together until close to start time. The distance between our start points was a factor in this and could wreck some good plans, but that's what it was meant to do!

After meeting up on task we would wait for the lower glider to catch up. This might be done over two or three climbs with the lower glider calling when to leave. This gives him the maximum opportunity to use the best part of the thermal. When leaving the thermal we try to do so without a large gap between us. Together now we cruise with the high glider (usually less than 300ft vertical) slightly leading. Number two formats about 100m away from the leader. This leading/trailing glider formation is much less demanding on the pilots than flying abeam. The lead glider has room to manoeuvre without risk and both pilots are not spending a lot of time keeping separation. When low we do fly abeam as we believe we can sample more air that way.

Either way we are now sampling a lot more air than a single glider can do and it is easy to see when one glider is in better air. When an area of lift is encountered we both slow up and weave, looking for a good core.



Team Kilo, Scott Lennon and Tom Gilbert, with the next generation – Matthew Lennon

When one finds a core worth stopping in he calls "turning". Sometimes we can both be turning in what we each believe to be a good core. In this case we call climb rates but it should be evident which is the better core and soon we are turning together. As everyone knows, the best vario is another glider. We always have another glider and can move the circle whenever it is necessary. This 'canopy to canopy' flying is exciting! When it comes time to leave one will call "ready?" Two either agrees or decides to stay for a few turns. If this is the case, one might stay in the climb or move on to the next likely climb. By the time two catches up the climb should be centred or the decision made to go on. We are very discerning when it comes to climb rates although Scott is a little more conservative than me. This can be a blessing sometimes.

Some pilots expressed surprise at our cruising speeds. On a day with five or six knot climbs we would cruise at 75 to 80kt. On big days (eight knots or so) it would be 85kt plus. This is in empty Libelles.

This is the general format of the flight. Some discussion occurs on the best track and when to turn... remember we fly mostly AAT. Scott flies with a PDA so I leave a lot of the timing to him. Good communications are essential for good team flying, not only for the team but for others sharing the frequency. Keep calls short and to a minimum.

Nearing final glide can be tense. It is easy to opt for a 'safe' climb when you know there is better to be had. We try to take a climb consistent with what has been on offer. The ring setting for final glide should be the achieved rate of climb in the last thermal although there are limitations to this in an empty Libelle! When we are nearing final glide height, all bets are off and it's a drag race to the finish. This is not acceptable in some forms of team flying. We decided that the extra points won by not waiting might just win us a day or a competition. It's amazing how some days CK is better and on other days I can't keep up with ZK.

We must thank our crews for their devotion to duty. There were some hot, sticky days at Benalla, so we did our best to win a few bottles of bubbly for them. But it might have been our swansong in team flying together at least as Scott has sold out of ZK and now has an LS1f, EB. With the higher handicap I don't think he will want to fly with me any more!



Scott Lennon

Photos: Sara Lennon

## GFA Badges & Certificates

### FAI BADGE CLAIMS

To 1 June 2006

#### A BADGE

PHILLIPS, Joshua	11202 Narrogin GC
LENNON, Peter James	11205 NSW AIR TC
DAVIS, Cameron Scott	11207 Byron GC

#### A & B BADGE

CHAPLIN, Gary Edward	11201 Boonah GC
PHILCOX, Anne	11203 Adelaide Uni GC

#### C BADGE

DALMAZZO, Thomas	11124 NSW AIR TC
MURRAY, Shaun Thomas	10915 Narrigin GC
VLOK, Marcel	11163 NSW AIR TC

#### B & C BADGE

WILSON, Guy Ralph	11133 Byron GC
-------------------	----------------

#### A, B & C BADGE

MCDONALD, Gregory F.	11204 Alice Springs GC
MOLINA, Emiliano	11206 Geelong GC
DAY, Jonathan	11208 Mangalore GC
McKAY, Barry Albert	11209 Kingaroy GC
McPHERSON, Craig John	11210 716 AIR TC

#### GOLD C BADGE

STAUSS, Ulrich	1623 Balaklava GC
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#### SILVER C BADGE

BULL, Brian Leslie	4623 GCV
STAUSS, Colin Michael	1623 Balaklava GC
HARDIE, Derek Ernest	11131 Central Coast GC
NOWAK, Chad	11085 Darling Downs GC
GROSE, Damian McKay	10622 Beverley GC

#### DIAMOND GOAL

STAUSS, Ulrich	1623 Balaklava GC
Nowak, Chad Allan	11085 Darling Downs GC

Claims for all badges and certificates to:  
**FAI Certificates Officer Beryl Hartley**  
 PO Box 275, Narromine NSW 2821  
 Ph: 02 6889 2733 (w), 02 6889 1250 (h)  
 Fax: 02 6889 2933,  
 Email <hartley@avionics.com.au>.

Decentralised Competition entries to:  
**Chris Stephens**  
 PO Box W48 Wannia ACT 2903  
 Ph: 02 6231 4121,  
 Email <poboxw48@dynamite.com.au>.



Gavin Wills



Peter Newport

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# Team Oz in France

Terry Cubley



Taken from a Nimbus 4dm with Erik Borgmann – French Alps up close

WHEN YOU ARE READING THIS THE AUSTRALIAN WORLD COMPS TEAM PARTICIPATING IN THE CLUB CLASS WORLD CHAMPIONSHIPS WILL BE IN FRANCE, PREPARING FOR THE EVENT, WHICH RUNS FROM SATURDAY 15 JULY THROUGH TO FRIDAY 28 JULY.

**T**he competition is being held at Vinon in the southern French Alps, probably the busiest gliding area in the world, and certainly one of the most scenic.

The Australian team comprises two pilots, Terry Cubley and Peter Temple, plus Team Captain Mandy Temple and crew members Vicki Cubley, Andrew Wright and Peter Buskens.

## SELECTION PROCESS:

To be selected for the Australian team, the process is quite simple – compete in the National championships for this class and place in the top two to four pilots in two consecutive years. The selection events for France were Waikerie in 2005 and Benalla 2006. Peter placed second and fourth, and Terry third and third. Both Peter and Terry have been national champions in this class in the past four years. The other pilot selected was Bruce Taylor who placed first and second, but unfortunately Bruce had to withdraw from the team for business reasons. It certainly requires a major commitment to compete in an international event, and when you have made these commitments a few times life gets into the way.

24 Soaring Australia

## EXPERIENCE OF OUR TWO PILOTS

Terry is one of our most experienced world comps pilots, having flown in five previous world comps with a highest placing of 13th (Hobbs in 15m class) and two world comps in the mountains – Rieti (20th in Standard class) and Omarama (15th in 15m class). He is the current Australian champion in 15m class and the highest-ranked Australian pilot in the international ranking list (69th). He is 53-years-old with 4,500 hours gliding.

Peter Temple is competing in his first world championships but has been national champion in club class as well as placing in the top four in his last four national championships. Peter is 39-years-old with 2,300 hours gliding. Peter competed in the pre-world championships at Vinon last year, his first international event and his first mountain competition. He achieved an excellent result, placing 15th against leading French pilots and international competitors. Peter is ranked 103rd on the international ranking list – third highest-placed Australian.

## THE CONTEST AREA

The French Alps is one of the most beautiful

gliding sites, with most of the task area amongst the 12,000ft alps, majestic mountain ranges, ancient glaciers and impressive valleys. Southern France has an amazing climate, with good flying conditions from late February through to October each year. Early in the season many German, Austrian, Swiss and Dutch pilots head south from their snow-covered countries to enjoy the great soaring available in the French Alps. It was in the European Alps that FLARM was developed, due to the high number of mid-air collisions directly related to the large number of pilots flying from the many commercial gliding sites.

The Alps border France, Italy, Switzerland and then turn east into Austria. Quite well-known and consistent mountain ranges provide for regular and consistent conditions, with long tasks. Sheer excitement interspersed with moments of indecision – depending on the pilot's assessment of the complex weather patterns.

Vinon is approximately 40km to the south-west of the main Alps with low plateaus providing weak climbs heading to and returning from the mountains. A good start and final glide of the competition will be quite critical for success.



The French Alps



The Parcours (raceway), one of the most crowded mountains in France

## EQUIPMENT

The team has decided to fly LS4s. Although the Cirrus has the best handicap, and the majority of pilots have selected this type, Team Oz decided that the first and last 40km of the task is quite risky and a little extra performance at this stage of the flight could be beneficial. A few of the tasks will require clearing a number of mountain passes and we felt that we could benefit from every little bit of performance. Also, flying in these conditions requires a fair amount of local knowledge, which our team doesn't have – so extra performance to enable us to get out of trouble and to keep up with some more experienced pilots may provide the opportunity required to improve the overall performance.

Peter has hired an LS4 from the local club at Vinon, which will ensure easy access and July 2006

local support. Peter is taking his own Borgelt B50 with WinPilot Pro. He is also taking his own OzFLARM which can be adjusted to communicate on the European frequency.

Terry is hiring an LS4 from Brian Spreckley – British Gliding Association coach, one of the main instigators of the BGA world and junior coaching teams, who runs a gliding school in Spain. Terry will be taking a Cambridge 302, compliments of Bruce Taylor, with WinPilot Pro and OzFLARM.

This combination of modern variors with WinPilot Pro provides a breadth of information to the pilot, about climb rates, netto for cruising, navigation to turnpoints, adjustable turnpoints in AAT tasks, and 'thermal centring' advice – WinPilot Pro actually tracks the thermal through GPS and tells the pilot where the centre is (how easy is this?).



Peter in the Pegase glider

Photos: Terry Cubley

The team is also benefiting from the hospitality of Danish pilot Morgens Hansen who now lives in southern France. Morgens has arranged the use of a car with towbar from one of his neighbours, that Peter and Mandy will be using. Terry has also arranged for Opel (the Holden of Germany) to lend him a new Vectra with towbar – a sponsorship deal that was also provided for the Norway world comps.

## SO WHO IS IN THE COMPETITION?

The Club Class Worlds is the biggest single class in any world championships, with close to 50 competitors. It includes world number one, Sebastian Kawa (Poland), plus eight other pilots in the world top 50 (IGC ranking list).

A mix of youth (includes Jay Rebbeck, previous Junior world champion), and experience (includes Uli Schwenck, silver medalist, Open Class in Omarama).

Obviously a large proportion of the competitors are well experienced in the European Alps, certainly a challenge for our team.

### PRACTICE

Peter flew in the Pre-world championship last year at Vinon, a great opportunity to learn the terrain under competition conditions. Peter flew 75 hours in the mountains in a Pegase belonging to the local club.

Peter has then flown the Multi-class nationals in January, being unlucky not to win, then the Club class Nationals at Benalla where he placed fourth. He then attended the squad coaching week at Lake Keepit in March. Peter is heading over to Vinon three weeks before the competition starts so that he can compete in a regional competition being held at the site. Again, a great oppor-

tunity to learn the site and the weather under competition conditions.

Terry flew the Multi-class nationals at Gawler and won 15m Class, then went to Benalla for Club Class, placing third. Practice over weekends since that time, completing nearly 200 hours flying in the past 12 months. Terry will arrive at Vinon two weeks before the competition, flying with Peter to build up the local knowledge required. He has flown a couple of days previously from Vinon which has only whetted his appetite to spend more time on this beautiful area.

### SUCCESS?

So, what are our chances: mountain flying in one of the most exciting and spectacular soaring sites in Europe, amongst some of Europe's best pilots? We have high hopes but also realistic expectations. One small error

can make a huge difference in the mountains, and our lack of experience in the area will certainly make it difficult to get onto the podium in Vinon, but a top 10 to 20 finish is cer-

tainly a goal. Final placing will depend on the actual conditions, whether the conditions are really tricky, and a little bit of luck, etc.

Peter and Terry have been flying together in practice and have developed a compatible approach without going all the way to 'Team Flying' as the French or German teams may do it – they have quite different styles of flying. Cooperative flying will be critical in France, and our pilots are well positioned to produce the best result possible.

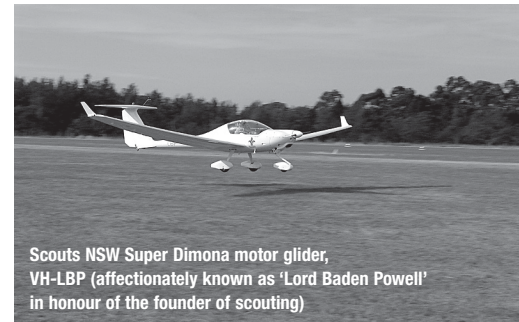
You can follow their exploits, tracking, etc, on the official site [[www.wgc2006.fr/](http://www.wgc2006.fr/)] or on the Australian team site [[www.users.on.net/~mwilson/vinon2006/](http://www.users.on.net/~mwilson/vinon2006/)]



# The 'Venturer Double Whammy' Gliding Event

**Bob Balfour**

THE "VENTURER DOUBLE WHAMMY" HELD AT GULGONG (VIA MUDGEE) THIS YEAR PROVED JUST HOW GREAT THIS ACTIVITY IS FOR THE VENTURER-AGE MEMBERS OF SCOUTING, AS WELL AS THEIR LEADERS, FAMILIES AND SCOUT GLIDING STAFF.



Scouts NSW Super Dimona motor glider, VH-LBP (affectionately known as 'Lord Baden Powell' in honour of the founder of scouting)



Scout and Cudgegong Gliding Club instructor Ron Kington with Venturer Doug W in the Gulgong Ka7, VH-UKY, getting ready to launch

**I**t will definitely be arranged again as all who participated had so much fun, experienced many new sensations, learnt heaps about gliding, and forged great friendships among the different groups that were involved.

The "Venturer Double Whammy" is an opportunity for Venturers to have a go at two forms of gliding flight in one weekend.

Firstly, a flight in LBP, the self-launching Super Dimona motor glider, up to 3,500ft agl and then engine off and a gliding experience begins. Extensive views over the Mudgee/ Gulgong Valley region, spotting Ulan mines and other landmarks were breathtaking. All participants were briefed on the controls and, subject to the weather conditions, endeavoured to extend their flight using rising air currents before coming in for a precise and safe landing. Flight times generally were about 20 to 25 minutes.

Secondly, a flight in a non-powered glider, a Ka7 or a Kookaburra which were winch launched up to approximately 1,800ft agl.

With everything happening at the speed of a bullet this flight was a real adrenaline rush for the group. From a start at ground level to a release height in just 40 seconds, climbing at an angle which feels like 60°, this feels like it is faster than an F111.

Again, the participant had a chance to look around at the great countryside, and soar alongside a pair of local eagles. Gliding times varied from seven to 20 minutes.

The winch operation was conducted by the Cudgegong Soaring Club which has an excellent gliding airport and camping/caravan ground just minutes out of Gulgong. With well organised planning we were able to conduct these two forms of gliding experience in parallel and in safety.

Venturers and Rovers from Oakville, Kurrajong and Mudgee attended, well organised by Gary Riches from Oakville. They all had the opportunity to fly in both forms of launch plus they learnt other tasks and assisted in winch wire recovery, driving back and

forwards along the grass runways, radio procedures to ensure safe operations and launching methods to get the winch-launched glider ready. They also assisted in daily preparations to get gliders ready and put away.

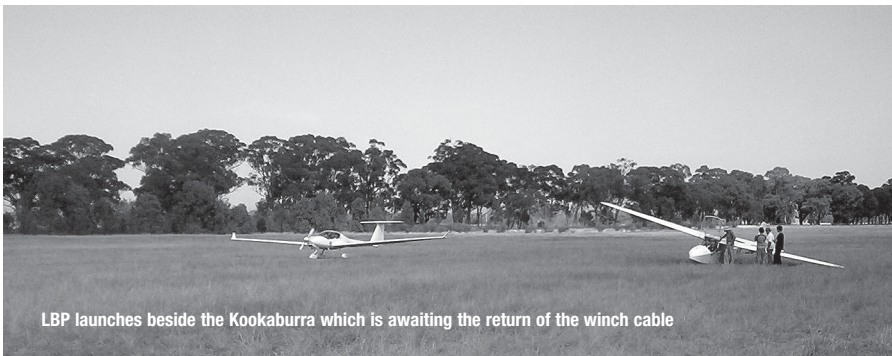
Some Venturers also tackled extra subjects to go towards their Award work.

The parents and leaders also had an excellent weekend, some flying, some visiting local tourist attractions and grape farms and also shopping.

A great vote of thanks went to the Venturer parent/leader team which provided the Saturday night roast pork, three-course



A Mudgee Venturer seated in the Gulgong 1930 Primary glider



LBP launches beside the Kookaburra which is awaiting the return of the winch cable

dinner for over 50 people, including all pilots and Gulgong club members. What a fabulous feast, cooked in the bush on portable cookers!

The club property also has several dams and a well-developed "Landcare wetlands" area. Some participants took advantage of the hot weather and cooled off in one of the dams. Later in the evening, after dinner, the Venturers were able to have their music session in relative isolation and so were not disturbed by their parents/leaders.

Sunday started with a Venturer Own Service and also an inspection of a 1930's Primary glider that has been fully restored to flying condition: this would be "real adventure flying". It is normally launched up to about 750ft agl by towing behind a car.

The weekend allowed us to conduct 35 flights in the motor glider and 36 winch-launched flights, all without incident.



Scout gliding instructors Les Mitchell (standing) and Paul Kovari (pilot) ready to close the canopy with Venturer Alex ready to experience gliding in LBP  
July 2006

The ability to fly the new motor glider to regional sites and be immediately ready to do activities has proved the right move. LBP has similar gliding abilities to our previous non-powered Blanik so the experience for passengers is not diminished, it is in fact enhanced as we can offer a better-value-for-money 'gliding' experience in a newer more modern and appealing aircraft.

The Gulgong club were very generous and accommodating hosts and the Scout staff pilots, Neil Bennett and Ron Kingston, both also members of GGC, worked continuously as did the GGC winch crew of Ian Harris, Hank Meertens, Ray Ash, Hans Staub and their families. The Super Dimona, LBP, was flown by Les Mitchell, Paul Kovari and Bob Balfour.

The sheer luxury of finishing a Scout gliding activity then hopping into LBP, flying back to Camden and putting the glider into a hangar all within two hours was wonderful. Compare this to four man hours to dismantle a Blanik, load it onto a trailer, a five hour drive back, then four man hours to re-rig! When this is multiplied by two for each direction, it certainly makes life much more enjoyable for the Gliding Wing Staff.

We are all looking forward to the next regional adventure.



Photos: Courtesy Bob Balfour



Cudgegong Gliding Club's Ray Ash supervising Venturers retrieving a parachute to hook on the Ka7, with the short winged Kookaburra, VH-GLM, piloted by Scout and club gliding instructor Neil Bennett, landing in the background



LBP backtracking after landing to clear the way for the Ka7 to launch



A circuit height view of Gulgong airfield with LBP about to join downwind for a right hand circuit



Venturers and leaders occupy and assist at the radio 'control' launch point as they await their turn



The retrieve vehicle returns with a cable to launch the Ka7  
Soaring Australia 27



Ian Rees flies cross-country from Birchip

Photo: Ian Rees

# Birchip Flatter Than The Flatlands 2006

**Ian Rees**

THE EASTER LONG WEEKEND AT BIRCHIP (VIC) WAS THE LOCATION IN WHICH 49 PILOTS FROM VICTORIA AND SOUTH AUSTRALIA GATHERED FOR THE 13TH ANNUAL FLATTER THAN THE FLATLANDS HANG GLIDING COMPETITION. PILOT BRIEFINGS WERE HELD AT THE RSL HALL IN THE CENTRE OF TOWN EACH MORNING. IT WAS HERE THAT HUGH ALEXANDER PRESENTED THE DAILY PRIZES TO THE DAY WINNERS AND ALSO TOLD STORIES OF MISADVENTURE. WESLEY HILL PROVIDED THE SCORING AND IAN REES WAS THE WEATHERMAN.

## DAY 1

The weather forecast was for a few showers with the risk of a thunderstorm. Winds were expected to be 20kt from the north at 10am with 35kt from the west at 4pm. We went to the paddock (what else is there to do) and found conditions quite soarable, so a task was set and pilots got ready. At 3pm the day was cancelled as the 35kt winds hit the paddock with light rain. Paul Kelley had already got away and flew 40km. After the day was cancelled Trevor Sangster tried to out-fly the gust front and packed up in a dust storm near Culgoa where the visibility was only 200m.

## DAY 2

The strong winds continued to blow out of the south-west. A task was set to the gliding strip at Nyah West. The safety committee, consisting of Hugh Alexander, Ian Rees and Paul Kelley, held pilots on the ground until 2:30pm when the day was called off due to the high winds. The decision was made based on the level and experience of some pilots, in particular the floater class. It was suitable for the open class and after the day was called, many open class pilots flew. Several had good flights with some making goal.

## DAY 3

After being blown out for two days, Day 3 had no wind at all. The critical decision today was to choose the correct end of the paddock to launch from or we would risk losing three days in a row. We went to the southern end, which proved to be correct.

A task was set to Litchfield, 54km to the south. The conditions would prove to be slow, with thermal strengths averaging 300ft/min. Eleven out of 49 pilots made goal. Of those, Andy Schmidt was first out of the paddock, followed by Wesley Hill, Sam Prest and Ian Rees. A few of us got held up for about 20 minutes in scratchy lift 12km before Birchip. I saw Jorj Lowrey land while I was holding on in zeros at 1,200ft to avoid the same fate. Patience paid off. Soon another group of pilots consisting of Trevor Sangster, Peter Bolton, Steve Walley and Steve Blenkinsop came through just as the conditions improved. These pilots joined us in a gaggle that stayed together as we flew past Birchip onto Watchem to the south. Tony Lowrey and Steve Norman (in the Atos) found stronger lift and they left us as they raced fast and won the day. Tony's time was 2:17. I got down to 500ft about 10km out, but fortunately Peter Bolton found a great core that took us up over 3000ft and then we hit lift all the way into goal. Last into goal was Phil Campbell, who arrived as the lift was dying. It would prove to be very critical to his comp result. Twenty pilots didn't fly past the 5km start radius, which devalued the day to 683 points.

## DAY 4

The weather forecast for Easter Monday was for increasing cloud with rain due at night. Winds were expected to be 20kt out of the north. We went to the paddock and found the sky overcast with moderate winds. There was no thermal activity due to the blocking


of the sun as we set up. Several pilots decided it wasn't worth rigging up. The conditions were quite flyable and so a task was set to Banyenong, 53km to the SSE. Those that waited and watched rushed to quickly set up. The first pilot to thermal out was Steve Norman in his Atos. This got the other pilots towing. Soon others found a stray thermal and followed. Wes Hill took one to 3,000ft and glided 26km to the deck. I took a high tow to 1,770ft and dribbled out in light lift. Soon Peter Davies and one other pilot joined me. The three of us circled in anything that wasn't going down. Zeros were held onto as long as possible and we stayed below 1,900ft for almost an hour while travelling 27km. Eight pilots got past us. No one made goal, but Phil Campbell flew 48km and was closest to goal. Only half of the field flew out of the 5km start radius. The day was worth 382 points.

## THE RESULTS AND BBQ

The comp finished off with a BBQ and prize presentation back at the RSL. Thanks to Vanessa for being MC on the night. First place went to Phil Campbell; a well deserved winner and congratulated by all very vocally. The top 10 were: Andy Schmidt (2), Wesley Hill (3), Steve Norman (4), Tony Lowrey (5), Ian Rees (6), Trevor Sangster (7), Sam Prest (8), Paul Kelley (9) and Steve Blenkinsop (10). The kingpost class was won by John Mitchell (19) followed by Peter Groose (23). John picked up a prize from Airborne Windsports of \$2,000 off a new topless glider. The floater class was won by

Richard Carstairs (25) followed by Jorj Lowrey (29). Richard received \$1,000 off a new Aeros glider from Peter Holloway. The Skypig award for clocking the most hours went to Ian Rees. The lucky 13th prize of a new Garmin GPS went to Glenn Bachelor. The teams trophy was won again by 'Show Me the Money', consisting of Wesley Hill, Steve Blenkinsop, Trevor Sangster, Migel DeJong and Ian Rees. Second in the teams event was team 'Dirty Bird' (Phil Campbell, Andy Schmidt, Richard Carstairs, Tim Hannah and Anthony Meechan). Victoria won the Vic vs SA challenge.

Socially, the highlight was the Red Faces competition. The standard of all the acts provided excellent entertainment. Paddy's porn stars were a deserving winner. In second was the Skywallies, with Peter Davies as special guest who provided the best comedy routine on the night.

Ian McLelland (the landowner) received several nice gifts from the pilots to share with his wife Anne, as thanks for the use of the paddock and his preparation of the tow strips. Special thanks go to all our sponsors, including Moyes Gliders, Airborne Windsports, Peter Holloway (Aeros Gliders) and Peter Lissenburg (Sensair). 

## 2007 HGFA Calendar Submissions

HGFA is calling for photo submissions and advertisements for the 2007 calendar. Please submit 300dpi TIFF images in landscape format to <office@hgfa.asn.au> with full captions and photographer names by 31 July 2006.

Please call the office for advertising rates and details.

## NEW PRODUCTS

### Mosquito Internal Fuel Tank

Swedish Aerosport have just released an internal fuel tank for their Mosquito powered hang glider harness. The tank is a hard shell and fits over the small of the pilot's back, inside the harness fabric. The tank holds seven litres, providing fuel for at least three hours normal flying. An adaptor can be fitted to external fuel tanks for marathon flights. One significant advantage of the internal tank is that it is more streamlined, eliminating the drag of the external tanks at the top of the A-frame. Secondly, the fuel payload does not have to be lifted when lifting the weight of the hang glider to launch, as it is carried by the harness skids behind the pilot. A nine-volt battery powers a low fuel LED display for the pilot to see. Internal fuel tanks can be fitted to existing Mosquito harnesses with some minor modifications. Contact Rob Lithgow at [www.adventure

airports.com.au] or phone 03 5261 2895 or 0402 029 457.

## New Advance Epsilon 5 with PPG Certification

The Epsilon 5 has just become the first Advance paraglider to be submitted and approved for powered flight in accordance with the DULV rules. The new convertible risers with trimmers are also immediately available.

Its predictable take-off behaviour, high passive safety and great stability make the DHV 1-2 certified Epsilon 5 not only a popular thermalling glider, but also an ideal motorised paraglider. That's why the Epsilon 5 has just been awarded approval for powered flight in accordance with the DULV (German Ultralight Flying Association) certification. The new convertible risers with trimmers, suitable for both



## \$1/day for Life and Total & Permanent Disability Cover

*“Enjoy paragliding knowing your loved ones are looked after”*

For each launch wouldn't it be great to know that if you had a heavy landing that those supporting you in your sport (your loved ones) will be protected. 95% of paraglider pilots aren't aware that they can protect their families and business whilst still enjoying gliding. So while you are thermalling in the sky, we are brokering your insurance policy with all the major players.

**Wouldn't it be great if you could access a simple and affordable policy which has no exclusion and no extra premiums!**

At **WealthSure** we know you can, because our team leader is a paraglider pilot who had just taken out cover before experiencing a collision with powerlines. He then dropped 10m straight down on his back and

watched in horror as the powerlines sparked around him, finally coming to rest in the dry grass to start a bush fire as well as blacking out 3,000 homes. Luckily, covered by his policy, he was able to focus on his recovery, knowing that his financial health was also covered.

**How much?** Depending on your occupation, the following amounts are available:

- ★ For a 25-year-old male, \$29.08 per month for \$200,000 Death/TPD cover.
- ★ For a 30-year-old male, \$26.40 per month for \$200,000 Death/TPD cover.
- ★ For a 40-year-old male, \$35.22 per month for \$200,000 Death/TPD cover.

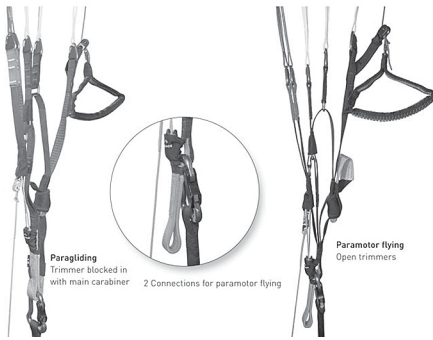
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powered and non-powered flight, are a new innovation by Advance.

Powered paragliding is becoming ever more popular, especially in the flat areas. Advance is delighted to be able to respond to this growing demand with a certified product in recognition that their paragliders have long been used for powered flight on account of their excellent flying characteristics, performance and high quality. It is not co-incidental that the Spanish pilot Ramon Morillas has already won the world championships in powered paragliding a number of times with an Advance glider and set a world altitude record of 5,395m above sea level. Ramon will be flying an Epsilon 5 in paramotor competitions from now on.

Australian Importer: Godfrey Wenness -- Manilla Paragliding, ph: 02 67856545, [www.advance.ch].

## Pro-Design – New Gliders

Pro-Design have released several new gliders and are getting more and more performance in the safer DHV categories. Their performance intermediate, the Thema, does everything that a wing in that class should, but comes in with a DHV 1-2 rating un-accelerated and DHV 2 only on one accelerated task, thus described as DHV 1-2/2 (accelerated). The Thema flies effortlessly and responsively. Think "turn" and it turns; an absolute joy and delight to fly.

The intermediate wing, Accura, is beautifully damped in all respects and slightly firmer brake pressure than the Thema. It will also make a good paramotor wing and Pro Design will be releasing paramotor risers for it shortly. It also offers impressive performance and sweet handling in a very stable configuration, building momentum for wing-overs easily.

Two beautiful new wings to add to Pro-Design's impressive stable of wings from entry level to performance, tandems, harnesses and steerable reserves. Pro-Design are continuing to build on 20 years of research, refinement and craftsmanship, building world class gliders with elegance and performance. To test fly or obtain a brochure on the Pro-Design range, contact Rob Lithgow [www.adventureairsports.com.au] or phone 03 52612895 or 0402 029457.

## FAI NEWS

### World Air Games 2009

The FAI Executive Board has taken a decision to further modernise the World Air Games concept and plans are being made to launch a new bidding process for the 2009 World Air Games.

Earlier this year, the FAI Executive Board confirmed the important role the World Air Games would play in the future as a federative force, bringing together all air sports. Now that the FAI Centenary project was complete, the Board had decided to explore new ways in which the World Air Games concept could be developed to become FAI's "flagship event", even more attractive for potential hosts, as well as for the top athletes who would compete

to become "World Air Games Champions" – the Champions of the Champions.

The FAI is working on this project with TSE Consulting, a well-known specialised sports consultancy with offices in the USA, UK, Bahrain, China and Switzerland. TSE Director, Lars Haue-Pedersen, and Project Manager, Caroline Anderson, recently made a presentation in Lausanne to FAI Air Sport Commission representatives and the FAI Executive Board. They will carry out a detailed review and testing of the World Air Games concept among potential hosts, and help FAI to develop a new bid presentation package and tender documents by the end of September 2006.

The new bid process will be launched in October 2006 at the FAI General Conference in Santiago de Chile. The two phases of the process will be conducted in close liaison with Air Sport Commissions, and TSE proposes that an ad hoc FAI committee of 10 to 15 persons should select the organisers of the World Air Games 2009 at a high-profile event in Lausanne scheduled for the end of May 2007.

Mr Lars Haue-Pedersen, Director of TSE Consulting, said: "This is an exciting project and it is positive to see a federation take the time to really think through their bidding process for the benefit of their partner hosts. With a great understanding of the needs and objectives of both the federation and the potential hosts, TSE is working to create the perfect match between the two."

FAI President Pierre Portmann added: "The World Air Games could be one of the biggest sporting events of 2009. It is important to the FAI to handle all aspects of promoting and organising the Games properly. The Games will be magnificent to see and a perfect way to promote our sports, and we are happy to be working with TSE to ensure that we will have an event that works to the benefit of our hosts."

For further information, please contact:

TSE Consulting, Caroline Anderson, Project Manager, ph: +41 (0)21 313 23 00, email: <info@tseconsulting.com>, web: [www.tseconsulting.com].

Jean-Marc Badan, FAI Promotional Manager

### FAI Competitions Winners

Title: 10th FAI Women's World Hang Gliding Championship  
Type: World  
Date: 18 to 27 May 2006  
Location: Groveland, FL (USA)

#### FINAL RESULTS: WOMEN INDIVIDUAL

- 1 Corinna Schwiegerhausen, GER
- 2 Kari Castle, USA
- 3 Natalia Khamlova, RUS

#### FINAL RESULTS: WOMEN TEAM

1 Germany 2 USA 3 Russia  
Title: 3rd FAI World Hang Gliding Class 5 Championship  
Type: World  
Date: 18 to 27 May 2006  
Location: Groveland, FL (USA)

#### FINAL RESULTS: INDIVIDUAL

- 1 Robert Reisinger, AUT
- 2 David Chaumet, FRA
- 3 Alessandro Ploner, ITA

#### FINAL RESULTS: TEAM

1 France 2 Italy 3 Austria  
FAI congratulates the winners and thanks the organisers of the championships.

### World Record Claims

**Microlights – Claim number: 13344**  
**Sub-class: RPF1 (Paraglider Control/Footlaunched/Flown with one person)**

Type of record: Time to climb to a height of 3,000m  
Course/location: Jaromer (CZE)  
Performance: 26 minutes 36 seconds  
Pilot: Jiri Sramek (CZE)  
Powered PG: Nirvana Mad Max 145  
Date: 4/5/2006  
Current record: 31 min. 20 sec. (20/7/1996, Pierre Allet, France)

**Hang Gliders – Claim number: 13890**  
**Sub-class O-3 (Paragliders) – General**

Type of record: Speed over a triangular course of 50km  
Course/location: Posocje-Kobala (Slovenia)  
Performance: 24.09km/h  
Pilot: Primoz Susa (Slovenia)  
Paraglider: Gradient Avax RS  
Date: 26/5/2006  
Current record: 23.6km/h (05/12/1999, Enda Murphy, Australia)

The details shown above are provisional. When all the evidence required has been received and checked, the exact figures will be established and the record ratified (if appropriate).



# GRAND PRIX 2006

## – An Easy Ticket to a World Comps?

Terry Cubley

DO YOU WANT TO FLY IN A WORLD CHAMPIONSHIPS? DOES IT ALL SEEM TOO HARD, TOO EXPENSIVE, TOO TIME CONSUMING? WHAT IF YOU COULD FLY ONE COMPETITION, FOR ONLY A WEEK AND GET DIRECT ENTRY TO A WORLD CHAMPIONSHIPS?

The Grand Prix circuit offers just that opportunity. Nine qualifiers are being held around the world in 2006. The first was run in Omarama, New Zealand, in January, the last event is the Grand Prix to be held at Gawler, Australia, from 30 December 2006.

The first two placegetters in each Grand Prix Qualifier automatically qualify to compete in the 2007 Grand Prix world championships – to be held in Omarama, New Zealand in December 2007.

The Grand Prix concept has two primary aims.

### RACING

The first is an exciting, pure racing event, loved by all who have experienced the one on one competition that demands maximum performance over the entire race in order to determine the overall winner.

This is best described by Ben Flewett, the New Zealand pilot who won the Omarama Grand Prix Qualifier in January and will therefore be competing in the world championships at Omarama in 2007. Ben also took home a \$10,000 cheque as his prize for this event. (See Ben's full and exciting article in the April/May edition of Gliding Kiwi.)

*"The Grand Prix competition format will revolutionise gliding. Why? Simple. It's all about racing – fast and furious. Flying consistently and hoping to float to the top doesn't work! Grand Prix racing puts the fun back in competition gliding! Given the choice of flying a traditional competition and a Grand Prix format competition, I would choose Grand Prix every time.*

*From the moment the start gate opens you can see exactly where you stand. Finishing only a split second behind someone else can cost you*

*10% of the available points (20% if the pilot in front finishes first for the day).*

*If you have a glider above you, you have to do something about it – cruising home a few seconds late costs too much. Seconds of delay and indecision can cost you a place and points. This makes for exhilarating racing, particularly in the later stages of the task, as pilots try different tracks and tactics to catch the pilot in front."*

### PROMOTION

The second aim of the Grand Prix is promotion and marketing of the sport of gliding: for the first time displaying gliding in a format that takes it directly into the living room of the general population.

Imagine a time when you explain that you fly gliders to someone and they immediately know what you do and can speak knowledgeably about the pilots involved and the wonders of the sport. A time when people are aware of the sport and our membership numbers have increased again to the level that makes it affordable and exciting for all participants at all levels. A grandiose concept, but one which may not be too distant if we can tap into the promotion potential of this event.

We don't intend to try and match the marvellous spectacle of the New Zealand Qualifier, but we do have a major promotions plan, with support from the GFA Marketing & Development committee. If all goes to plan you will be able to track progress of the day's task on the internet and you will see gliding promoted on television and in newspaper reports – here's crossing our fingers.

### GAWLER 2006 – AN INTERNATIONAL GLIDING EVENT

Twenty pilots only, 10 Australian and 10 International, all flying standard class gliders – Discus 2, LS8, Discus, ASW28, ASW24.

Tasks are set tasks typically 200 to 400km long, with all pilots starting at the same time with a 'racehorse' start. This means that the first one home wins – easy for the public to understand, and certainly an encouragement for individual pilots to get ahead of the glider in front – you know exactly where you stand.

The competition runs from Saturday 30 December 2006 through to, and including, Saturday 6 January 2007. There will be some practice days immediately prior, and launching is available from the local club any time prior.

### TWO-SEAT CLASS

As advised in the May edition of Soaring Australia, we will also be hosting a two-seat Grand Prix to enable a broader group of pilots to experience this wonderful sporting event. We have increased the span to 22m to allow DG505 and similar aircraft to compete. This means that two-seat gliders from Janus through Duo Discus to DG1000/500/505 will be able to experience this amazing event. If you have access to such a glider, why not come alone or bring your club – all can experience the excitement of Grand Prix racing as well as an international flavour, in a safe and challenging environment.

### ENTRIES

Entries close on 31 August, see the web page for details [[www.adelaidesoaring.on.net](http://www.adelaidesoaring.on.net)].

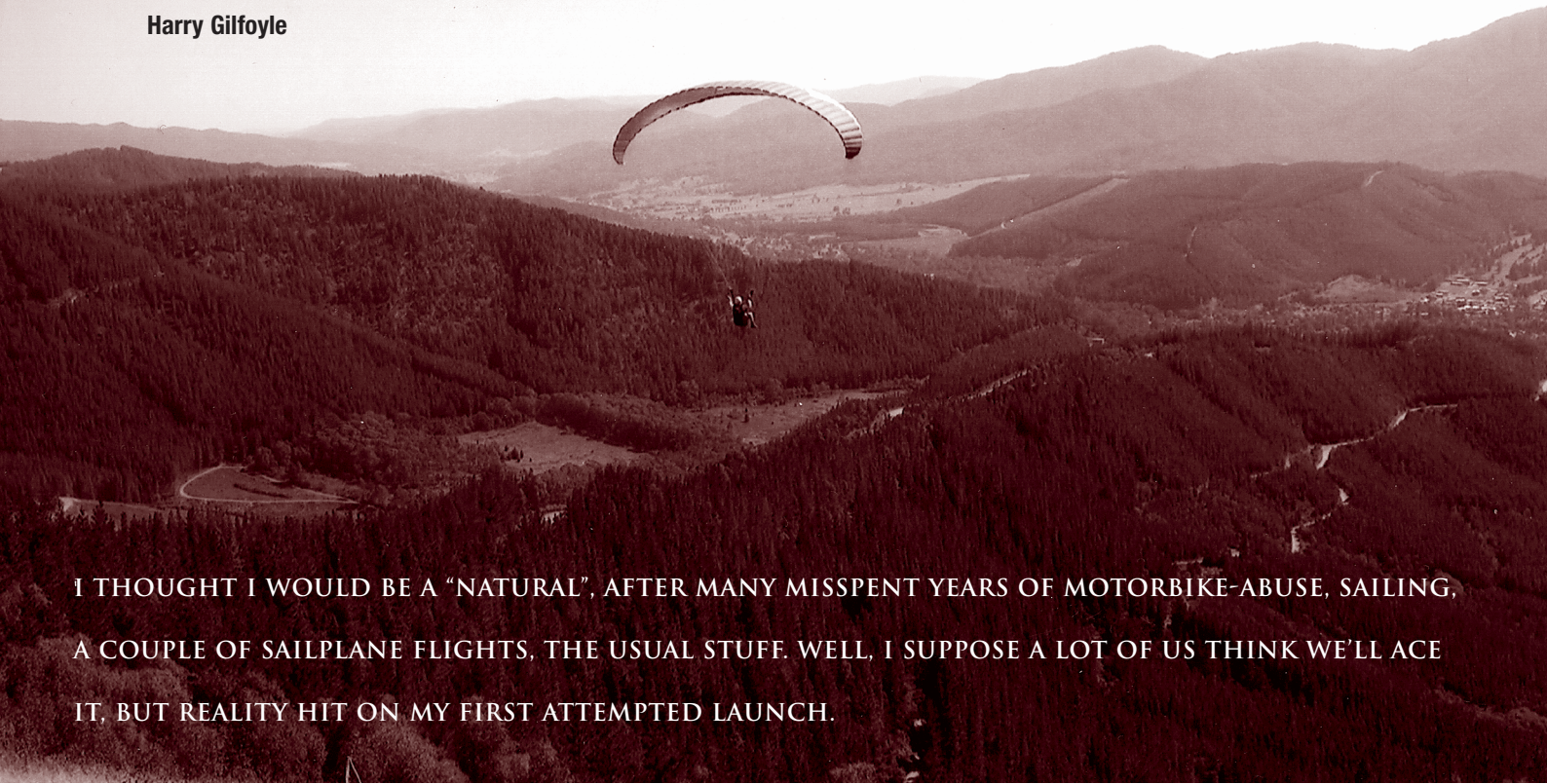
Only 10 places are available for Australian pilots for the qualifying event, so it is important that you get your application in on time. There are no limits on the two-seat class, Australian or International pilots are welcome. All applicants will be advised whether they have been accepted by the end of September.

See you at Gawler!



# Old Dog Seeks New Kicks

Harry Gilfoyle



I THOUGHT I WOULD BE A “NATURAL”, AFTER MANY MISSPENT YEARS OF MOTORBIKE-ABUSE, SAILING, A COUPLE OF SAILPLANE FLIGHTS, THE USUAL STUFF. WELL, I SUPPOSE A LOT OF US THINK WE’LL ACE IT, BUT REALITY HIT ON MY FIRST ATTEMPTED LAUNCH.

Harry cruises above launch

What could be easier? Just lay the thing out, clip in, run forward and release the risers and fly. My first attempts in the paddock were pretty demoralising, losing it to the left and the right, ahead and behind, finally testing Jason’s patience by running crabwise across the slope, ignoring the radio’s strident “right brake... Right Brake” as I ran over him on my left. The radio was hardly necessary.

The rest of our small class seemed to master the basics from the start, and I was beginning to think that, at 57 and a puny 60kg, maybe I lacked the necessary strength. I don’t feel that 57 is old, there’s plenty of time for mischief yet, but I’d been phoning

and emailing paraglider schools all over Victoria and New South Wales for months without a single reply. I’d pretty well decided that paragliding must be for the young and fit before a friend recommended Ted Jenkins at Alpine Paragliding. Ted must like a challenge because he replied the same day.

Having failed so dismally in the paddock, I was gobsmacked when we had our introduction to the launch at Mystic. Beautiful mountain scenery, 1500ft above Bright, lots of trees. Gulp. This could hurt. We each had a tandem flight and what a hoot this sport is if you can get past the running part. Maybe I could become a “natural” tandem passenger?

On landing (no drama), we packed up and raced back to the top of the hill where the rest of the class all did their first high solo flights with no problems. How’s that for a learning curve – from nothing to 1500ft in a day. I was very happy to do another tandem flight and share the general euphoria, but I had a bit of thinking to do that night. The only relevant comparison I could make was that the spinnaker on my boat is twice the size of a paraglider and it pulls five tons of boat quite easily. The power-to-weight ratio looked all wrong.

The next day was looking like more of the same until Ted pointed out that it wasn’t my old body that was struggling, it was my old brain, “old dog’s syndrome”. Physically,

there’s nothing to it, but my remaining brain cells were struggling with the processing necessary to control muscles that were doing something new while running toward a big, steep hill. He laughed at my body language and told me to relax, and somehow it clicked. I stopped trying to run with the brakes on and the rest was easy.

Well, it wasn’t Swan Lake but I was in the air and how sweet it was. Ted broke the mood by telling me to get comfortable in the harness. Comfortable? Hell, I’d fly forever with my wedding tackle scrunched up near my navel before I’d wriggle in this thing! A one-sided conversation followed, with Ted’s usual gentle persuasion convincing me that perhaps falling a couple of hundred feet would be preferable to falling out with Ted so I got comfortable and just soaked up the moment.

There can never be another first flight, and there’s so much to take in that it’s mental overload. The adrenaline had been building for ages and I’m sure I was shaking, but I felt very little fear, it was just a great buzz. The trees below looked soft, the valley and mountains were clear forever, I could hear birds and insects and a car on the distant road, all while sitting back in a comfortable, padded armchair. I could get used to this.

Jason broke into my reverie, instructing me to try a few gentle turns and then talking me down to a gentle landing. How do you



Harry psyches himself up for an acro launch



Launching off Mystic

keep from singing? The rest of the class were generous in their congratulations; they had experienced the same thing the day before and understood my idiot grin.

The next few days were filled with early flights, some thermal and ridge soaring, theory and long lunches during the most turbulent middle of the day and a return to the hill later for as many flights as we could manage. They were long days, but the course is described as "intensive" and there's a lot to learn in a short time. We practiced rear-riser steering, speed bar and big ears, one of our number grabbing the "B" lines by mistake and copping an ear-full from hawk-eyed Jason before it became an issue.

We also spent a couple of afternoons at the airstrip, practicing ground handling. With very little wind, we had to create our own by moving backwards while kiting the glider, the only physically demanding part of the learning process. It's a great learning tool because you can watch the behaviour of the wing while feeling the response through the lines and conditioning yourself to the feedback. I struggle with the feel of the wing when I can't see it, so I intend to do a lot of ground handling. I actually enjoy it, weird eh?

So, armed with our new reverse-launching skills, we returned to Mystic to try the real thing. Once again, I had mental overload, both brain cells exchanging high-fives at successfully flying the wing and forgetting I was supposed to fly too, so I was immediately "Christmas-wrapped" in the canopy. Another kind word from Ted and I tried again, making a successful three-point take-off (elbow, knee and harness) with some comment about wrecking the gear ringing in my ear.

July 2006

To paraphrase some forgotten wit, "If you can't do launches, do lots of them," and that's what we did for the rest of our time. We all enjoyed the course; Ted's humour is infectious and he has a line for every occasion and we were lucky to have a group of people who were able to see the funny side of most situations. Jason's instruction was spot-on and he managed to stop us from killing ourselves on landing. Thanks to everybody for a great time. I may not be a "natural", but wouldn't it be boring if there was nothing to learn?



Solo flying

Photos: Ted Jenkins



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# Letters to the Editors



## Wind Turbines

Recently, I wrote an article in Soaring Australia about free-flying in the Canberra area (June '06 issue). In that article I mentioned a proposal to build wind turbines on Spring Range, the main site in the Canberra area. The small size of this site would make it too dangerous to fly if the turbines go ahead. The site is privately owned, but the ridge is divided down the centre by a boundary fence. If one owner rejected the turbines they could easily have gone on the other side of the fence. It is nearly the perfect scenario for the energy company and the worst scenario for the flying community. This letter is to raise awareness of the potential problems at many existing flying sites in Australia.

Due to our dispersed political power, suggestions to locate turbines elsewhere are likely to fall on deaf ears. In addition, we run the risk of prematurely losing sites because landowners (public and private) won't want to lose the income from the turbines if they are rejected because of our sport. It is a truly horrible dilemma for us and once again highlights the importance of the HGFA and/or clubs purchasing or arranging long-term access to sites.

Peter Bowyer, the sole instructor operating in Canberra, has indicated he would suffer considerably if the turbines go ahead at Spring Range. It is the main training site in the region. About 70% of local pilot flying time is at Spring Range.

Recently, Lake George, the second major flying site near Canberra, has also been proposed as a turbine site. At this stage it is not clear if they would jeopardise flying at the Lake.

Some sites may accommodate both flying and turbines, but many will not.

There has been considerable opposition to wind turbines on a broad range of issues. These include questions about the motives of the financial backers (often overseas companies that obtain tax concessions for the investment), where much of the impact on the local environment and local communities is hidden or severely underestimated. Issues about whether they make any significant impact on greenhouse gas emissions or transfer the problem elsewhere have also been raised. Some say they are noisy, others say they are not, some say they kill birds, others say they do not. There is an enormous amount of misinformation and very little policy direction at government level. What I do know is that they tear local communities apart and they will destroy paragliding and hang gliding in the Canberra area if they go ahead at Spring Range. There are no other equally suitable paragliding and hang gliding sites in the area.

If you are like me and believe we should reduce our greenhouse gases, but you are also concerned about the impact of wind turbines on our sport, contact the Spring Range Landscape

Guardians [www.

springrange.org.au] for information on what you can do. Maybe you need support now to help protect your local sites in the future.

Barry Oliver

## Time for a Change

Hasn't Bernard Eckey, Soaring Australia May '06, hit the nail on the head! How many student pilots see that going solo is the goal and, once they have, perhaps because they have not been set an example as to what soaring offers, are quite happy to drop the sport once they have achieved that goal, because as they go further it becomes too hard and frustrating. I strongly believe that there are two principles we need to look at to retain members beyond solo.

The first is to set an example. At our club we have a strong cross-country base, with senior members always off over the fence and attempting to push the limits of the day. Whereas the short pylon race may be of assistance, my belief is that the student who sees 300km plus as the norm will be chomping at the bit to emulate his fellow pilots. Those that see senior pilots cutting short and staying in the bounds of the field, will only try to emulate that type of flying.

The second point is, to give that student the best ability to emulate those senior pilots is to teach the art of soaring as soon as possible. Unfortunately, coaches are not able to teach pre-ABC students the art of soaring and what often happens is that the student, once solo, wants no more of dual flying. We need to get the students soaring as soon as possible in the manner that they need to soar properly. That is, lookout, feel and 45° bank. Once they have this they will be able to soar. So how do we let the student achieve this as the norm?

When I first became a coach my major concern was that students were not able to look out and bank. So it was back to basics. Two straws on the canopy at 45° and cover up ALL the instruments. Now the student begins to feel the thermal, does not have the need to do other than look out, and has a reference of the angle of bank they should be achieving.

I have done this with many early solo pilots and, once they lose the distractions of instruments, they can keep the glider up in the worst conditions, try it! So why is it that we have to leave it till the student has instilled the bad habits of 25° normal bank and has to be retrained, instead of getting it right in the first place? Why do we continually complain that the student is not looking out when at the same time we give them instruments to look at instead of covering them ALL up? Okay, we get the comment "How do I get the student to fly at 55kt?" Tell them to keep increasing the speed 'til they reach 55, "That's 55

hold it there."

No chasing of the needle now.

I believe that until we get these issues sorted out the problems that Bernard talks about will continue. Let's look at our first class training regime and get it even better, so that we can make soaring pilots.

James Cooper, State Coach WA

## Look After Your Hang Glider

One Saturday morning last May, some time between midnight and 7:30am, someone decided they wanted my hang glider more than I did.

I'd taken it for a fly the day before and left it on the car overnight. I'd left it on the car many times before, after all, who would steal a hang glider?

I have now been given many theories in answer to that question. The police said it would be a theft of opportunity. Someone just driving past who'd see it and think, I will have that. They would take it, then discover what it is. The question then becomes, what would they do with it? Most likely they'd dump it because it would be too hard to sell, especially around Newcastle. They could take it up or down the coast and try to sell it elsewhere. They could hold onto it for a month, six months or a year and try to sell it then. It is quite distinctive, with a repair on the luminous green undersurface just near the nose, about 1'x6" in size. The glider is an Airborne Fun 190, with a light blue top leading edge and luminous green bottom leading edge. When stolen, it was in a blue Airborne glider bag. So please keep an eye out for me. Others have suggested I should keep an eye on eBay, which I will be doing.

Who knows what they will do with it, but take the word of warning. Don't leave your glider on your car. Lock it up. Put your name and phone number on your glider and glider bag, in case it is dumped after being stolen. But most of all, keep your eye out for my hang glider and if you see it call me on 0425 304624 or call the police!

Don Gardner

## Thermals That Rotate

The article 'Thermals that rotate', by Garry Speight, Soaring Australia, May '06, brought to my mind something that has puzzled me for years.

During 1949 I was a member of the London Gliding Club in Britain and I carried out a number of thermal flights in Grunau Baby and Slingsby Prefect sailplanes. I found that I could circle quite comfortably to the left (anti-clockwise and in the direction of thermal rotation) without any special concentration, but when I circled to the right I found I needed a bit of extra concentration to maintain the correct speed, angle of bank and nose position.

I put this down to the fact that I was, at that time, a relatively inexperienced soaring pilot.

On my return to Australia in 1950 I found that I could now circle quite comfortably to

the right (again, in the direction of thermal rotation) but needed a bit of extra care in circling to the left! Any relaxation of this care resulted in fluctuations of airspeed or nose position. The extra care did not result in any great trauma, but it was noticeable.

As a result, whenever I encounter a thermal I now choose to turn to the right, and if this takes me out of the best lift, I simply adjust the circle until I am centred properly. I make left turns in thermals only on rare occasions. Strangely enough, making left turns at other times, such as in the circuit, don't bother me at all.

Do other pilots have this or similar troubles? Is there something wrong with me? Am I perhaps imagining it all? Do pilots from north of the equator, when soaring in Australia, encounter similar experiences?

If it is of any significance, I am normally right-handed, though there are some things that I do left-handed, such as operating my computer mouse. Does any of the above information have any significance on Garry Speight's excellent teaching?

Allan Ash

# Soaring Calendar

## AUSTRALIA

### Canberra Gliding Club Inc. 2006 Wave Camp

26 August to 3 September 2006

Held from the clubs airfield at Bunyan, 15km north of Cooma. Limited accommodation in the clubhouse on the airfield. Oxygen refills available for visiting aircraft and one two-seat aircraft fitted with oxygen for instruction, coaching and mutual wave flying. For further details, book accommodation, or your intention to attend, contact Stuart Ferguson <sdfo1@bigpond.com> or 0419 797508.

### Queensland Cross Country Coaching Week 25-29 September 2006

Contact Ralph Henderson <rhenderson@iinet.net.au>.

### OZ Nationals – Canungra PG Cup 30 September – 7 October 2006

Canungra, Qld. PG pilots are invited to compete in the 7th year of the AAA sanctioned Canungra PG Cup. Maximum 85 entries, minimum of intermediate rating, entries accepted based on requirements in the latest edition of the HGFA Comps Manual. Come and experience the fun and games, supportive and diverse flying Canungra has to offer. Competition entry \$360, includes full retrieve service, pilot pack, official comp T-shirt, map, presentation dinner and day prizes. An additional \$30 club site fee will also be required for non-club members. Package includes pickup/return from Brisbane Airport on Friday 29 September and Sunday 8 October. Accommodation is limited, so book early for rooms at the Motel, B&B and Hotel. Details available at [www.chgc.asn.au] (click "Competitions" link). Online registrations. Enquiries to the Competition Organiser, Brandon O'Donnell on <canungracup@chgc.asn.au>.

### Queensland State Gliding Championships

30 September – 7 October 2006

Warwick airfield, hosted by Southern Downs Aero and Soaring Club. Further information [http://qldstatecomps06.net].

### 45th Multi-class National Championships 8-20 October 2006

Kingaroy, QLD. Practice days 8 and 9 October. Entry \$300, late fee \$50 after 30 August 2006. Strictly limited to 60 gliders. Contact Lorraine Kauffmann <lkauffma@bigpond.net.au> or 07 54427448, [www.kingaroygliding.com].

### Canungra Classic

21-28 October 2006

Canungra Classic has Indy fever. The dates for this year have been moved back to coincide with

Indy weekend. We expect the flying to be more challenging later in Oct, giving more unstable days. Take extra time off work, fly the Canungra Classic and see the fast cars at Indy races (Indy starts on the Thursday). This year's Classic promises to be great, with HQ based at Canungra's picturesque showgrounds, creating an open friendly environment with BBQ, campfires and a laid back Australian style. Some catering will be provided for breakfast and dinners. The Gold Coast comes alive for Indy with great night time events. This is the first comp of the season in Oz and is a must for the young at heart. Check out [www.chgc.asn.au/comps.html] for more details. GPS mandatory. Int. with inland experience. Registration Friday 20 October (not Saturday morning). Entry fee \$180 (\$210 if paid after 31 August) plus \$40 site fees (for payment info contact Regan <rkowald@centrepointalliance.com.au>).

### Mt Beauty GC 30th Birthday 4-7 November 2006

The Mt Beauty Gliding Club will be celebrating its 30th year of operations over the Melbourne Cup weekend with a fly-in and huge birthday dinner party on Saturday night. All former members, glider pilots and aviators are invited to come celebrate with us. Winch and aerotow available. Get in early and register your place at this not-to-be-missed event. Contact Mark Bland 02 60565514, or Ian Cohn 0408 379939.

### Airborne Gulgong Classic

19-25 November 2006

Gulgong, NSW. AA sanction, GAP parameters to be announced. Cost will be \$135 comp entry and \$250 tow and hangarage fees (total \$385). This will be the "bring all your toys" comp: HG, trikes, picolites. Email <fly@gulgongclassic.com>, web [www.gulgongclassic.com].

### Narromine Cup Week

19-25 November 2006

Narromine aerodrome, NSW. Further information available from Mrs Beryl Hartley, ph: 02 6889 2733; email <hartley@avionics.com.au>. Book your accommodation early!

### The Great Eastern Fly-In

29 December '06 – 1 January '07

Evans Head, NSW. Celebrate aviation by flying in to Evans Head with family and friends and stay for some flying, fun, sun and surf! Air displays, joyflights, aviation businesses, market, dinner and film show. No matter what you fly, join us at this WWII Heritage Aerodrome for four days of aviation celebration. No rego or landing fees. Contact: Gai Taylor 02 6621 5592, mobile 0427 825 202, email: <gai@i-byte.com.au>.

### Forbes Flatlands Championship

3-10 January 2007

Forbes, NSW. Aerotow only. HGFA AAA and FAI WPRS. Registration and practice day 2 January. Strict 72

pilot maximum. Minimum rating HGFA intermediate or foreign equivalent. Pilots must have successfully aerotowed their glider model at least 10 times and must be aerotow endorsed. \$200 entry fee includes welcome party and presentation dinner. \$300 aerotow fee includes unlimited tows including the practice day. Register online [www.moyes.com.au] before 1 December and receive a free comp T-shirt. Come and be a part of the Forbes Flatlands revival. The emphasis of this comp will be to provide an opportunity for pilots to experience the thrill of competitive HG in a forum designed to enhance their flying skills while fostering the camaraderie of HG. For further information or volunteer enquiries call Vicki 02 93164644 or email <Vicki@moyes.com.au>.

### 19th Bogong Cup HG Championship 2007 13-20 January 2007

Mt Beauty, Vic. AAA category 2 event. Registration 12 January 4-8pm sharp, Settlers Tavern, Tawonga South. Strictly 75 pilots max. Minimum rating int with inland experience. Entry \$200 before 8 December 2006 (\$220 thereafter). Open, Kingpost, Floater and Female categories. Also, the Joel Rebecchi award for most improved Australian pilot. After some fantastic flying over the past two seasons (13/16 tasks achieved) and with the dynamic team of Carol Binder (Organiser) and Heather Mull (Director) will once again ensure heaps of fun, prizes (serious and novelty) and social events. GPS, radio, parachute and a passion for flying mandatory. Pilots must also have a current FAI Sporting Licence for WPRS scoring. GAP parameters: 5km, 50km, 90min, 25%. Web info & online registration [www.xcflight.com], <info@xcflight.com>. Ph: Carol Binder 0429 403606.

### Bright 3 2 1

10-17 February 2007

Bright, Vic. AAA sanctioned Cat 2 event. Registration at HQ (Outdoor Inn) 4-8pm 9 February. Welcome BBQ 6-8pm (free to competing pilots). Welcome briefing 8:30pm sharp. 140 pilots max. Minimum rating int with inland experience. Entry \$220. \$20 discount if paid before 1/1/07. The 321 will once again provide heaps of fun, prizes (serious and novelty) and fantastic and interesting social events. GPS, radio and parachute mandatory. GAP parameters: 5km (min), 30km (nom), 20% goal, 90min. Web info & online registration [www.bright321.net], email <compdirector@bright321.net>. Ph: Carol Binder 0429 403606.

[Note: GAP parameters, where listed in the above events, are: bombout distance (minimum scoring distance), nominal distance (minimum task length), nominal time (minimum expected winners time), and goal percentage (nominal percentage in goal).]

## Club Class Pre-world Gliding Championships

The club class pre-world gliding championship will be held at Vinon, France in July 2006. Competitors from all over the world will converge on Vinon, which is situated in southern France, with most of the flying being over the picturesque French Alps.

### Schedule

<i>Australian team arrives in Vinon</i>	<i>23 June</i>
<i>Check-in and unofficial training</i>	<i>10-13 July</i>
<i>First official briefing</i>	<i>13 July</i>
<i>Opening ceremony</i>	<i>14 July</i>
<i>Farewell party</i>	<i>28 July</i>
<i>Prize-giving ceremony</i>	<i>29 July</i>

### Australian Team – Pilots

The team for the 2006 Vinon World Championship was selected in January 2006 based on the combined results of the 2005 and 2006 Australian Club Class Championships.

The Australian team was originally a team of three, including Bruce Taylor, Terry Cubley and Peter Temple. Unfortunately plans changed, forcing Bruce Taylor to retire from the team.

### Crew

Andrew Wright and Vicki Cubley, both from the Adelaide Soaring Club, will be crewing for Terry Cubley; they previously attended the Norwegian World Championships together. Peter Buskens will be crewing

for Peter Temple; he too was at the Norwegian competition, but as a pilot.

### Team Manager

Mandy Temple will act as team manager for the Australian team. Having been there last year she has established several useful contacts, which should make life easier for the team. Being able to speak French should also help.

### Website

A website has been set up as we did last year. The URL is [www.users.on.net/~mwilson/vinon2006/].

## OVERSEAS NEWS

### Schempp-Hirth Leads the Way in Safety

Early May this year, Tilo Holighaus delivered the first Discus-2bR to Josef and Sebastian Eder. Hanks Streifeneder was also present at the delivery to personally explain all operations of the rescue system.

The Discus-2bR is, with approximately 298kg, only 30kg heavier than the pure sailplane version. The maximum cockpit load as well as the maximum take off weight is not affected with the installation of the Total Rescue System.

The EASA-certified Total Rescue System needs very little maintenance and can be inspected during a normal annual inspection. The first special inspection is due after three years, a complete inspection follows at six years. Both inspections can be carried out by the manufacturer

or through an authorised service centre. The current life span of the rescue system is 16 years.

With the already-delivered four Ventus-2bxRs, the delivery of the Discus-2bR makes this the fifth Schempp-Hirth glider with a RADA 500-Rescue-System. Together with the Discus b test platform there are at present six sailplanes flying with the Streifeneder-Rescue-System. The necessary supporting documents for the certification of the Discus-2cR have been completed and should be of interest to a greater pilot audience. Fundamentally, the empty weight for this 18/15m version will be similar to that of the Discus 2c-Turbo-Version. Here also the maximum useful load and the maximum take off weight will not be reduced. The first orders for this aircraft are already in progress.

Schempp-Hirth's certification activities of the total rescue system had a useful side effect which resulted from the very high certification requirements of the ground impact in the case of rescue. Therefore the safety cockpits had been strengthened already in 2002 and also further improved. Each serial glider since 2002 is equipped and improved with this modified safety cockpit whether it has a rescue system or not.

### Tost's 'Best-performing Dealer'

Tost GmbH of München, Germany, has announced that its Australian dealer for over 30 years, Ian McPhee, has been named its 'Best-performing Dealer', worldwide, in 2005. For this Ian has been presented with a certificate and a quality Uhren-Leon watch with Seiko mechanism. This award was, in part, due to the sale

of several Tost rope recall winches for fitting to Pawnee tow plane E-tug powered by the GM LS1 V8 automobile engine.

## FAI NEWS

### FAI Annex A Committee

Due to recent computer software developments the FAI Annex A Committee would like to stress that paragraph 5.3.1. Radio Transmitters and receivers in Annex A is still valid and consequently data transmissions are prohibited. The only exceptions are transmissions:

- (i) Required by the organisers.
- (ii) For safety purposes.
- (iii) For anti collision warning.

Data transmission between Proximity Awareness Devices like FLARM or similar systems is allowed in the interest of flight safety, but only to the extent necessary for system functionality (eg, presenting bearing, distance and altitude above or below). Processing FLARM data in a flight computer to display information such as climb rates of other gliders in the competition area is in violation of Annex A and prohibited in competition.

Manufacturers will be required to state which computers and software versions are able to present prohibited information. Computers with these software versions will be prohibited in competition. The responsibility for compliance with this rests with the competing pilot. The pilot must show during technical inspection that the glider is not equipped with any prohibited instruments.

The Annex A committee would also like to stress that competition flying is strictly a VFR business and collision avoidance is the responsibility of the pilot using visual references only. Hence FLARM, or a similar system, is to be regarded as a Proximity Awareness device only giving traffic advisories that have to be dealt with visually. To accomplish that you only need the type of information provided by the "basic" FLARM.

The IGC will contact the manufacturers of Proximity Awareness Devices and explore whether an alternative would be for a manufacturer to provide a selectable switch, not accessible in flight, which can be sealed to an OFF position to disable the display of rates of climb and similar data during competitions.

### Bidding Process to be launched for World Air Games 2009

FAI, the World Air Sports Federation, has taken a decision to modernise the World Air Games concept and plans are being made to launch a new concept and bidding process for the 2009 World Air Games.



Discus-2bR

The FAI, based in the Olympic Capital Lausanne, recently announced plans to re-launch the bidding process for a new and improved World Air Games. In cooperation with TSE Consulting, a specialised sport consultancy, the Federation has decided to modernise the concept and work to make the event even more attractive for potential hosts.

Having previously been held in Turkey and Spain in 1997 and 2001 respectively (the 2005 Games were replaced by centennial celebrations), the World Air Games is the biggest gathering of air sports in the world. Bringing together the world champions in ten different air sport disciplines, the event showcases a week of tremendous competition, and fills the sky with excitement and thrills. From parachuting and ballooning to gliders, microlights and paragliders, the World Air Games offer a truly spectacular showcase of the best in air sports.

The bidding process will be launched in October 2006 and a host will be selected in May 2007.



**“MAN OR WOMAN WANTED FOR HAZARDOUS UNDERTAKING. SMALL WAGES, BITTER COLD. LONG MONTHS OF COMPLETE DARKNESS. CONSTANT DANGER. SAFE RETURN DOUBTFUL. HONOUR AND RECOGNITION IN CASE OF SUCCESS.”**

Well, perhaps it's not quite as dramatic as Ernest Shackleton's offering, but it's still a challenging position:

**Manager - Lake Keepit Soaring Club**

We're looking for a motivated and energetic person to take our year-round Soaring Manager.

You could be a former tag pilot, or a former tandem pilot, or a former three-line pilot. If you're interested in the position, please email your CV to [ron@lksoc.com.au](mailto:ron@lksoc.com.au) or call one of our NSU premier gliding clubs on a call.

LKSC is located in the beautiful surrounds of western NSW. It's a site of 1000 acres of land and its beautiful surrounds.

The Club operates with a small staff - the only Club in NSW to do so. You can find more on our website at [www.users.bigpond.com/seeitsoaring/](http://www.users.bigpond.com/seeitsoaring/)

We are a volunteer-run Club, and this is gliding, so as you might imagine, the salary won't be what you take home about. The compensations, though, are considerable if you're a gliding nut like the rest of us.



**If you qualify, please call Ernest Shackleton - sorry, call Ron Cameron (Pres) on 0428 659 637 or Ian Roache (Vice-Pres) on 0414 305 405**

# T&J Sailplane Services

**Hangar 4 Temora Airport, 126 Baker St, Temora NSW 2666**  
**Phone 0269 781559 • Fax 0269 780505 • Mobile 0409 557079**  
**Email <[tnjgilbert@internode.on.net](mailto:tnjgilbert@internode.on.net)> • Website [[www.tandjsailplanes.com](http://www.tandjsailplanes.com)]**

**Major and minor repairs on FRP and metal gliders.**  
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*Australian Agents for DG, LS and AMS-Flight Sailplanes*



**The APIS Series of Lightweight Sailplanes from AMS-Flight**  
**A model for all budgets**  
**13 meter and 15 meter spans**  
**Self-launch and pure sailplanes**  
**Two stroke and electric engines**  
**Ready to fly and quick build kits**

# WHERE DOES YOUR WING SECTION COME FROM?

Martin Simons

## Part 1: In the Beginning

**G**eorge Cayley, a Yorkshireman, was flying model aircraft successfully 200 years ago. His small glider of 1803 resembled a simple kite without a string. The lifting surface was mounted at an appropriate angle on a long stick, with a stabilizing tail. It flew (Figure 1).

Cayley went on to build the first successful 'full-sized' glider. This carried a boy, who survived. A larger one carried Cayley's coachman for 143 yards across a small valley in 1853 (Figure 2). The man resigned, saying, famously, "*Sir George, I was hired to drive, not to fly.*" (He was never heard of again. Perhaps, as a safer option, he joined the army and went with the Light Brigade to the Crimean War in 1854.)

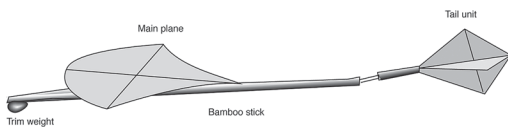


Figure 1: George Cayley's glider model. This was a simple kite with tail, mounted on a stick. The tail could be adjusted to different angles

An exact replica of Cayley's man-carrying glider was built in England. It was flown successfully by cartow launch in 1972, and was taken to the old Cayley estate to glide across the same valley as the coachman carrier. The pilot this time was Derek Piggott. The glider hardly responded at all to the very crude controls and landed heavily, but Derek did not resign from his post as a gliding instructor at Lasham.

Cayley was possibly the first person to test a wing profile under artificial conditions before trying it on an actual aircraft. He constructed a whirling arm, driven by weights and strings over pulleys. The model section under test swept round and round in a large circle at some speed. By varying the load on the arm an estimate could be made of the lifting power. The angle of attack of the wing could be varied between trials. He established the superiority of curved surfaces as opposed to flat plates. Otto Lilienthal, the hang gliding pioneer, confirmed this result in the period 1871 to 1890 (Figure 3). Others followed Cayley with whirling arm experiments. Precise measurements were hardly possible but much was learned this way.

### BERNOULLI

Even before the 20th Century, physicists and mathematicians had begun to develop comprehensive theories about flows in liquids and gases. Air moving below the speed of sound behaves like other fluids. The Swiss Daniel Bernoulli applied Newtonian laws to flow velocity and pressure, publishing his work in 1738. Bernoulli's theorem, which was an early recognition of the principle of conservation of energy, remains fundamental in modern aerodynamics, despite some extraordinary confusions published (sometimes on the Internet) in recent times. The theorem was applied and theories further developed by other great physicists and mathematicians, Euler, Lagrange, Helmholtz and Kelvin. The total energy in a fluid flow remains constant, and is manifest as the kinetic energy of motion, and potential energy, or fluid pressure. If the velocity of the flow increases the pressure falls and vice versa, an increase in pressure is accompanied by a reduction in velocity.

Early aviators were suspicious of theories. The atmosphere is turbulent, often containing dust and insects. The airflow may be churned up by a whirling airscrew, or more than one. Hot exhaust gases and oil come from the engines, spatters of mud can be thrown onto the wings by wheels. There may be rain or ice. It is an essential condition of the Bernoulli theorem and the possibility of useful aerodynamic lift being obtained from wings, that the flow must be streamlined. If streamlining breaks down, as when a wing stalls, the situation changes. A stalled wing produces little useful lift and very great drag.

Practical and safe flight in aeroplanes and gliders can be achieved only by controlling the aircraft in such a way that the Bernoulli-type flow is maintained. If streamlining breaks down for any reason, either locally or generally, everything must be done to restore it. Recovery from a stall is one of the first things a pilot has to learn. The stalling behaviour of wings has always been a major concern. Local breakdowns, often now called bubble separations on wings, are very common, particularly with small wings at low airspeeds. On sailplanes such 'bubbles', though not necessarily disastrous, reduce lift and increase drag whenever they occur.

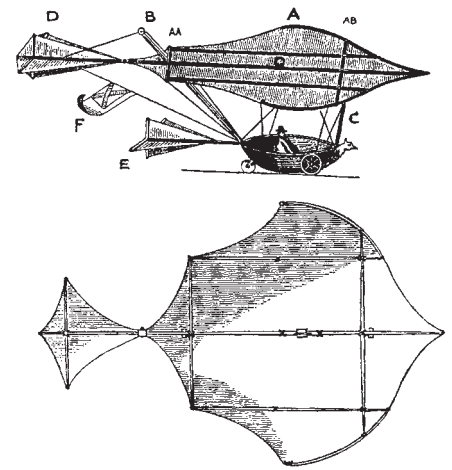


Figure 2: Cayley's drawing, published in 1852, of his man-carrying glider

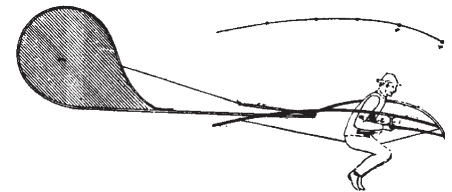


Figure 3: Otto Lilienthal's hang glider of 1893 had a simple curved wing profile

### THE WIND TUNNEL

Mediating between the extremes of direct experience and abstruse theory, were engineers concerned with practical tests in real air. Henri Coanda, the great Romanian engineer, built a platform on the front of a steam locomotive in France. He measured the forces on model wings as he rattled along. This method had obvious limitations, such as variable crosswinds and headwinds, air turbulence, vibrations from the track, some risk of falling under the wheels and the cost of hiring a special train. The Wright Brothers, when they became interested at about the same time, built a test rig above the handlebars of a bicycle. The results were not satisfactory.

It is much more convenient and accurate to hold a test piece firmly in some position, with sensitive measuring instruments attached, and pass a steady current of air over it.

The forces generated are the same as when the model is moving at the same speed through still air. The first useful wind tunnel relying on this principle was built by an Englishman, Francis Herbert Wenham in 1871. Horatio Phillips (famous for the Phillips Entry) used one also in the period 1884 to 1889, and patented his wing profiles (Figures 4 and 5).

The Wright Brothers also built a wind tunnel in 1900 and used it to help with the design of gliders and the first successful powered aeroplane. It confirmed their suspicion that most of the earlier figures that had been published, were seriously in error.

### EIFFEL

One of the first to begin wind tunnel research in systematic fashion was the French engineer, Alexander Gustav Eiffel. He had already

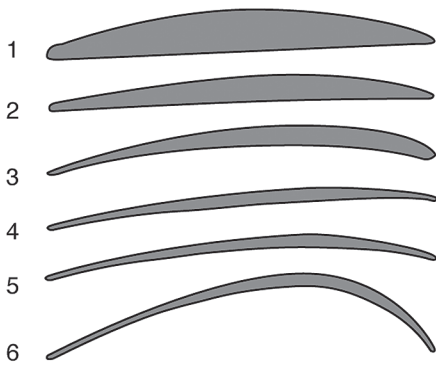


Figure 4: Horatio Phillips' patented and wind tunnel tested airfoils of 1884



Figure 5: The Phillips Entry airfoil, patented in 1891

achieved fame by building the huge iron tower in Paris. (He was involved in a fraud connected with an abortive attempt to construct a canal through the Panama isthmus. After his release from a short spell in jail, Eiffel became interested in aeronautics.) He may have been inspired by the sight of a foolhardy man who tried to fly with home-made wings from the tower, and fell to his death.

Eiffel began by dropping variously shaped objects from the tower and timing their descent. Unlike Galileo, that other famous dropper of things from towers, Eiffel found in 1907 that air resistance ought not to be neglected. He shortly thereafter built a large steel shed in Auteuil, a nearby suburb, and set up the Eiffel wind tunnel. This, with an open test section, was capable of measuring the forces acting on large models of complete aircraft, airship hulls and airscrews. The range of work undertaken was very wide, including investigation of buildings in high winds, especially large airship sheds.

Some of the earliest results proved, rather to the surprise of the public, that the most efficient, streamlined shape for an airship had a smoothly rounded, rather bluff nose. People were used to seeing ships and boats with sharply pointed bows and it seemed natural that for easy movement through the air, a similar front end would be best. But there are important differences between a ship afloat on the surface of the water, and an airship, submarine or fish, totally immersed in fluid. The air should be gently persuaded to flow round the bows, rather than being cut and forced aside. Resistance was vastly reduced further by a gradual tapering of the rear end to finish in a sharp point. The air could then move smoothly back to rejoin the mainstream, rather than separating and becoming violently disturbed. The so-called 'ideal' streamlined shape, since applied to all kinds of things like fuselages, strut sections, fairings, wheel spats and fin and tailplane profiles, emerged at this time. (Little was known in those times about conditions in the layer of air nearest to the skin.)

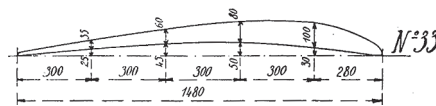


Figure 6: One of Eiffel's test airfoils showing the method of ordinates (dimensions in mm)

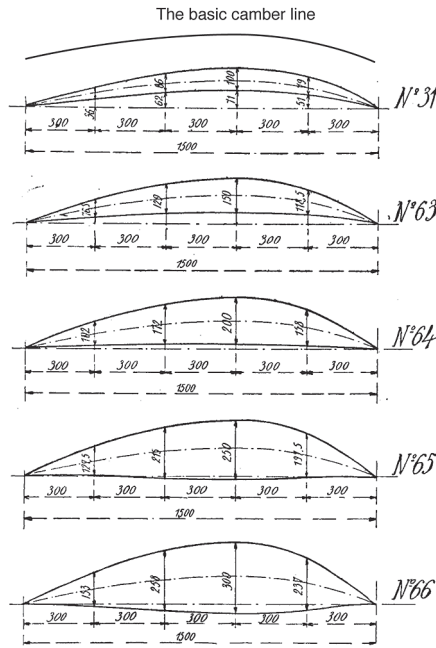


Figure 7: A group of five Eiffel profiles showing how he constructed related airfoils by fitting a form of different thickness to the same camber. He was well ahead of his time

Eiffel began by testing wing profiles with a simple flat plate which he called Wing Number 1, went on to No 2, which was a plate curved on a simple arc, and so on, coming soon to profiles based on those of a bird wing. The shape of the profiles was recorded using an early version of the method which became standard (Figure 6). Ordinates for upper and lower surface points on the profile were given at a series of places across the wing chord. By joining these plotted points with smooth curves, any Eiffel wing section could be produced with fair accuracy. Measured lift and drag forces were plotted in the form of polar curves. Among many of Eiffel's own sections, profiles used on successful flying machines by the Wrights, Bleriot, Farman, and others were tested. By 1911 Eiffel had published three books containing his early results (Figures 7 and 8).<sup>1</sup>

These were translated within a few years into German and English and their influence was widespread. Eiffel was by then over 80 years old. Work continued through the First World War. Reports were still being issued from Auteuil when Eiffel was 90 (He died in 1923 at 91). The wind tunnel continued in use by the official Institute Aerotechnique.

For some reason, not many full scale aircraft were built using Eiffel profiles but some of the later Eiffel sections became very popular among aeromodellers in the 1930s and 40s. In the history of aeronautics, it seems there was always a lag of about 10 years from the time of some discovery before the model fliers came to hear of it and apply it. Ordinates

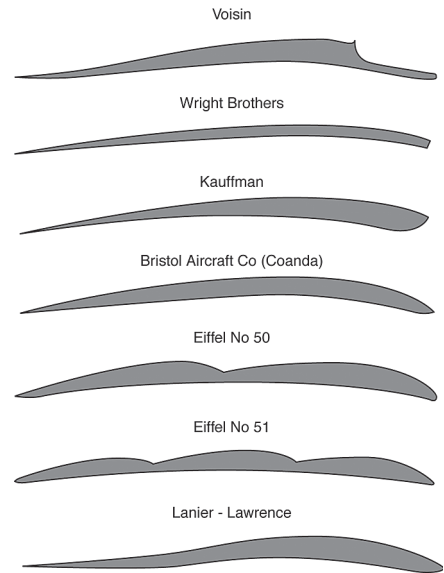


Figure 8: Eiffel tested many profiles for various aircraft designers and companies

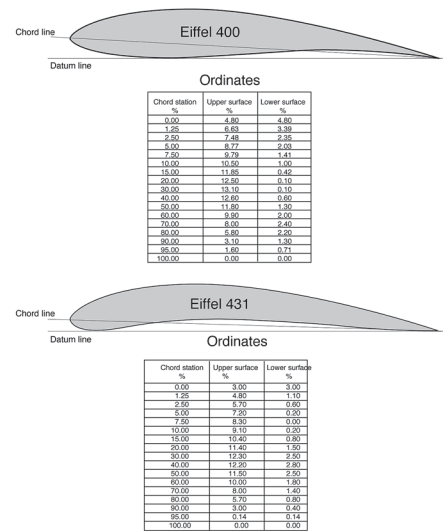


Figure 9: These Eiffel profiles from 1925 achieved great popularity with model fliers from the 1930s until after 1945. Note, the ordinates, given in chord percentages, were measured in the old way from the line tangential to the underside of the profiles

and test charts of the Eiffel 400 and 431, dated 1925, were published, with several others from different sources, in the Frank Zaic Junior Aeronautics Yearbook of 1934. From this time on they were widely used for free-flight rubber-driven competition models and towline sailplanes (Figure 9).

These profiles and others like them did work, the models flew and performed well in their time.

Anyone interested in more detail will find it useful to read the book by John D Anderson A History of Aerodynamics, in the Cambridge Aerospace Series, Cambridge University Press, 1997. Although sometimes irritatingly repetitive, this contains a wealth of interesting information.

1. The method of ordinates devised at this time was developed further in following decades. The principle remains the same but with the advent of computers, the way in which ordinates are tabulated is now different and much more accurate.

# GFA Executive Officer's Report

The soaring season is well and truly winding down now but there are still some lovely sunny super scratch days left in the year. (Well, maybe not if you are in southern Victoria.)

The Form 2 maintenance season is starting to get under way, gliders disappearing in turn for their annual TLC (Tender Loving Care) of the glider engineers, with the sounds of spanners ringing on hangar floors, and poetic comments filling the air.

In WA, the annual Sterling's Wave Camp is starting on 3 July with this year GCWA and Beverley sharing the brisk mornings together at the Sterling Range airstrip.

To whet your appetites, here is a picture from my Sterling Range archives, taken from around 10 grand, of a particularly fine lenticular, shaped like an eagle's wing, looking northeast from the wave behind Bluff Knoll.

Those of you that have Broadband, you can have a look at the area on Google Earth starting at the Sterling airstrip at 34°18'40.24S 118°11'11.58'E; make sure you select "Terrain" on the sidebar menu to view the Sterlings in all their glory. I always find it remarkable that a 3,000ft range of mountains can create such a good standing wave in excess of 20,000ft.

## Special Board Meeting

No sooner had I posted the April Executive Minutes on the GFA website, but it was into preparation for the Special Board Meeting held on the 27 and 28 May in Melbourne. This Board meeting was to conduct an updated SWOT (Strengths, Weaknesses, Opportunities and Threats) analysis and review the GFA Business Plan.

The Development Department's Strategic Plan was also examined by the Board.

Some housekeeping was also carried out by reviewing the old Council Regulations, and rescinding or updating them in light of the new Board restructure.

I will have a more detailed report in next month's edition, however the minutes should be on the GFA website by the time this comes to press.

As ever, if you wish to know in detail what transpired, talk to or email your State Board member.

Contact details for your Board member are on the website at [[www.gfa.org.au/contact/regcommittee.php](http://www.gfa.org.au/contact/regcommittee.php)].

## New Queensland Board Member

Gliding Queensland held its Annual General Meeting on the 21 May. Rob Murphy did not re-stand for Board Member for personal reasons. Thanks to Rob Murphy for his past contribution to the Board, especially through the recent restructure.



Lenticular cloud over the Sterling Range

Photo: John Welsh

Robert Hart was appointed as the new Queensland Board Member. Unfortunately, Robert was unable to attend the Special Board Meeting the following weekend, but Queensland's deputy representative, Dave Donald, was appointed to attend the meeting in Robert's place. See [[www.glidingqueensland.org.au/](http://www.glidingqueensland.org.au/)] for details on Gliding Queensland.

## New Operational Documents Issued

The following documents have been issued by the Operations Panel:

- Operations Directive 1/06 – Low Level Finish Pilot endorsements.
- Operations Advice Notice 1/06 – Mutual Flights.

To view the documents see your Club CFI or the GFA website at [[www.gfa.org.au/ops/](http://www.gfa.org.au/ops/)].

## Insurance Issues

This month's issues are interesting and are based on an actual inquiry and incident. Thanks again to Wayne Cottier from OAMPS for his expertise in preparing these items.

### Passenger Flying Insurance

A "C Certificate" club member or Instructor-rated pilot takes up an immediate family member who is not a GFA member, eg, wife/mother/son/daughter.

Assuming the pilot does not let the other person take control and the pilot pays for all of the flight should any paper work be signed prior to the flight?

What if the glider is a privately owned two-seater?

The member passenger-carrying pilot would be covered by the GFA Broad Based Liability (BBL \$250,000 limit) Policy in the first instance and the

club's/owners' seat coverage on the glider (if they had it) after that. The pilot can pay for the full cost of the flight or cost-share equally with the passenger.

If the passenger (not AEF) became a three-day GFA Introductory Member, then the passenger would be covered by the GFA BBL, if they were injured or caused the accident (say accidentally interfering with the controls on landing).

If the passenger signed a waiver which informed of risk, this may limit liability (for both GFA BBL and aircraft policy) however this varies from State to State or instance to instance.

If no paperwork is filled out, and the passenger doesn't touch the controls and only pays up to half the cost of the flight, then the GFA BBL on the pilot and insurance on the glider as mentioned above applies.

The difference between (non-AEF) club passenger flights and private two seater-passenger flights is only the question of what insurance cover each hold on the aircraft. "Best laid schemes o' mice and men gang aft a-gley!" – Robert Burns, 1785. (Best laid plans of mice and men go often astray.)

Following a light aircraft accident recently, we are reminded of how an innocent attempt to "try and do the right thing" can go astray with the possibility of catastrophic results.

The final wash-up of this incident was an:

- Insurance claim for the Hull Damage caused by the accident;
- Uninsured loss to the aircraft owner for Hull Damage;
- Incident that could have easily led to a Major Liability claim and tragic injury to a GFA Member.

The accident itself was not the issue at hand, just the catalyst of events to unfold.

A heavy landing, resulting in an undercarriage collapse saw the aircraft come to rest off the landing strip but, arguably, still presenting a danger to traffic.

The next day, in the best interest of safe airfield operation and to prevent any possible further damage to the aircraft, it was decided to move that aircraft to a safer position. The organisation of this was, in fact, quite well arranged however, did not include any person qualified and experienced to perform such work. The result was significant uninsured further damage to the aircraft plus the aircraft being dropped on one of the Third Party persons enlisted in the operation.

Thankfully, the injured Third Party was cleared of any serious injury however, not learning from the failed attempt, the group pushed on to finish the job! Thankfully, the operation succeeded with no further mishap.

Although insurers require you to use due diligence to avoid or reduce further damage to your aircraft following an accident, this is to be done with the utmost care using personnel qualified for the operation. If there is ANY DOUBT over what you should do, contact your Broker/Insurer for assistance and advise. If the accident is likely to lead to a claim, the insurers' assessor can be called upon to provide valuable assistance.

It is always easy in hindsight to make such judgments and observations. The comments above are not made as criticism but made in an attempt to raise awareness and to prevent such incidents occurring in the future.

(The above comments are only a summary of the policy and should not be relied upon as advice. Formal enquiries must be made to the GFA or OAMPS Aviation on 07-3367 5149 before making any decisions regarding Insurance based on the above comments)

Happy Soaring, remember your priority task is "Under 700ft, Land Safely."

**GFA EXECUTIVE OFFICER**

**John Welsh**

10 Merton Road, Roleystone WA 6111

Email: <EO@gfa.org.au>

Blog: [www.arach.net.au/~jwelsh/Blog.htm]

Mobile: 041 794 5981 (CDMA)

# X Marks the Spot

**Emilis Prelgauskas**

**M**onarto is located close to the eastern side of metropolitan Adelaide. As a result the focus of local pilots has traditionally been cross-country flying north and east away from the populated area.

Over the years, on individual occasions, flights have been conducted into low level wave. This is generated by wind shear and wind speed change over the adjacent Adelaide Hills. From winch launch, local soaring up to the local airspace limit with lift over a large area has been experienced.

Simon Hackett in his motor glider has used the Foehn gap to ride the wave cloud at 4,000ft north for 40km.

Baylee Roberts and myself in a Twin Astir, with radio clearance from Adelaide tower, went to 11,000ft.

We thought of all these as isolated occurrences across the last two decades. But obser-



**GLIDING FEDERATION OF AUSTRALIA  
Airworthiness Inspection  
FORM 2 AND C OF A NOTICE**

- A Form 2 inspection is due. \$143\* payment is enclosed
- The C of A requires renewal. \$33\* payment is enclosed and the existing C of A document is returned
- Initial registration package is required. \$363\* payment is enclosed

\* Fees include GST

**Payment method:**

- Cheque  Credit Card  Direct Deposit

For internet payments, deposit into:

BSB: 013-442 Account No: 304729562

**A) DOCUMENTATION REQUEST**

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

Aircraft Type.....

Registration marks VH - .....

Address to which documents are to be sent is:

Name .....

Address .....

.....

State.....Postcode .....

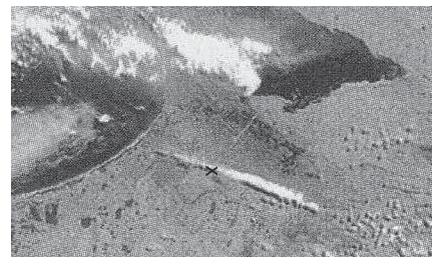
**Forward to: GFA Airworthiness Secretary,  
130 Wirraway Road, Essendon Airport VIC 3041  
Email: <Airworthiness@gfa.org.au>**

**Fax: 03 9379 5519**

vation by Chris McDonnell from home west of the clear air gap has identified many more occasions where wave was visible. Leigh Bunting kindly provided met bureau imagery of such occurrences.

In addition we thought the relatively low rise of the hills to our west, their 40km plateau spread east-west, and jumbled assembly of hills, ridges and knobbly bits would preclude predictive or organised wave patterns.

Perhaps it is a climate change side effect and in another century we may know, but we are observing increasing occurrence and apparent structure of wave in this locality.



Met bureau imagery

Courtesy Leigh Bunting

Photos: Courtesy Emilis Prelgauskas

# Contact Addresses

## GFA

### NSW Gliding Association (NSWGA)

#### 327 (Gliding) Flight, Australia

PO Box 1643, Port Macquarie, NSW 2444  
0427 259990.

#### Australian Air League

NSW Gliding Wing, 1 Perry St, Kings Langley  
NSW 2147.

#### Bathurst Soaring Club

PO Box 1682, Bathurst NSW 2795.

#### Byron Bay Gliding P/L

1 Old Brunswick Rd, Tyagarah Airfield,  
Tyagarah, NSW 2481, <thomas@byronbay  
gliding.com>.

#### Canberra Gliding Club

PO Box 1130, Canberra City ACT 2601,  
02 64523994, 0428 523994.

#### Central Coast Soaring Club

PO Box 1323, Gosford South NSW 2250,  
02 43676944.

#### Cudjergong Soaring Pty Ltd

PO Box 352, Frenchs Forest NSW 1640,  
02 94522777, 02 94530777.

#### Forbes Soaring & Aero Club

PO Box 267, Forbes NSW 2871,  
02 68523845.

#### Goulburn Gliding Group

57 Munro Rd, Queanbeyan NSW 2620.

#### Grafton Gliding Club

16 Fuller St, Mullaway NSW 2456,  
Sec: Bob King, 02 66541638 (h), 0403 088551,  
<graftongliding@yahoo.com.au>

#### Harden Gliding Club

78 Badenoch Crs, Evatt ACT 2617, 02  
62585554, 02 62578280, 0418 670291, Sec:  
Richard Hart 02 62585554.

#### Hunter Valley Gliding Club

PO Box 9, Newcastle NSW 2300.

#### Lake Keepit Soaring Club

PO Box 5152, South Tamworth NSW 2340, 02  
67697514, 02 67697640.

#### Leeton Gliding Club

PO Box 607, Leeton NSW 2705,  
02 69536970.

#### Narromine Gliding Club

PO Box 240, Narromine NSW 2821,  
02 68897373, 02 68892733.

#### RAAF Richmond Gliding Club

RAAF Base, Richmond NSW 2755.

#### RAAF Williamstown Gliding Club

PO Mr AJ Lee, 10 Federation Dr, Medowie NSW  
2318.

#### Scouts NSW Air Activities Gliding Wing

RG (Bob) Balfour, 80 Malvern St, Panania NSW  
2213, 02 97735648 (h), 02 9695  
1100 (w), <rbalfour@tpg.com.au>.

#### Soar Narromine Pty Ltd

PO Box 56, Narromine NSW 2821,  
02 68891856, 02 68892488.

#### Southern Cross Gliding Club

PO Box 132, Camden NSW 2570,  
02 46558882.

#### Sydney Gliding Inc. (Concordia GC)

PO Box 633, Camden NSW 2570,  
0412 145144.

#### Temora Gliding Club

PO Box 206, Temora NSW 2666,  
02 69772733.

### Gliding Queensland (GQ)

#### 201SQNAAFC FTF-GLD

PO Box 2109, Wellington Pt QLD 4160, 0422  
954792.

#### Boonah Gliding Club

PO Box 107, Boonah QLD 4310,  
07 54632630.

#### Bundaberg Soaring Club

PO Box 211, Bundaberg QLD 4670,  
07 41579558.

#### Byron Gliding Club

PO Box 815, Byron Bay NSW 2481,  
02 66847627, 0428 847642.

#### Caboolture Gliding Club

PO Box 920, Caboolture QLD 4510,  
0418 713903.

#### Central Queensland Gliding Club

PO Box 953, Rockhampton QLD 4700,  
07 49371381.

#### Darling Downs Soaring Club

PO Box 584, Toowoomba QLD 4350,  
07 46637140.

#### Gympie Gliding Club

PO Box 103, Gympie QLD 4570,  
07 54835380.

#### Kingaroy Soaring Club

PO Box 91, Kingaroy QLD 4610,  
07 41622191.

#### Moura Gliding Club

PO Box 92, Moura QLD 4718, 07 49973265.

#### Motor Gliding Club of QLD

PO Box 205, Everton Park QLD 4053,  
1300 667042.

#### North Queensland Soaring Centre

PO Box 1743, Aitkenville QLD 4814.

#### Southern Downs Aero & Soaring Club

PO Box 144, Warwick QLD 4370,  
07 38923473.

#### Summerland Gliding Club

PO Box 820, Lismore NSW 2480, Sec: David  
Wright, 02 66216495, <wrights@nor.com.au>.

#### Tarwan Soaring

PO Box 34, Wandoan QLD 4419,  
07 46274080.

### SA Gliding Association (SAGA)

#### Adelaide Soaring Club

PO Box 94, Gawler SA 5118, 08 85221877, 08  
85223177.

#### Adelaide University Gliding Club

Adelaide Uni Sports Association, the University  
of Adelaide, SA 5005, 0412 870963.

#### Air Cadet Gliding Club

PO Box 2000, Salisbury SA 5108.

#### Alice Springs Gliding Club

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

#### Balaklava Gliding Club

PO Box 257, Balaklava SA 5461,  
08 88645062.

#### Barossa Valley Gliding Club

PO Box 123, Stonefield via Truro SA 5356, 08  
85640240.

#### Bordertown Keith Gliding Club

PO Box 377, Bordertown SA 5268.

#### Millicent Gliding Club

PO Box 194, Millicent SA 5280.

#### Murray Bridge Gliding Club

PO Box 1277, Victor Harbor SA 5211.

### Northern Australian Gliding Club

PO Box 38889, Winnellie NT 0821.

### Port Augusta Gliding Club

PO Box 272, Port Augusta SA 5700,  
08 86436228.

### Renmark Gliding Club

PO Box 450, Renmark SA 5341, ph/fax: 08  
85951422, mob: 0417 890215.

### Scout Gliding Club

22 Burford Crescent, Redwood Park SA 5097.

### Waikerie Gliding Club

PO Box 320, Waikerie SA 5330, 08 8541  
2644, 08 85412761.

### Whyalla Gliding Club

PO Box 556 Whyalla SA 5600, 08 86452619,  
0413 876642.

### Victorian Soaring Association (VSA)

#### Albury Corowa Gliding Club

PO Box 620, Wodonga VIC 3689.

#### Beaufort Gliding Club

66 Waterdale Rd, Ivanhoe VIC 3079,  
03 94972048.

#### Bendigo Gliding Club

62 Lawson St, Bendigo VIC 3550.

#### Corangamite Soaring Club

Kurweeton, Derrinallum VIC 3325.

#### Geelong Gliding Club

PO Box 197, Bacchus Marsh VIC 3340. [www.  
gliding-in-melbourne.org], 0409 212527,  
operating from Bacchus Marsh aerodrome.

#### Gliding Club of Northern Tasmania

58 Hales Street, Wynyard TAS 7325,  
03 64422108.

#### Gliding Club of Victoria

PO Box 46, Benalla VIC 3672, 03 5762  
1058, 03 57625599.

#### Grampians Soaring Club

PO Box 468, Ararat VIC 3377, 03 53524938.

#### Horsham Flying Club

PO Box 158, Horsham VIC 3402.

#### Latrobe Valley Gliding Club

PO Box 625, Morwell VIC 3840.

#### Mangalore Gliding Club

RMB 6640 Longwood VIC 3665

#### Mount Beauty Gliding Club

38 Highland Crs, Wodonga VIC 3690.

#### Murray Valley Soaring Club Ltd

PO Box 403, Corowa NSW 2646.

#### RAAF East Sale Gliding Club

PO Gary Mason, 9 Weir St, Sale VIC 3850.

#### Soaring Club of Tasmania

PO Bruce Thompson, 34 Clinton Rd, Geilston  
Bay TAS 7015, 03 62552191 (h), 03  
62252561 (CFI).

#### South Gippsland Gliding Club

PO Box 475, Leongatha VIC 3953.

#### Sportavia Soaring

PO Box 78, Tocumwal NSW 2714,  
03 58742063.

#### Sunraysia Gliding Club

PO Box 647, Mildura VIC 3500.

#### Swan Hill Gliding Club

PO Box 160, Nyah VIC 3594.

#### Tumbarumba Gliding Club

PO Box 99, Tumbarumba NSW 2653.

#### Victorian Motorless Flight Group

(Operates out of Bacchus Marsh aerodrome)  
GPO Box 1096J, Melbourne VIC 3001, 0402  
281928, 03 98486473.

#### Wagga Wagga Gliding Club

PO Box 5104, Wagga Wagga NSW 2650,  
0428 205624.

### WA Gliding Association (WAGA)

#### Beverly Soaring Society

PO Box 136, Beverly WA 6304,  
0407 385361.

#### Gliding Club of WA

PO Box 6231, East Perth WA 6892, 0417  
176979 (weekday), 0417 992806 (weekend).

#### Morawa Flying Club

PO Box 276, Morawa WA 6623.

#### Narrogin Gliding Club

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

#### Stirlings Gliding Club

PO Box 2314, Bunbury WA 6230.

### WA Squadron Australian Air Force Cadets

Headquarters, RAAF Base, Pearce, Bullsbrook  
WA 6084, 08 95717800,  
08 95717877.



## HGFA

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

### HGFA National Office

PO Box 157, Hallidays Point NSW 2430. Ph: 02  
6559 2713, fax: 02 6559 3830, <office@hgfa.  
asn.au>.

### HGFA General Manager

Chris Fogg, PO Box 258, Helensburgh  
NSW 2508, ph/fax 02 4294 9300, 0417  
766356, <general.manager@hgfa.asn.au>.

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

### Board Members

Pres: Craig Worth <President@hgfa.asn.  
au>, PO Box 102 Hallidays Point NSW 2430,  
02 65592704 (w), 0418 657419.

V-Pres: Andrew Polidano <Vice.President  
@hgfa.asn.au 146 Stuart St, Mullumbimby  
NSW 2482, 02 66843510, 0428 666843.

Sec: Michael Zupanc <Secretary@hgfa.  
asn.au>, PO Box 1093 Oxenford QLD 4210,  
07 55461024, 0408 662328.

Trs: William Olive <Treasurer@hgfa.asn.  
au>, 50 Park St, Charlestown NSW 2290, 02  
49213804 (w).

### Board Members:

Kathy Little <Kathy.Little@hgfa.asn.au>,  
c/o Post Office, York WA 6302, 08 9641  
1418, 0438 054072.

Rohan Grant <Rohan.Grant@hgfa.asn.au>,  
188 Bathurst St, Hobart TAS 7000, 03  
62311112.

Bill Moyes <Bill.Moyes@hgfa.asn.au>, 173  
Bronte Rd, Waverly NSW 2024, 02 93875114  
(w), 02 93897969 (h), 02 93693342 (fax).

Hakim Mentes <Hakim.Mentes@hgfa.asn.  
au>, 16/59 Riversdale Rd, Hawthorn VIC  
3122, 03 98187650 (h), 0412 617216.

Tove Heaney 14 White Av, Tocumwal NSW  
2714, 041 9681212.

### Microflight Public Relations

Paul Haines ph/fax: 02 42941031.

### States & Regions

#### ACTHGPA

PO Box 3496, Manuka ACT 2603; Pres: Steve  
Foggett 0417 313589, 02 62884351, <steve.  
foggett@homemail.com.au>; Sec: Mark Elston  
0428 480820, 02 62655718, <mark.elston@  
defence.gov.au>; Trs: Tony Davidson 02  
62392019, <td@silktel.com.au>; Sites officer:  
Michael Porter, 0415 920444, <michael.  
porter@lilrd.com.au>; Committee: Nicolas  
Siefken, Barry Oliver, Stephen Harris; SSO: HG  
- Peter Dall, PG - Peter Bowyer 0412 486114.

Meetings: 1st Thu/  
mth 7:30pm Yamba Sports Club, Phillip.

Hang Gliding Association of WA  
PO Box 146, Midland, WA 6936; <hgawa@  
hgfa.asn.au>. Admin: Rick Williams <hang  
\_gliding@dodo.com.au>; V-Pres/Sec: Nigel  
Sparg <nsparg@bigpond.net.au>; HG Rep: Gavin  
Nichols <gknichol@tpg.com.au>; PG Rep:  
Gordon McCabe <sikacro@yahoo.com.  
au>; PM Rep: Mark Wild <mark@gastech.  
com.au>.

NSW Hang Gliding Association  
Sec: Steve Hocking, 19 Gladswood Gardens,  
Double Bay NSW 2028, ph/fax: 02 9327  
4025, <nswhgwa@s054.aone.net.au>.

North Queensland HG Association  
12 Van Eldik Ave, Andergrove QLD 4740; Pres:  
Graeme Beplate 07 49552913, fax:  
07 49555122, <sitework@mackay.net.au>; Sec/  
Trs: Ron Huxhagen 07 49552913,  
<sitework@bigpond.net.au>.

## GFA MEMBERSHIP FEES 2006-2007

Membership:	Normal	Family
NSW/QLD	\$186	\$150
Victoria	\$187	\$151
South Australia	\$190	\$154
Western Australia	\$191	\$155

Student membership:	Full	Family
NSW/QLD	\$113.50	\$77.50
Victoria	\$114.50	\$78.50
South Australia	\$117.50	\$81.50
Western Australia	\$118.50	\$82.50

Short-term membership:	1 Month*	3 Month*
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### Queensland HG Association

Pres: Greg Hollands <greg.s.hollands@transport.qld.gov.au>, PO Box 61, Canungra QLD 4275 07 38448566.

### South Australian HG Association

1 Sturt St, Adelaide SA 5000, ph: 08 8410 1391, fax: 08 82117115; Pres: Stuart McClure 08 82973452 (h), <stuart.mcclure@csiro.au>; Sec: Mark Tyminski 0411 414 816, <marktjan@senet.com.au>; Trs: Robert Woodward 08 82977532 (h), <rob\_woodward@ultimatepositioning.com>.

### Tasmanian HG & PG Association

[www.thpa.net]. Pres: Rob Steane (Hobart PG pilot), 0418 146137, <president@thpa.net>; Sec/Trs: Stephen Clark (Hobart HG pilot), 0419 997550, <secretary@thpa.net>. Northern Tas info: Richard Long (Burnie PG pilot), 0438 593998, <northern@thpa.net>.

### Victorian HG and PG Association

PO Box 157 Northcote VIC 3070, [www.vhpa.org.au/]. Pres: Stuart Coad 0408 524862, <stuartcoad@hotmail.com>; Sec: Steve Norman; Trs: Lisa Charleston; SSO: Rob Van Der Klooster 03 52223019 (h). Site weather-boxes: Three Sisters 0409 864700, Buck-land Ridge 0407 356295, Mt Buffalo 03 57501515, Ben More 0417 112062.

### Clubs

#### NEW SOUTH WALES

##### Blue Mountains HG Club Inc.

[www.bmhgc.org.au]. Pres: Neil Evans 02 4778027, <dream2@tpg.com.au>; Sec: Andrew Paterson, 02 96395461, 0425 305 984, <apatero@bhsc.nsw.gov.au>; Trs: Allan Bush 02 47738037, <fairallan@pnc.com.au>; Newsletter: Paul Hunt 02 9699 7720, 0404 851876, <hunt@ozemail.com.au>; Comps: Alan Bond 02 98995351, 0408 470544, <skymbond@primus.com.au>; SOs: Allan Bush, Paul Hunt. Meetings: With Club Comp round last Sun/mth or contact above committee members.

##### Central Coast Sky Surfers

[www.centralcoastskysurfers.com]. Pres/Ed: Javier Alvarez 0418 116681 <javier@myrealbox.com>; V-Pres: Jeff Terry 0416 291545 <jeff@survivalsolutions.com.au>; Trs: Anthony Scurrah 0427 000410 <anthony\_scurrah@yahoo.com.au>; Sec/Web: Martin Haig 0403 276227 <mhaig@dataweb.com.au>. Meetings: 1st Thu/month, 7:30pm, Erina Leagues Club, Ilya Ave, Erina.

##### Dusty Demons Hang Gliding Club

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

##### Hunter Skysailors

Pres: David Holgate 0410 112381, <david.holgate@hotmail.com>; V-Pres: Meg Butler 0408 446358; SSO: James Thompson 0418 686199, <james.b.t@hunterlink.net.au>. Meetings: last Thu/mth 7pm, Hexham Bowling Club.

##### Illawarra Hang Gliding Club Inc.

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

##### Kosciusko Alpine Paragliding Club

[www.homestead.com/kapc]; Pres: James Rylie 02 62359120, <rmycalago@netspeed.com.au>; V-Pres: Andy Abbott 0419 897005, <andy@ali-oup.com>; Sec: Mark Mourant 02 48464144, <talect@ispdr.net.au>.

##### Manilla SkySailors Club Inc.

PO Box 1, Manilla NSW 2346, [www.mss.org.au]. Pres/SSO (PG): Godfrey Wenness 02 67856545, <skygodfrey@aol.com>; V-Pres: Matt Morton <Matt.Morton@defence.gov.au>; Sec: Suzi Smith <suzismith@hotmail.com>; Trs: Bob Smith <bobskisan@hotmail.com>; SSO (HG) Patrick Lenders 02 6778 3484 <patrick.lenders@gmail.com>; SSO (Trike): Willi Ewig 02 6769 7771 <skyranch@gmx.net>.

##### Mid North Coast HG and PG Club

Pres: Nigel Lolean 0419 442597, <nlealean@smarchat.net.au>; SSO: Jason Turner 0419 997196, <jasonflys@hotmail.com>.

### Newcastle Hang Gliding Club

PO Box 64 Broadmeadow NSW 2292; [www.nhgc.asn.au], <fly@nhgc.asn.au>. Pres: Matthew Clarke 0419 908283, <penders@nobbys.net.au>; V-Pres: Matt Olive 02 49436791; Sec: Simon Plint 0407 613701, <SimonPlint@newcastle.edu.au>; Trs: Monica Barrett 0425 847207; SSOs:

Tony Barton (coastal) 0412 607815, John O'Donohue (inland) 0419 765715, Alaric Giles (inland) 02 49430674, James Thompson (PG) 0418 686199; Newsletter: David Stafford 02 49215832 <editor@nhgc.asn.au>. Meetings: Last Wed/mth 7:30pm South Newcastle RLC, Llewellyn St, Merewether.

### Northern Beaches HG Club

Pres: Wayne Fitzgerald 02 99827094; Sec: Brian Clarke 0418 280407, <trincott@bigpond.com>; Trs: Jim Gaal 0414 799822, <jimg@acay.com.au>; SSO (HG): Glen Salmon 02 99180091; Wayne Fitzgerald 02 99827094; SSO (PG): Wayne Fitzgerald. Meetings: 1st Tue/mth, 7pm, Mona Vale Bowling Club.

### Northern Rivers HG and PG Club

PO Box 126, Byron Bay, NSW, 2481 [www.nrhgpgc.com]. Pres: Maggie Clark 0409 611845, <mclark@versa.com.au>; Sec: Ashley Wilmott 0428 560248, <awilmott@bigpond.net.au>; SSOs: Lindsay Wootten 0427 210993, <lindsaywootten@bigpond.com>; Cedar Andersen 0429 070 380, <cedar@poliglides.com>. Meetings: 1st Tue/mth, 7pm, Byron Services Club.

### Stanwell Park HG and PG Club

PO Box 258 Helensburgh NSW 2508; Pres: Chris Fogg 0412 904800, <fogg@idx.com.au>; Trs: Adrian Le Gras; Sec: Scott Zwanenbeek <scottz@internode.on.net>; SSO: Tony Armstrong <tony@hangglideoz.com.au>, 02 42949999.

### Sydney Hang Gliding Club

Pres: Bruce Wynne 0417 467695, <bwynne@bigpond.net.au>; Trs: John Selby 02 9344 7932, <johnselby@idx.com.au>; Sec: Steve Hocking 02 93274025, <nswgha@s054.aone.net.au>; SOs: Bruce Wynne, Doug Sole; SSO: Ken Stohard. Meetings: Monthly 7:30pm Endeavour Hotel, Botany.

#### NORTHERN TERRITORY

##### Alice Springs HG and PG Club

Pres: Ricky Jones 08 89551088, 0402 805 099, <rjo87345@bigpond.net.au>. Please contact for paramotoring, PG ridge soaring & thermal flying.

#### QUEENSLAND

##### Caboorture Microlight Club

50 Oak Place, Mackenzie QLD 4156. Pres: Derek Tremain 07 33957563, <derekjo@gil.com.au>; Sec: John Cresswell 07 34203254, <crezzi@lineone.net>; SO: Graham Roberts 07 32676662, <trike@tpg.com.au>

##### Cairns Hang Gliding Club

Pres: Bob Hayes, 0418 963796; V-Pres: Joe Reyes 07 40555553 <rohayes@optusnet.com.au>; Sec: Lance Keough 07 40912117, Trs: Nev Akers 07 4053258631; SSO: Ian Graham 07 40915466.

##### Canungra Hang Gliding Club Inc.

PO Box 41, Canungra QLD 4275; [www.chgc.asn.au]. Pres: Brandon O'Donnell <president@chgc.asn.au>; V-Pres: Martin Nightingale <vicepresident@chgc.asn.au>; Trs: Cameron McNeil <treasurer@chgc.asn.au>; Sec: Melissa Darke <secretary@chgc.asn.au>; Gen-Exec: Greg Hollands gem@chgc.asn.au; Editor: Susan Nightingale <newsleter@chgc.asn.au>; SSO PG: Phil Hystek 07 55434000 (h), 0418 155317, <sso@chgc.asn.au>; SSO (HG): Ken Hill 0418 188655, <sso@chgc.asn.au>.

##### Central Queensland Skyriders Club Inc.

"The Lagoons" Comet River Rd, Comet QLD 4702. Pres: Alister Dixon 0438 845119, <apdixon@bigpond.com>; Sec: James Lowe 0418 963315, <j.lowe@cqu.edu.au>.

##### Conondale Cross-Country Flyers Inc.

[www.entrypoint.to/conondale-x-country-flyers]. Pres: Graham Sutherland 0429 935882; Sec: Denis Davis 0403 349344; Trs: Steve Stocker 0411 226733; SSO (PG/PPG) Graham Sutherland 0429

#### ALL CLUBS PLEASE CHECK DETAILS IN THIS SECTION CAREFULLY

Could all Clubs please ensure they maintain the correct and current details of their Executive Committees and contacts here in the magazine. Specific attention is directed to the listing of SSOs and SOs for the Clubs. Please ALL CLUBS and nominated Senior SOs and SOs confirm ALL SSO and SO appointments with the HGFA Office <office@hgfa.asn.au> to ensure that those holding these appointments have it listed on the Membership Database and can receive notices and correspondence as required. Appointment of these officers is required to be endorsed by Clubs in writing on the appropriate forms. Sometime in the future if confirmation is not received, those listed in the Database where no current forms or confirmation is held, the appointment will be taken as having expired.

**General Manager, HGFA**

935882, (MHG) Frank Fontaine 0408 556113.

##### Dalby Hang Gliding Club

PO Box 107, Dalby QLD 4405; [www.hgfa.asn.au/~dhgc]. Pres: Daron Hodder 0413 240610, <daron@aclad.com.au>; Sec: Regan Kowald 0418 729456, <rkowald@centrepointfinance.com.au>; Trs: Don Cramer 0409 699115, <don@cramer.com.au>; SSO: Jason Reid, 0424 293922, <jasonr@fleda.com.au>; SO: Rod Flockhart, 0412 882639, flockhartrod@hotmail.com>.

##### Fly Killarney Inc

PO Box 70, Killarney QLD 4373. Pres: Andrew Horchner 0427 807516; V-Pres: Matt Cooper 0414 318144; PR/Site contact: Wendy Muiridge 0418 807516.

##### Sunshine Coast Hang Gliding Club

PO Box 227, Rainbow Beach QLD 4581; <intheir@ozemail.com.au>. Pres: Geoffrey Cole 0408 420808, 07 54554661 (h); Sec/SSO (PG): Jean-Luc Lejaille, 0418 754157, <rainbow\_flyer@hotmail.com.au>; Trs: Gary Allan 0417 756878; SSO: David Cookman (HG) 07 54498573; Jonathan Allen, 0438 107518.

##### Whitsundays HG Club

Pres: Graham Lee 07 49546726, <gdsrlee@hotmail.com>; Sec/Trs: Ron Huxhagen 07 49552913, fax: 07 49555122, <sitework@bigpond.net.au>.

#### NORTHERN TERRITORY

##### Alice Springs HG & PG Club

Pres: R D Jones, 1/14 Lyndavale Dr, Alice Springs NT 0870, 08 89551088, 0402 805099, <rjo87345@bigpond.net.au>.

#### TASMANIA

Tasmanian HG&PG Asn. (see States & Regions)

#### VICTORIA

##### Dynasoarers Hang Gliding Club

Pres: Darren Brown 03 93971233 (w), fax: 03 93974566, <dbrown@bmlgal.com.au>; Sec: Dale Appleton 0408 382635; Trs: Greg Holt 0418 516058; SSO: Rob Van Der Klooster 03 52223019, 0408 335559; Publicity Off: Harry Buckle 03 52214544, <monument@pipeline.com.au>. Meetings: 1st Fri/mth, venue see: [vhpa.org.au/dyna].

##### Melbourne Hang Gliding Club Inc.

PO Box 8057, Camberwell North VIC 3124; [www.hgfa.asn.au/~melbourne/], <melbourne@hgfa.asn.au>. Pres: Hugh Alexander 03 97101214 (h), 0417 355578, <wurundjerilane@bigpond.com>; Sec: Curtis Greenwood 03 96895322 (h), 0431 662089, <jfcg@optusnet.com.au>; Trs: Greg Stroot 03 98443459 (h), 0402 473113, <greg.stroot@online.com.au>; SSO: Adam White 03 94583780 (h), 0419 395844, <maxidog6@optusnet.com.au>. Meetings: 3rd Wed/mth 6.30pm Palace Hotel, 893 Burke Rd, Camberwell.

##### North East Victorian Hang Gliding Club

Pres: Karl Texler 0428 385144, <president@nevghc.net>; Sec: Ed Barber 0417 030 042, <secretary@nevghc.net>; Trs: Tony Kenney 0412 238039, <treasurer@nevghc.net>; M/Ship: Rod Oldfield 0412 922669, <membership@nevghc.net>; SSO/Comps: Karl Texler 0428 385144, <brightvt@netc.net.au>; SSO/Comms: Brian Webb 0417 530 972; Meetings: [www.hgfa.asn.au/~nevghc/].

##### Sky High Paragliding Club

[www.skyhighparagliding.org]; Pres: Malcolm Marker <president@skyhighparagliding.org>; V-Pres: Peter Whitworth <vicepresident@skyhighparagliding.org>; Trs: Stuart Banks <membership@skyhighparagliding.org>; Sec: Leanne Kennedy <secretary@skyhighparagliding.org>; Sebastian Stoffels, <webmaster@skyhighparagliding.org>; Linda Wooley, <merchandise@skyhighparagliding.org>; APN Editor: Julie Sheard <editor@skyhighparagliding.org>. Meetings: 1st Wed/mth 8pm Retreat Hotel, 226 Nicholson St,

##### Abbotsford.

##### Southern Microlight Club

[http://home.vicnet.net.au/~stclub/]. Pres: Kel Glare 03 94395920 (h), 0421 060706; V-Pres: Mark Howard 03 97511480; V-Pres: Dianne Pierpoint 03 9735278; 0429 938426. Newsletter: Barry Wood <jbwood@bigpond.net.au>, Michael Rose <mrose3@bigpond.net.au>. Meetings: 2nd Tue/mth 8pm Manningham Club, 1 Thompsons Rd, Bulleen.

##### Western Victorian Hang Gliding Club

PO Box 92, Beaufort VIC 3373, [www.WVHGC.com]. Pres: Phil Campbell <President@WVHGC.com>, 0419 302850; V-Pres: Glenn Bachelor <VicePresident@WVHGC.com>, 0419 324730; Trs: Stuart Coad <Treasurer@WVHGC.com>, 0408 524862; Sec: Lisa Miller <Secretary@WVHGC.com>, 0407 319397; Webmaster: Damien Georgiou <Webmaster@WVHGC.com>, <damiand@bachomp.net>; SSO: Rohan Holtkamp <SSO@WVHGC.com>, 0409678734; Paul Rundell <SSO@WVHGC.com>, 0418 348948. Meetings: Last Sat/mth, The Beaufort Hotel, Beaufort.

#### WESTERN AUSTRALIA

##### Albany HG & PG Club

SSO: Simon Shuttleworth 0427 950556; Sec: John Middleweek 08 9841 2096, fax: 08 98412096.

##### Cloudbase Paragliding Club Inc.

334 Belmont Ave Kewdale WA 6105. Mes-sagebank 08 94875253; Pres: Nigel Sparg, <president@cloudbase.asn.au>, 0427 476629; V-Pres: Mark Wild, <vice\_president@cloudbase.asn.au>, 0411 423923; Trs: Colin Brown, <treasurer@cloudbase.asn.au>, 0407 700378; Sec: Lachlan Byrd, <secretary@cloudbase.asn.au>, 0439 922510; Committee <committee@cloudbase.asn.au>; Mike Allen 0408 947048; Gordon McCabe 0407 776462; Alain Latino 0408 099679; SSO: Gordon McCabe; SO: Mark Wild, Nigel Sparg.

Meetings: 2nd Tue/mth, 7:30pm, The Windsors Hotel, 112 Mill Point Rd.

##### Goldfields Dust Devils Inc.

9 Broadarrow Rd, Kalgoorlie WA 6430. Pres: Richard Breyley 0417 986896 <richard.breyley@kbrl.com.au>; Sec: Andrew Talmage 0413 992960 <jodandrew@bigpond.com>; SSO: SSO/Trs: Mark Stokoe 08 90911297 <Mark.Stokoe@health.wa.gov.au>.

##### Hill Flyers Club Inc

<hillflyers@dodo.com.au>; Pres: Rick Williams 0427 057961; Sec: Gary Bennett 0412 611680; Committee: Dave Longman 08 93859469, Mike Ipkendanz 08 9255 1397, Gavin Nicholls 0417 690386. Meetings held on site during club fly-ins, at either York, Toodyay or Seabird.

##### Western Microlight Club Inc.

Pres: Brian Watts 0407 552362; V-Pres: Keith Mell 08 97971269; Sec: Paul Coffey 0428 504285; CFI: Brendan Watts: 0408 949004.

##### Western Soarers

<wshg@hgfa.asn.au>, PO Box 483, Mt Hawthorn WA 6915, [www.westernsoarers.com]. Pres: Mirek Generowicz 0427 778280, <mgenerow@optusnet.com.au>; V-Pres: Mark Wild 08 94098581, <mark@gastech.com.au>; Sec: Ben Griffith 08 94724068, <bengriffith@westnet.com.au>; Trs: Sun Nickerson 0401 135042, <Sunny@iinet.net.au>; SSO (HG): Shaun Wallace 0411 885178, <shaun@hangglide.com.au>; SSO (PG): Jules Sanderson 0405 089709, <airoz@westnet.com.au>. Meetings: Last Tue/mth 7:30pm Windsors Hotel, 112 Mill Point Rd, South Perth.



# HGFA General Manager's Report

Sad news comes from Karratha in the north-west of Western Australia, notifying us of the loss of David Humphrey, who has died following a paragliding accident. Dave was an experienced pilot, accomplished also in PG motoring and holder of one of the few AOCs (Air Operators Certificate) approved by CASA for aerial work. Dave travelled widely and gave much of his time to support many new and upcoming pilots around Australia.

From initial reports it appears that David got into difficulty while undertaking the launch for a tandem flight off a rocky hill site some 15km out of Karratha. Reports indicate that strong gusts caught the wing, momentarily lifting then dumping and dragging David and his passenger some distance across the rocky terrain, during which David suffered fatal injuries. The passenger was flown to Royal Perth Hospital and is expected to make a full recovery.

The HGFA will be assisting Karratha Police in their investigation of this accident. I wish, on behalf of the HGFA, to express our condolences to David's family and all who knew David and shared with him in his passion for flying. A memorial webpage has been dedicated to David at [<http://davidhumphrey.homestead.com/>].

## Wind Farms

Barry Oliver recently wrote to the Minister for the Environment and Heritage to present a view on the effects that proposed wind farms may have on our sport. Barry has also written a letter on this subject to this issue of Soaring Australia.

I urge you to read the Minister's discussion paper at [[www.deh.gov.au/minister/env/2006/mr03may06.html](http://www.deh.gov.au/minister/env/2006/mr03may06.html)] and to review Barry's response to that paper. I would also urge you to follow Barry's lead with a brief letter/email to the Minister supporting the viewpoint that has been expressed.

A letter or email to Ian Campbell from every HGFA member highlighting our concerns would certainly help raise our exposure. The more letters that are sent to those in power regarding any proposal for wind turbines at our sites, the greater likelihood our concerns will be heard. Many of the sites that we fly from are now potential wind turbine sites. If these developments go ahead then those sites may be lost forever.

You can email your correspondence to <[renewable@deh.gov.au](mailto:renewable@deh.gov.au)>, Attn Senator The Hon. Ian Campbell, Minister for the Environment and Heritage.

## Landowner Package Update

Barry Oliver is also assisting the HGFA in development of a Landowner Permissions and Information Package, building on the existing landowner package, as a

resource to clubs and individual pilots who wish to establish access permission to privately owned land.

The package will detail the basic legal standing of pilots and landowners and highlight the third party insurance provision which covers landowners who may grant permission for HGFA pilots to access their lands. Once developed, this resource will be made available for download from the HGFA website.

## More on the Waiver and Insurance

Disclaimer: I am not a lawyer. The following is provided from understanding that I have gained in discussions with legal advisors and should not be relied upon as anything other than an explanation of that advice. A few questions have arisen regarding the effect of the newly implemented "HGFA Release, Assumption of Risk and Warning Form" (RARW) or 'waiver'.

A brief description of what this document provides may answer most of these queries. The primary purpose of the RARW is to establish a documented defence through the common law doctrine of Volenti Non Fit Injuria (Latin for "to a willing person, no injury is done"). This doctrine holds that a person who knowingly and willingly puts himself in a dangerous situation cannot sue for any resulting injuries. This is, however, not a clear-cut nor comprehensive defence and may be over run by claims of negligence that resulted in an injury to which the plaintiff is now seeking compensation.

The Tort Law reforms of 2003 support a defence evidenced by a waiver (RARW). The law reforms also place the burden of evidence on the plaintiff to establish a clear case of negligence before a case can be made in the courts. Although these new views in our common laws are bringing back some reasonableness in people accepting the risk and consequences of their actions, the need for insurance to cover any negligence claim is still very real. There are limitations on what the plaintiff can now claim, which further reduces the need of high cover. It should be remembered however that insurance and waivers are back-up resources only and that the only real insurance is provided through your duty of care, good airmanship and adherence to documented procedures.

## Vision Statement Update

Recent publication of the updated HGFA Vision Statement raised some membership discussion to the meaning of the

term 'free-flying' used in the statement. The initial intent of the term was inclusive of motorised versions of HGFA aircraft. A revised version has now been provided which removes the ambiguity of the 'free-flying' description:

**Board update to the Vision Statement: "The HGFA will be a dynamic, responsive and inclusive organisation developing, supporting and promoting free-flying."**  
*Member revised version of Vision Statement: "The HGFA will be a dynamic, responsive and inclusive organisation developing, supporting and promoting the needs and freedoms of all its flyers, and members."*

This revised version has been accepted by the Board as same in meaning and context of the Board updated version.

## Magazine Contributions

The Soaring Australia magazine is our principle means of communication between the wider membership. Each monthly magazine provides the reading member with articles, news, reports, flying tips, interviews, classifieds and advertising for courses and equipment. It is your magazine and needs your support to make it the type of reading that you want from a magazine. This is the place to share your knowledge, experiences or point of view relating to flying activities, policies and procedures, direction and future. You know the old adage – you only get back what you put in. So use it and contribute to your magazine.

## Safety Notice – Paramotor Wing

The paramotor forum has been discussing the reactions of the Action GT paraglider used for paramotoring. Confirmation through this forum indicates that this wing has a tendency under high speed to tuck its wing tips and to stall especially when the pilot has initiated Big Ears. Ricky Clarke imports the Action wing. He says it is a known issue, and would like to issue the following warning to pilots: "Warning: Do not make Big Ears whilst the wing is trimmed at its slowest speed, reinflation does cause extra drag and may enter a parachutal stall. This manoeuvre should not be done under 1000ft."

## Access to Class 'E' Airspace confirmed through CAO Amendment

CASA has just released (22 May 2006) an amendment to the Civil Aviation Order that legally permits Sport and Recreational Aircraft to access Class 'E' airspace in Visual Meteorological Conditions (VMC). This amendment comes as a result of some lengthy debate

and canvassing from our ASAC representative, Rohan Grant, and the ASAC chair, Bob Hall. Thank you for your diligence in assisting to achieve this result.

Amendments to the orders may be downloaded from the HGFA website News section. Please review the Explanatory Notice part of the amendment that relates to your aircraft type. The orders cover 95.8 (hang gliders and paragliders), 95.10 (single place weight-shift microlights) and 95.32 (dual place weight-shift microlights).

## Accident Reports

### Number 1

*Pilot: Intermediate*

*Experience: 125 hrs, zero hrs last 90 days*

*Aircraft type: PG*

*Pilot injury: Fibula fracture*

*Aircraft damage: Nil*

*Location: Coastal site*

*Conditions: 12kt, slightly cross on shore, clear skies*

*Description:*

Pilot was flying approximately 50m over trees on a coastal site with slightly cross-winds. A small hill stands at the end of the soaring ridge-run along the beach. The pilot was flying approx 200m downwind of this hill when he experienced an asymmetrical collapse. Pilot lost height until the wing reinflated, but immediately encountered another collapse. Too close to the ground and unable to recover from the collapse, the pilot made ready for imminent impact into trees.

*Comments:*

The initial (and possibly the subsequent) collapse was possibly caused by mechanical turbulence generated by the hill at the end of the soaring area. The effects of

mechanical turbulence will generally extend downwind for a distance equal to approximately four to five times the height of the obstruction.

### Number 2

*Pilot: Weight-shift microlight pilot*

*Experience: 75 hrs, zero hrs last 90 days*

*Aircraft type: XT 912*

*Pilot injury: Broken arms – left ulnar and right distal radius*

*Aircraft damage: Wing abrasions, bent mast, broken struts*

*Location: Inland strip*

*Conditions: Headwind 15-18kt, 28°C, 8:30am*

*Description:*

On final approach at approximately 2ft agl, a dust devil swept past causing an uncontrollable and violent swerve to the left of the strip. The trike's left hand wheel impacted the graded bank of the strip causing the aircraft to roll over to the right. The main impact was taken by the right wing and right wheel.

*Comments:*

This accident happened in the pastoral area of WA, some 300km inland and 380km north of Perth. The accident occurred at 8:30am, generally too early for dust devils to occur, but the morning temperature can seemingly produce these nasties. The pilot would be interested to talk to anyone that may have experience of flying in this area in order to better understand the characteristics of flying in the pastoral region.

Please contact the GM by email <general.manager@hgfa.asn.au> if you would like to discuss this accident with the pilot involved.

### Number 3

*Pilot: Weight-shift microlight pilot*

*Experience: 200+ hrs, 10 hrs last 90 days*

*Aircraft type: XT 912*

*Pilot injury: Broken ribs; passenger suffered compressed vertebrae but recovering*

*Aircraft damage: Total write-off*

*Location: Inland*

*Conditions: Calm morning*

*Description:*

Pilot has had some medical problems but was cleared by a recent medical examination and wanted to ensure that if incapacitated while flying that the passenger would know what to do to land the aircraft. A suitable field was located from the air and the pilot overflew the field to orientate himself for landing. The landing approach was made and pilot simulated a landing, powering on just before touching down.

As the trike began to climb it flew into a single powerline that had not been seen during the over-fly at the end of the field.

*Comments:*

This accident raises several points to take into consideration.

1. *Known health issues need to be seriously considered prior to undertaking a flight, especially when carrying a passenger.*
2. *If intending to undertake touch and go circuits, be sure you know the strip well before you commence the circuits.*
3. *Decisions you make as Pilot-in-Command while carrying a passenger have a direct impact on their life.*

Safe & enjoyable flying.



## HGFA GENERAL MANAGER

**Chris Fogg**

PO Box 258, Helensburgh NSW 2508  
Ph/fax: 02 4294 9300, mob: 0417 766356  
Email <general.manager@hgfa.asn.au>

# Classifieds

## GFA

### NOTICE TO ALL GFA ADVERTISERS

All advertisements and payment can be sent to: The Gliding Federation of Australia Inc/Advertising 130 Wirraway Road, Essendon Airport VIC 3041 Ph: 03 9379 7411, Fax: 03 9379 5519 Email: <secretary@gfa.org.au>

Advertisements may be emailed in high resolution (300dpi at 100% size) using TIF or EPS formats. Photographs may be provided in either photo print or slides. Disk photographs are not suitable. Photographs, slides or disks may be returned. Please include a self-addressed and stamped envelope for the return of any promotional material. All GFA advertisements must be paid for prior to publication. (Payment by cheque, money order or credit card). Don't forget Classifieds deadline is the 25th of the month, for publication five weeks hence.

## Single-seater Sailplanes

ASTIR CS, VH-GDT. Excellent cond, 2,800 hrs B50 vario, Dittel radio, c/w parachute, oxygen system & all tow-out gear ready to fly. \$20,000 Ph: 0417 964340 or 0147 964752.

DISCUS 1/2 share, based at Benalla. Tidy glider with fair instruments, trailer & tow-out gear with hangar share. \$32,000. Ph: Martyn Wells 0044 1608 684217, <wells.glide@virgin.net>.

KA6CR VH-HNA, good cond, tow-out gear, 720ch radio, B40 & excellent enclosed trailer. \$9,000 ono. Ph: Arie 02 43920090, <arie@exemail.com.au>.

PILATUS B4 VH-WQU, 600 hrs, excellent cond, nose & belly release, retractable, VG enclosed trailer. Ph: 08 86825825.

PW5 VH-ZBA with trailer, Microair, \$14,000 ono Ph: Don Woodward 0419 809463.

STD CIRRUS 75 VH-IUV 2,094 hrs, 2,284 launches. Basic instruments, tow-out gear & registered enclosed trailer. Only \$18,000. Ph: Mike 02 60591417 or <gepobjoy@optusnet.com.au>.

STD JANTAR 3 VH-HNI, excellent cond. Camb, S-NAV, oxygen, tow-out gear, water ballast gear, 4,200 hrs. Always hangared. All galv framed tandem axle trailer. \$42,800 Ph: Wal 0427 432074.

STD JANTAR SZD 41 A, 800 hrs total, NIL accidents, Pollard trailer, full covers, tow-out gear. 720ch radio. Cambridge S-Nav linked to GPS. Will consider sale less nav/gps. Ph: Colin 03 98488189.

STD JANTAR SZD 41. In good cond, with all equipment to get you flying, incl. enclosed trailer, tow-out gear, wing & tail covers. Making way for next aircraft bargain at \$15,000. Located WA. Ph: 0405 232489, <grpercival@optusnet.com.au>.

# Classifieds

## Single-seater Sailplanes contd

STD LIBELLE 201B 3,800 hrs. Original good gelcoat. B40 vario, dual battery, FLARM/PDA wiring. Enclosed trailer, VG cond, no problems. Proven 500+ XC aircraft. \$15,000. Ph: 0427 654663.

## Two-seater Sailplanes

GROB 109B, 1984, excellent cond, maintained to professional standards, engine 700 hrs, airframe 1,550 hrs, lcom & Dittel VHF radios, King 76A transponder, intercom, G meter, great fun machine! Price neg. Ph: Petar: 0428 864425 or <pnovakov@bigpond.com>.

IS28B2 WVR, Grampians Soaring Club is offering their '28 for sale due to a fleet upgrade. The A/C is in good cond: approx. 4,650 hrs, 6,600 landings. Basic instruments, radio, & open trailer. See photos via "Vic Clubs" on GFA website. Price neg. around \$26,000 and

K7 GSJ, Perhaps the best K7 in Aust? Re-profiled by Hank Kaufmann, this A/C is also (reluctantly) offered for sale due to fleet upgrade. For Vintage enthusiasts/clubs with a limited budget, this may be the A/C for you! GSJ easily copes with the whole GFA training syllabus, & XC flying to boot! GSJ is offered with basic instruments incl. radio, & a good enclosed trailer. Approx. 3,050 hrs, 8,400 landings. Price negotiable around \$10,500. Ph: Gary Stevenson 03 5352 4938 to discuss either of these A/C.

TWIN ASTIR IKD, VG cond, Microair radio, trailer, B-50 varios, oxygen, 4,500 hrs life, photos: [www.naroringlidingclub.org.au], 1:38 XC perform. Ph: Hilmer 08 92918949 or 0429 900016.

## Self Launching/Motor Gliders

MOTOR GLIDER XIMANGO two-seater performance glider with Rotax 912 motor with only 600 hrs. Pictures & details on request from <adbin05@bigpond.net.au> or 02 99587311 – Reduced for quick sale.

## Wanted

2 TWIN ASTIR'S & JANUS A available for immediate sale in New Zealand. For more details look at [www.soar.co.nz] or ph: Jeremy 0411 117823.

BORGELT B50 vario. Ph: Giles 0414 169120 or <gnpalmer@tpg.com.au>.

GLIDER TUG FOR LEASE by Summerland Gliding Club, Casino NSW, with possible view to purchase. Also looking for winch to purchase. All options considered. Ph: 0427882600.

## General

IS28 TRAILER. Heavy RHS construction. Electric brakes. Unreg. \$3,000 ono. Ph: Ross 0427 547706.

## Instruments & Equipment

AUSTRALIAN MADE CANOPIES: Dimona H36, Grob 103, Libelle, IS28B2, LS & others. Rails, windows. Blue tint now available. Email: <aamoulds@optus.net.com.au>. Ph: Ian & Cecilia Linke 08 82513780.

OXYGEN SYSTEM FOR SALE. Scott Aviation Executive Mark 900019-00 series constant flow. This unit has flown several diamond height gains. \$550 ono. Ph: Kevin 0407 527185.

CAMBRIDGE 302A secure blind logger – the lowest price of all & you can always add display later. Dynamic Boom mic now available & Xcom radios. Orders by SMS or email if possible <ianmcphee@aapt.net.au>, 0428 847642 or Box 657 Byron Bay 2481.

YASEU VXA150 VHF handheld transceiver \$485 while stocks last. Parachutes ATL 88/90 Short Pack \$1,925. ATL 88/92 Long Pack \$1,925. Airborne Avionics. Ph: 02 68892733. Fax: 02 68892933. Email: <hartley@avionics.com.au>.

## Gliding Publications

AIRBORNE MAGAZINE: Covering all facets of Australian & New Zealand modelling. The best value modelling magazine. Now \$60pa for six issues. Plans & other special books available. PO Box 30, Tullamarine, VIC 3043.

FREE FLIGHT: Bi-monthly journal of the Soaring Association of Canada. A lively record of the Canadian soaring scene & relevant international news & articles. \$US26 for one year, \$47 for two years, \$65 for three years. 107-1025 Richmond Rd Ottawa, Ontario K2B 8G8 Canada, email: <sac@sac.ca>.

NZ GLIDING KIWI: Official magazine of Gliding New Zealand. Edited by John Roake. Read world-wide with a great reputation for being first with the news. A\$52 pa. Personal cheques or credit cards accepted. Write: NZ Gliding Kiwi, 79 Fifth Avenue, Tauranga, New Zealand. Email: <gk@johnroake.com>.

SAILPLANE & GLIDING: The only authoritative British magazine devoted entirely to gliding. 52 A4 pages of fascinating material & pictures with colour. Available from the British Gliding Association, Kimberley House, Vaughan Way, Leicester, England. Annual subscription for six copies £17.50.

SAILPLANE BUILDER: Monthly magazine of the Sailplane Homebuilders Association. \$US29 (airmail \$US46) to SHA, c/o Murry Rozansky, 23165 Smith Road, Chatsworth, CA 91311 USA.

SOARING: Official monthly journal of the Soaring Society of America Incl., PO Box 2100, Hobbs, NM 88241 USA. Foreign subscription rates (annually): \$US43 surface delivery; \$US68 premium delivery.

TECHNICAL SOARING/OSTIV: Quarterly publication of SSA containing OSTIV & other technical papers. C/O T U Delft, Fac Aerospace engineering, Kluyverweg 1, NL-2629 HS DELFT, The Netherlands.

VINTAGE TIMES: Official newsletter of Vintage Gliders Australia, edited by David & Jenne Goldsmith, PO Box 577, Gisborne VIC 3437, Membership \$15 pa.



## HGFA

Classifieds are free of charge to HGFA members up to a maximum of 40 words. One classified per person per issue will be accepted.

Classifieds are to be delivered to the HGFA office for membership verification/payment by email <office@hgfa.asn.au>, fax: 02 65593830 or post: PO Box 157, Hallidays Point NSW 2340. The deadline is 25th of the month, for publication five weeks hence.

Submitted classifieds will run for one issue. For consecutive publication, re-submission of the classified must be made, no advance bookings. When submitting a classified remember to include your contact details (for prospective buyers), your HGFA membership number (for verification) and the State under which you would like the classified placed. (Note that the above does not apply to commercial operators. Instructors may place multiple classified entries, but will be charged at usual advertising rates.)

**All aircraft should be suitable for the intended use; this includes the skill level required for the specific aircraft being reflective of the Pilot's actual Rating and experience. All members must adhere to the maintenance requirements as contained in Section 9 of the Operations Manual and as provided by manufacturers. Secondhand equipment should always be inspected by an independent person, an Instructor wherever possible. Advice should be sort as to the condition, airworthiness and suitability of the aircraft. It should include examination of maintenance logs for the aircraft. It is unethical and a legally volatile situation for individuals to provide aircraft which are unsuitable for the skill level of the pilot, or aircraft that are unairworthy in any way.**

## Hang Gliders & Equipment

### NEW SOUTH WALES

AIRBORNE C4-14 adv, micro drag A-frame, used only last summer, as new cond, black US with orange/lavender striping & C4 logo, incl. XC & standard covers, \$5,400. Also, Airborne Voucher, worth \$3,000 off the retail price of a new C4, prize from Bogong Cup 2006, must be used by October '06, \$2,000. Ph: Cameron 0407 418295.

MOYES XT 165 int, 1997 model, EC, 20 hrs use since new, bargain, \$1,500. Also: Forrest Park harness for pilot 5'8-6', with 'chute, \$400 & MOYES MARS 170, fair cond, \$200. Ph: 0409 653818.

### VICTORIA

QUANTUM QS550 tandem emergency 'chute with bridle swivel (just repacked), EC, \$750 ono. Flytec vario 4005, with HG bracket, GC, \$350 vario, \$300. 0428 570168; <eaglescl@bigpond.net.au>.

### WESTERN AUSTRALIA

MOYES SX5 adv, black/white, 20 hrs, \$2,500. Moyes Xtreme harness, suit 180cm, 95kg (or a tad more), \$300. Uvex helmet, suit 58cm, with intercom fitted & lcom switchbox, \$100. Moyes: 1 pair Zoom uprights (still in packaging), \$100. Davron 808 vario, \$300. Sell the lot, \$3,000. Ph: Gordon 0419 942645.

## Paragliders & Equipment

### NEW SOUTH WALES

GRADIENT GOLDEN DHV 1-2, 85 hrs, VGC, used about half inland/half coastal. Blue top, white bottom, grey LE, 80-100kg flying weight, \$2,000 ono. Top XC distance 70km, see if you can raise her PB... Ph: Gareth 0413 444892 (Sydney).

OZONE PROTON S DHV 2-3, 60-85kg, one owner since new & Apco Top Secura harness M (suit up to 175cm), all in GC! For more details ph: Nir 02 96862912; 0423 422494; <nashed@optus.net.com.au>.

SKY FIDES 2 med, Pure Juice (orange/white), harness & emergency chute, porter glider bag. This is a great wing in AS NEW cond, has only done two flights on one day, less than 1 hr. Ph: 02 65504021 (evenings).

### QUEENSLAND

SKYLINE VERTIGO Acro harness with 2 reserve set-up, size L, black with red/white stripe, EC, great allround comfortable harness for all styles. Quick sale, \$750 ono. Ph: John 0416 283883.

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GRADIENT GOLDEN 28 DHV 1-2, large, 90-115kg, gold (gold top, red LE). Only 5 hrs airtime, \$3,500. Ph: Paul 0415 352712.

## Trikes & Equipment

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AIRBORNE EDGE X T2-2342 Streak wing, full instruments, lcom A22E radio, intercom, helmets, training bars, 4-blade Brologa prop, 582 water cooled engine, electric & pull start. Only 160 hrs. \$19,500. Ph: Glenn 0408 628656.

AIRBORNE EDGE X T2-2354, blue trike, blue/yellow Streak 1 wing, lcom radio, intercom, headsets, \$18,000. Ph: Kyle 0411 475760; <kprobert@bigpond.net.au>.

WIZARD III wing T2-2213, 60 hrs use, red/black (factory modification), \$5,000 neg. Ph: Barry 02 49824372; 0407 100297.

# HGFA Schools

## VICTORIA

AIRBORNE EDGE T2-2851 Wizard wing 582, 4-blade Brolga prop, radio, intercom, compass, stone net, lights, full covers, tie-downs, 454 hrs, rebuilt at 390 hrs, \$12,500 firm. Ph: 03 59671639.

AIRBORNE X 582 Blue head, oil injected, Bolly Optima 3-blade prop, new fast Streak II wing 60kt (new price \$8,600), base TT 296 hrs, lcom radio, full instruments, stone guard, landing light, helmets & headsets. All maintenance & every flight logged. Always hangared. \$26,500. Ph: John Kidon 0438 055166.

TRIKE TRAILER: custom made, twin jerry can holders, winch, spare wheel, ramps, 1,200mm x 500mm, lockable tool box, EC, registered, \$850 ono. Ph: 03 97161789; 0418 554872.

## QUEENSLAND

AIRBORNE EDGE T2-2328, full covers, 582 blue head, Streak wing T/T 148 hrs. 4 headsets (2 new), Wizard wing never flown, new wing covers. New ICOM air & UHF radios. New battery, trailer & jerry cans. All GC. \$26,000 ono. Ph: Dick 07 40989035.

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Tandem parachute. Ph: Muz 0427 328638.

## General

### "BORAH & BEYOND" DVD:

Showcasing the 2006 Pre-Worlds. Shot from the top of Mt Borah. Running time 34 min + still photos. PROFITS AID MANILLA RESCUE SQUAD. Ph: Jerod Sutherland 0416 079306; <Sudzman@hotmail.com>.

## Commercial

582 EDGE X T2-2432 Ebox blue Classic, full instruments & pre/post silencer, Wizard wing, 75 hrs, \$27,000. 582 Edge X Ebox black Outback converted to Classic, pod/sideskirts spats, Wizard wing, 300 hrs, \$22,500. 503 Edge X Cbox red, pod & saddlebags, Wizard wing, 150 hrs, \$16,500. 582 Quantum Ebox white, full instruments, new trillam LE, 350 hrs, \$17,000. 912 Edge XT T2-2255 Serial number 1! Full Microair radio/Lynx intercom & headsets, \$49,000. Edge X Wizard II sail, 20 hrs, \$2,000. Edge Executive sail, new, \$2,000. Trailers: new ≤ tonne alloy trays, 3 available, \$1,100. Chariot trailer: wing rack, storage bins, \$2,750 (1/2 new price). Assorted helmets: headsets, intercoms. MicroAir radio, 2 hrs use only, \$1,250. New Airborne trikes available from \$24,000. Ph: John Oliver 0428 303484 (a/h); 03 98074734; <johnoliver@bigpond.com>.

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## ACT/NEW SOUTH WALES



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