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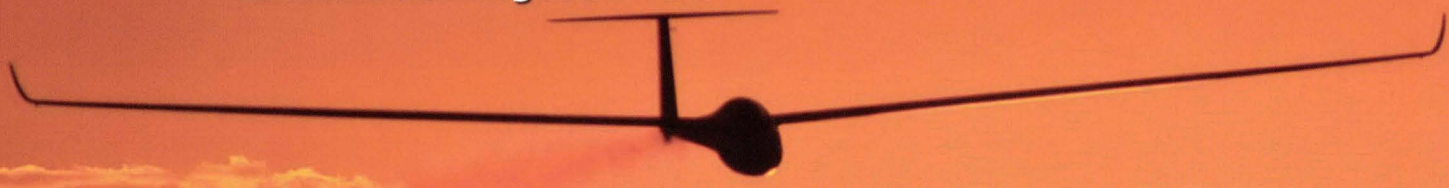

NOVEMBER 2010

A Big Week At Mystic

Reflections On Szeged

The Plan Was Really Simple

Print Post Approved – PP225277/00002

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Mer de Glace, Chamonix
Photo: John Chapman

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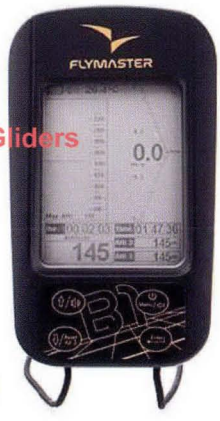

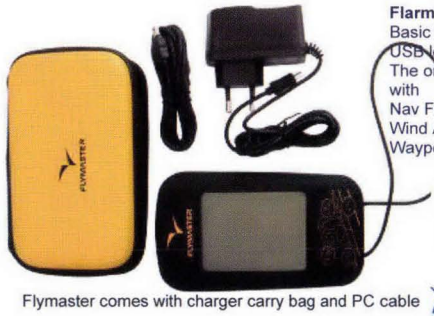

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Soaring AUSTRALIA

Official publication of the Gliding Federation of Australia (GFA) and the Hang Gliding Federation of Australia (HGFA).
The Gliding Federation of Australia Inc. and the Hang Gliding Federation of Australia are members of the Fédération Aéronautique Internationale (FAI) through the Australian Sport Aviation Confederation (ASAC).

FAI

ASAC

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NOTICE TO READERS AND CONTRIBUTORS

This magazine is a joint publication by the GFA and the HGFA and each association contributes 50% to the production cost and is allocated 50% of the content pages of each issue.

Contributions are always needed. Articles, photos and illustrations are all welcome although the editors and the GFA and HGFA Board reserve the right to edit or delete contributions where necessary. Materials of unknown origin won't be published.

All contributions should be accompanied by the contributor's name, address and membership number for verification purposes.

Photographs should be printed on gloss paper either in black and white or colour or submitted on CD. Drawings, maps, cartoons, diagrams, etc, should be in black ink on white paper. Lettering may be pencilled lightly but clearly on the drawing, for typesetting.

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Classifieds, Club Executive and Member Updates
HGFA members should submit classifieds (secondhand gear for sale) and changes of address, etc, details (whether for Club Executives or individual members) to the HGFA Office <office@hgfa.asn.au>. See HGFA Classifieds section at rear of this magazine for more details.

Display Advertising
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Email Club News to <clubnews@hgfa.asn.au>, Email Comp News to <compnews@hgfa.asn.au>. The information is forwarded to Soaring Australia and the maintainers of the HGFA website.

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25th of each month, five weeks prior to publication. Photos and materials will be returned after publication only if a stamped, self-addressed envelope is supplied. Otherwise, photographs, whether published or not, will be filed and may be used subsequently in further publications.

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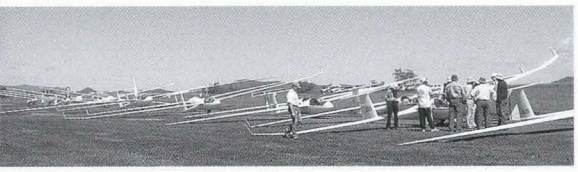


Speed Week grid

KEEPIT SPEED WEEK – Not The National Squad

Mike Timbrell

THIS WAS AN OPPORTUNITY TOO GOOD TO MISS. A WEEK OF EARLY SEASON STICK TIME, DAILY LECTURES BY ONE OF AUSTRALIA'S LEADING COMPETITION PILOTS, AND A SPORT'S PSYCHOLOGIST ON HAND TO HELP WITH THE HEAD GAME. ADD AN INTRODUCTION TO CONTEST FLYING IN A FRIENDLY REGATTA AT LAKE KEEPIT AND THE DECISION BECAME SO EASY. IN ALL, 17 PILOTS SIGNED ON, WITH MOST HAILING FROM VARIOUS CLUBS AROUND NSW AND ONE EACH FROM QUEENSLAND AND VICTORIA.

A few of us were raw beginners to the competition scene. Others had previously competed at either State or National comps. And others were hotshots. Most of us were there to learn and we all came along to have fun first and foremost. What a fantastic week it turned out to be! Not only did we enjoy ourselves immensely, but we got to meet and hang out with a great bunch of like-minded people from the wider gliding community. Just like the comps.

WHAT'S IT ABOUT?

The inaugural Keepit Speed Week was the brainchild of Paul Mander, a veteran of six Pre-World and three World gliding championships plus multiple State and National championships over 40 or so years of gliding. Paul sensed that some developing pilots can be reluctant to compete at State or National levels without at least some experience in smaller regattas. Club-hosted regattas were the norm many years ago, but somehow the system fell away. Learning about Assigned Area Tasks (AATs), getting used to gaggle flying and simply clocking up competition experience are some of the reasons regattas like Speed Week will serve to develop emerging pilots for the future health of our sport. It is hoped more clubs will host regional level events as a medium to train and encourage pilots for the competitive arena.

Speed Week competitors

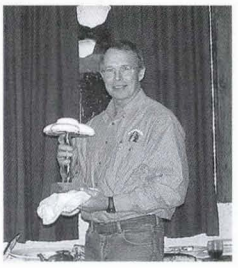
THINK TIME

Each day of our week started with a two-hour lecture. Paul is a natural teacher and coach; sharing his ideas and experience in a clear and unassuming manner. Long distance guru Harry Medlicott provided his own extraordinarily valuable input and both complemented and mirrored Paul's approach and content.

- *Time and again we were told that competitive gliding is a 'Numbers' Game'. Each decision should be considered in the light of the probability of an optimal outcome. What are the options? How does each option compare as a successful prediction versus its inherent risk to the success of our goal.*
- *Many of us were looking for the Golden Bullet, but we discovered there are no real hard and fast rules because the environmental cues can vary so widely. Most of what was reinforced can be found in the standard cross-country texts. We did, however, learn how to manage the process in a logical manner. How to discard the irrelevant and uncontrollable and concentrate on the factors, both internal and external, which will enhance our performance.*
- *"You must work very hard to become a natural golfer," said Garry Player. Most elite sports people only differ from the normal punter in their commitment to perfecting their game. Both Paul and Harry convinced us that they are ordinary people, just like us, who have been prepared to put in the hard yards.*
- *We learned about the value of 'Directed Practice'. That is, using each flight to improve a particular skill. It could be thermalling in the other direction, leaving a thermal, descending away under brakes and then coming back to reconnect and centre again and so on. Helmut Reichmann covers this topic in his classic 'Cross Country Soaring'.*
- *Helen Wood of TMS Consulting conducted two fascinating sessions on sport's psychology and how it affects our gliding performance. Helen has worked previously with the National squad. There is no question that cross-country gliding, and especially competition flying, is a mind game. "The most important part of a player's body is above his shoulders." – Ty Cobb.*
- *Good preparation of the tangible aspects of our flying like our aircraft, equipment, briefing, flight plan and everything relating to the process is obviously essential. Pre-flight equipment problems send stress levels skyrocketing. Intangible aspects including self-belief, assumptions, mental preparation, stress levels and goals all need solid preparation.*
- *Self awareness is crucial to reinforcing strengths, improving weaknesses, anticipating stressors and appropriate stress management. Key words or phrases are commonly used by elite athletes to counteract stress or negativity or sharpen concentration.*
- *Helen talked about the concept of visualisation. Practising in the mind is something many elite athletes do.*

It serves to hard wire the skills and reinforce those attitudes needed to reach our next level.

Each of us has our own demons to battle and Helen kindly made herself available for personal sessions. Those who took up the offer came away with some excellent suggestions for improvement.



Photos: Arie van Spronssen

Justin Smith, Speed Week winner

DOWN TO BUSINESS

Straight after classes Harry gave us the meteorology report which was invariably accurate. The Keepit fellows were a mine of information and tips on local hotspots. There had been quite a bit of rain leading up to Speed Week so some areas were still wet and worth avoiding or staying high in transit. AATs were set with generous observation zones to accommodate the wide range of experience within our group. A couple of tasks involved 60km minimum and 250km maximum over 90 minutes to suit a weak day.

COCKPIT TIME

By 1230 hours each day we were lined up on the grid ready to fly. As if to match their high standards of hospitality and facilities, the Lake Keepit Soaring Club turned on no less than three tugs to launch our 15 aircraft. The other two were self-launchers.

Having never flown from Keepit before, I could now see why people rave about the location. The airfield is well laid out with two strips and generous landing areas on each. Doing final glides across the lake can be quite interesting until you get used to it. The surrounding countryside must have been designed by a glider pilot. There are plenty of outlanding options interspersed with a number of scenic ranges at appropriate distances to provide thermal triggers for the cognoscenti. The canola was in its full bright yellow bloom and the still-green wheat paddocks promised an 18 bag crop. One day in particular turned on some classic cloud streets although the boundary layer didn't get over 7000ft all week. A couple of days saw us operating within a 3000ft total height band providing great experience for some of the lower hours pilots.

They say you will learn as much in a week's competition as you would in a year of club soaring. In my opinion this is true. We were sent out on a task on at least one day when I may not have even taken a launch at my home club. Such is human nature that many of us prefer the easier path unless there is something to encourage us to have a go. It can be a pleasant surprise to see how much ground you can cover in the circumstances. Of course a few of us took a closer look at the country by outlanding. On one occasion we had three gliders sharing the same paddock.

THE DAIS

Scoring was a combination of FAI handicaps plus the Wallington system plus a Mander factor based on experience. Day winners received a red shirt. Overall leader got a yellow shirt, Tour de France style. Best daily novice, a virginal white shirt. A fresh pineapple was awarded for the most memorable achievement.

Three novice pilots did so well that mid-week Mander handicaps were applied to knobble them slightly. We had a different winner each day: Arie Von Spronsson putting on a sizzler on the last contest day.

The overall winner was Justin Smith from LKSC and Dave Shorter, also from LKSC, was runner-up. Congratulations to them and to all who participated.

APRÈS GLIDE

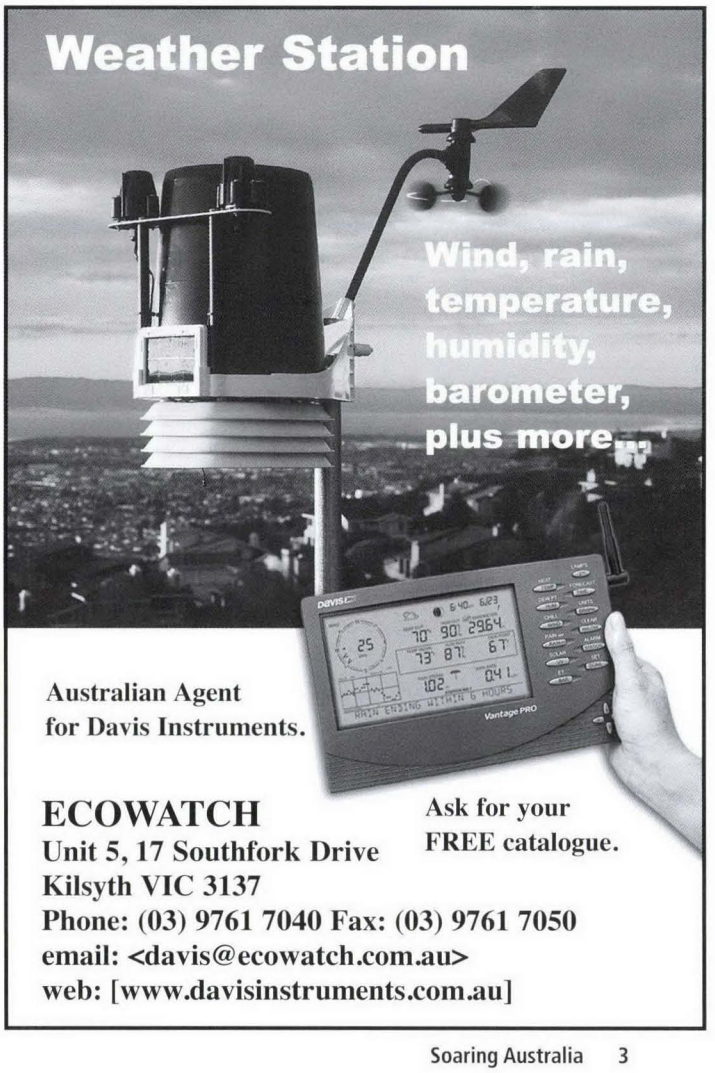
We started the week knowing a few of our fellow pilots and most not at all. As the regatta progressed, we got to know each other and a warm sense of camaraderie evolved within the group. Paul's key objective was for all of us to have fun and although we all took different things away, fun was had by all. I am guessing that many, if not most, will sign up for Speed Week next year. It was a fantastic week.

Our final night party was hosted by Bob and Jan Dircks at their beautiful home a short distance from the airstrip. The 'Fines' Bucket' yielded enough for a dozen bottles of red and Jan's cooking was out of this world. I think everyone flew faster and further that night than any day in the previous week!

SPECIAL THANKS

To Ian Downes, Dave Shorter, Bob and Jan Dircks, tuggies and all attending members of LKSC, thanks for a great week. Your hospitality, club spirit and enthusiasm really is something special. And thanks also to Helen Wood who reduced her normal consulting fee.

Footnote: Speed Week produced a small surplus of $400. In view of the Lake Keepit Soaring Club's strong commitment to its own Juniors by way of subsidised memberships, launches and glider hire, we decided that half this amount should go to the club's fund and the other half to the well-known Juniors' Fund administered by Graeme Cant. This latter fund has as its major objective the encouragement and assistance of Juniors to participate in international and local competition.



CLOUD TYPES AND NAMES

Allan Ash

THE PERSON MOST FREQUENTLY IDENTIFIED AS THE FATHER OF MODERN METEOROLOGY WAS A PHARMACIST NAMED LUKE HOWARD WHO CAME TO PROMINENCE AT THE BEGINNING OF THE 19TH CENTURY. HOWARD IS CHIEFLY REMEMBERED NOW FOR GIVING CLOUD TYPES THEIR NAMES IN 1803.

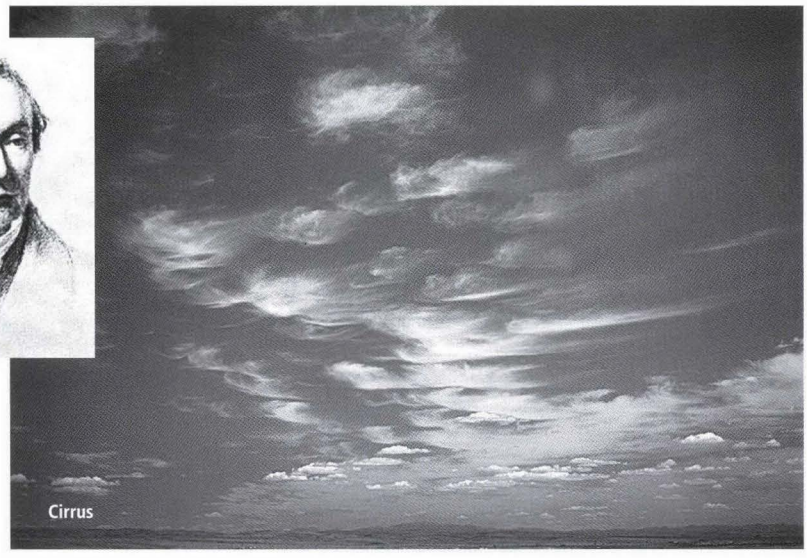
Howard divided clouds into three groups: stratus for the layered clouds, cumulus for the fluffy ones (the word means 'heaped' in Latin) and cirrus (meaning 'curled') for the high, thin, feathery formations that generally presage colder weather.

To these he subsequently added a fourth term, nimbus (from the Latin for 'cloud') for a rain cloud.

The beauty of Howard's system was that the basic components could be freely recombined to describe every shape and size of passing cloud: strato-cumulus, cirrostratus, cumulonimbus and so on. It was an immediate hit, and not just in England.

Howard's system has been much added to over the years, so much so that the encyclopaedic of little read International Cloud Atlas runs to two volumes, but interestingly virtually all the post-Howard cloud types – mammatus, pileus, nebulosis, spassatus, floccus and mediocris are a sampling – have never caught on with anyone outside meteorology and not much within it.

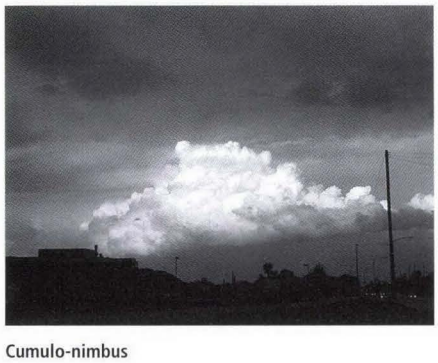
Pharmacist Luke Howard



Cirrus

Stratus

Cumulus



Cumulo-nimbus

The first, much thinner, edition of the atlas, produced in 1896 divided clouds into 10 basic types, of which the plumpest and most cushiony-looking was number nine, cumulo-nimbus. That seems to have been the source of the expressions 'to be on cloud nine'.

If you have ever been stuck by how beautifully crisp and well-defined the edges of cumulus clouds tend to be, while other clouds are more blurry, the explanation is that there is a pronounced boundary between the moist interior of a cumulus cloud and the dry air beyond it, allowing the cloud to keep its fine edge.

Much higher cirrus clouds are composed of ice and the zone between the edge of the cloud and the air beyond is not so clearly delineated, which is why they tend to be blurry at the edges.

For all the heft and fury of the occasional anvil-headed storm cloud, the average cumulus cloud is actually a benign and surprisingly insubstantial thing. A fluffy summer cumulus several hundred metres wide may contain no more than 100 to 150 litres of water: about enough to fill a bathtub. Not much different, really, from walking through a ground fog.

(This item was extracted from a much longer chapter in the book 'A Short History of Nearly Everything' by Bill Bryson, published in Britain in 2003 by Doubleday.)

GFA News

Victorian State Gliding Competition – Ararat, March 2011

The VSA State championships will be held at the Ararat airfield from 6 to 13 March 2011. The Grampians Soaring Club looks forward to welcoming pilots and providing the opportunity to compete over our unique countryside.

Situated 100km to the south-east of Horsham, Ararat offers a base for tasking into a variety of areas: north into the Wimmera (into the area traditionally tasked in Horsham Week), east into the mountains of the Pyrennes Ranges (towards Ballarat and Bendigo), south onto the volcanic plains of the western district and west into (and around) the mountain ranges of the Grampians. Early March historically provides good weather for extended soaring and a variety of task types will be set to optimize each day. Sufficient tugs to allow prompt starts are being arranged.

Ararat and the surrounding area is a great place to visit for pilots and crew with a variety of accommodation being available from camping at the airfield, caravan parks, B&Bs, hotels and motels in the town. Non-gliding activities include bushwalking in the Grampians, many quality wineries, sailing, historical gold mines and a number of local museums and galleries. Visit the local tourist information centre for details at [www.visitvictoria.com/displayobject.cfm/objectid.00023CEA-4EBA-1D75-958F80C476A90000/].

Further information, entry, rules, turn-points, etc, visit the VSA website [www.gliding.asn.au/index.php?option=com_jevents&task=icalrepeat.detail&evid=4&Itemid=8&year=2011&month=03&day=06&title=vsa-statechampionships&uid=dc81c0ee5d4a4d5c000b071c65e1ac8d] or contact Maurice Little on mobile 0425 719212.

Grand Prix Postponed

The 2010 Australian Qualifying Grand Prix has been postponed until March 2011 due to lack of entries. It will be still held at Boonah, Queensland, over the week 20 to 26 March with official practice on Saturday 19 March. The class will be 18m with a maximum wing loading set by the organisers. Those entered for the first attempt are guaranteed entry. Other entries received before 31 December 2010 will be accepted in IGC ranking order. If there are still positions available after this date further entries will be accepted in order of receipt. There are five positions for international entrants. Further details can be found at [www.glidinggrandprix2010.com.au].

The seventh annual junior gliding championships (JoeyGlide) will be held at Narromine from 11 to 18 December this year. Further information available at [www.joeyglide.com.au].

FAI NEWS

2009 Gold Air Medal

The FAI has selected Barron Hilton as the recipient of the 2009 Gold Air Medal for a lifetime of accomplishment and support of aviation and air sports. The FAI Gold Air Medal is one of the most important and prestigious aviation awards in the world. Mr Hilton joins the ranks of a few other distinguished Americans including, but not limited to, Eugene Cernan, Steve Fossett, Paul Poberezny, Dr Paul B MacCready, Jr, Curtis Pitts, Col Robert Stephens, James H Doolittle, Capt Charles Yeager, Wiley Post and Charles Lindbergh. Mr Hilton has been invited to receive his medal at the NAA awards' banquet to be held on 8 November 2010 at the Crystal Gateway Marriott in Arlington, Virginia.

FAI Gliding Badge Report to 31 August 2010

A BADGE

Christian, WERNER	11625	Southern Cross GC
Dylan J, HARNSON-BRADY	11627	Adelaide SC
Tony, MEGGS	11630	Byron GC

A & B BADGE

Christopher Thomas, GUY	11635	Caboolture GC

A, B & C BADGE

Luke James, WESTERHUIS	11626	QLD Air TC
Kurt Charles, PEARCE	11628	QLD Air TC
Daniel, DARE	11629	QLD Air TC
Timothy Andrew, BURGESS	11631	RAAF Richmond

A, B & C BADGE CONTINUED

Marco J, HARTADO ESPINOSA	11632	NSW Air TC
Robert Spencer, HOWDIN	11633	Sthrn Tablelands GC
Junko, NAKAHURA	11634	Beaufort GC
Clyde Philip, STUBBS	11636	Sthrn Downs ASC

GOLD C BADGE

Phillip Andrew, VOLK	1165	VMFG

DIAMOND GOAL

Phillip Andrew, VOLK	VMFG

DIAMOND DISTANCE

Phillip Andrew, VOLK	VMFG

DIAMOND HEIGHT

David Alan,VILLIERS	Canberra GC

FAI Gliding Badge Report to 30 September 2010

A BADGE

CARIC, Davor	11641	Sthrn Riverina GC
HUNT, Mark David	11642	Sthrn Riverina GC
MILUTINOVIC, Kolvja	11643	Sthrn Riverina GC

A & B BADGE

TAM, Che Fai David	11637	Central Coast GC
SHOOTER, Gregory	11638	Southern Cross GC

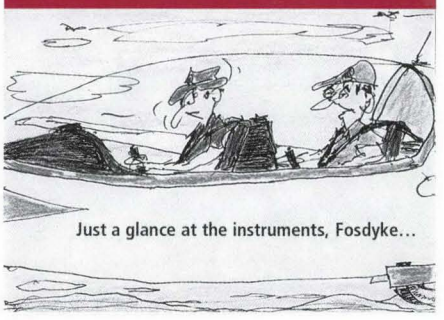
C BADGE

BATESON, Stephen James	11566	Boonah GC

A, B & C BADGE

McMILLAN, Alfred Henry	11639	Geelong GC
GOERDEL, Maren Anke Maria	11640	Lake Keepit GC

Cartoon by Codez



Just a glance at the instruments, Fosdyke...

HAPPENED RECENTLY ON AN AIRFIELD

Martin Feeg

Throughout the European summer I spend considerable time on airfields. One evening I was holding my breath: last glider to land, radio announcement well ahead, then unexpectedly I heard this 'whoosh' of a fast glider. Looking up I saw the end of a fly-by with a pull up. At the top the glider near stalled and the circuit was rather mangled.

Close shave? No doubt. I don't want to be branded as fun police, but what are fly-bys for? Entertaining spectators – if they don't know it's coming – if they turn away in disgust – if they have to mop up the crash scene? Or are they for your own ego? Well, in this (and most cases) the ego got blemished. Once again, what are fly-bys for?

Safe soaring.

PS: the European Aviation Safety Committee has a separate listing for 'family and friends-related accidents' and all reports are the same: while showing off, either overlooking obstacles or undercutting the minima of aerodynamics – isn't that sad.

A BIG WEEK AT MYSTIC

John Chapman

FRIDAY, 29 JANUARY DIDN'T LOOK ALL THAT SPECIAL OTHER THAN A FORECAST FOR LIGHT SOUTH-WESTERLIES. HOPEFULLY LIGHT ENOUGH FOR THE NORTH FACING MYSTIC TO COME ON, BUT ALLOWING THE POSSIBILITY TO ESCAPE NORTH-WEST UP THE VALLEY.

Looking back at Mount and Lake Buffalo

I was flying a borrowed glider, Fred's Nova test wing, a DHV2 Factor. Launching about midday in nil wind, Mystic performed its usual magic and several pilots were soon exploring to the NW over Blackfellows and beyond with a light tailwind. My chosen route was the east side via Eurobin because of the SW influence and the valley crossing was pretty straightforward with about 2500m altitude near Porepunkah.

The next section turned into a real struggle along the Ovens ridge with some collapses and several low saves as Sas and I worked NW towards Myrtleford hill. One decent climb got us over The Pines at Myrtleford, normally a safe trigger point, but we still weren't out of trouble. Four of us roamed all over the hill, but could not put a climb together, and out of desperation I eventually went on a glide over town to see what was happening over the hot roofs. Not much! Turning in bubbles and drifting north I crossed Myrtleford between 500 and 1000ft agl until I arrived at the top end of town and was almost prepared to land in the football field. A few beeps kept me turning and eventually got me up on the hill behind Gapsted Winery – I could

Mystic launch

Heading up the Ovens over Porepunkah

breathe again. Sas had survived too, but other pilots were calling low and landing behind us as they worked through the tricky section. Luke Brooks crossed the Ovens valley twice to come north via the Buffalo side and he too eventually got past Myrtleford.

Out on the flats it was working and with regular climbs to 2600m and above we all followed the road steadily past Everton and towards Wangaratta, arriving over the Hume freeway by about 4pm. Here the wind seemed more WSW so I headed north to Corowa, to work away from Albury airspace, but still gain some advantage from the ground wind.

It's a long straight 30km road towards NSW from Wang and I spent the first 15km again struggling in bubbles below 1000ft agl until at last a good 5m/s climb let me see Corowa airport in the distance. I used to skydive there regularly in the 1980s so it had been a goal for a long time to land there again.

I grabbed plenty of height prior to crossing the Murray river, expecting sink over the trees and water, but I needn't have worried, I arrived over the airport with lots of altitude and flew around for a while admiring the view that I hadn't seen for more than a decade – the last time I jumped here.

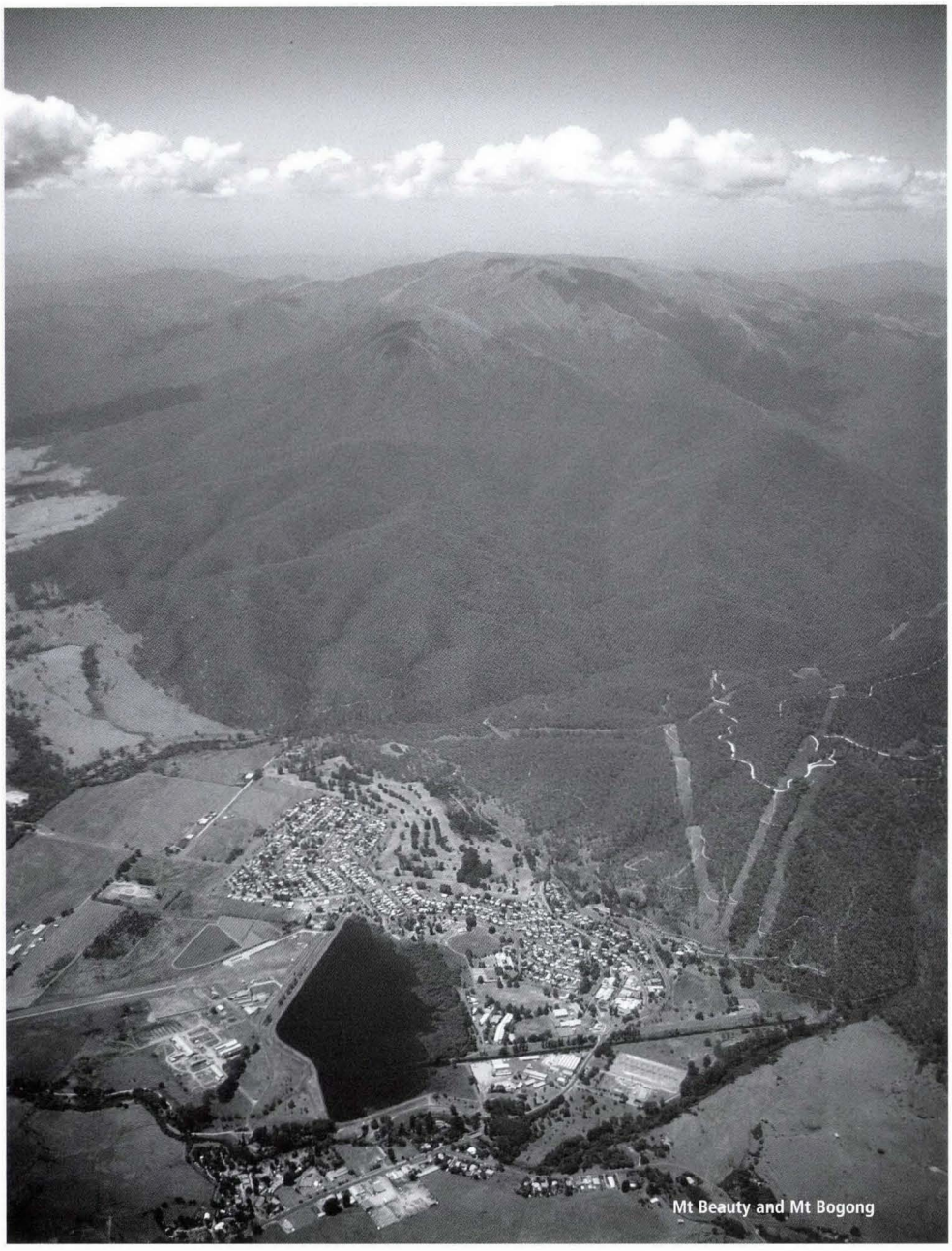
Landing near the gliding club after six hours in the air, I heard Luke decide to continue on a few more kilometres (his first 100 plus: 113km) and then Sas, whose radio had stopped, called on the phone to say he was in Howlong for a flight of nearly 150km.

Three happy pilots were picked up by Luke's father Bill for the long trip home.

On the following Monday I took a day off after a good flying weekend and gave Fred his demo glider back. He thought it looked like a promising day and I found out later that he and Rod Oldfield had made Yarrawonga from Mystic, about 115km. They could have gone further, but decided that was enough! I'll let them tell the story of that flight.

On Wednesday 3 February I was back on my own Nova Ra. It looked another good day (ESE on Hotham) and again needed a strong forward launch on Mystic (always a good sign). I was quickly up in a climb over Marcus that peaked at 8m/s and headed NW again, this time towards Little Buffalo. Meanwhile Bill Brooks took off behind me and in a single climb off Mystic reached 3000m! This was not a normal day.

Climbing over Little Buffalo the strong easterly pushed me over the hot rocks



Mt Beauty and Mt Bogong

near the Buffalo chalet, so I had little choice but to work north past Mt McLeod and North Buffalo until I could go over the back at Nug Nug into the Lake Buffalo valley. A bit of a scratch across there and I was out on the edge of the flats, working west towards the King river.

I stayed on the edge of the ranges to the south, working the cloud streets well south of Glenrowan, Benalla and Violet Town and only had one nervous period searching for another climb, but never really low. By now I was regularly getting up to cloudbase at about 10 000ft and on glide my GPS showed a ground speed of 70 to 80km/h.

I finally arrived over the Hume highway at Euroa, pretty pleased with a PB and still about two hours left in the day. At Euroa the jump plane was climbing with me and I was reminded that this was another drop zone I'd jumped at years ago.

Coming over Seymour, Broadford and the CBD ahead

About to cross the Murray with Corowa ahead

Photos: John Chapman

Bill was on the radio and still airborne, doing his first 100 plus. He eventually landed past Euroa for 134km.

Mangalore and Seymour passed below me and I could see the Melbourne CBD in the distance – a first and pretty exciting sight! The wind continued to back, pushing me more to the south as I progressed west and I stayed over the highway. I started to consider Melbourne airspace – how far would it extend through the Kilmore gap? I had no idea of my distance flown, my GPS had played up in recent days and I had rebooted it and deleted all waypoints so I couldn't run a GOTO back to launch. Had I done 150km or more?

Broadford was coming up and since it was after 6pm I decided that would do. I overflew the town and picked a clear site to land. The strength of the wind on landing was a surprise, but I was down safely after nearly seven hours, but how far was I from Bright?

Getting my phone out was a shock, it was dead flat! A button must have been held down while it was packed away, so now I had to rush to find a landline. Then I had to find a phone number to call as they were all stored in my phone (a lesson there). I finally got a contact and passed on my position and the car was soon there, Neil had just carried on after picking up Bill and from his GPS I was able to get an idea of my distance – 180km in a straight line from Mystic. Later, with a turnpoint at Nug Nug and Euroa I measured 195km – nice! Later still I checked the Melbourne VTC and the 4500ft step starts at Broadford so I had also stayed out of airspace – even better.

That was a week's flying at Bright. It's not always like this, but when it happens and you are able to get into the air, it can be great! Interesting to note that since June this year, I couldn't do that flight without a VHF radio and radio licence.

New (Ex)-President's Report

Rob Woodward

G'day pilots, if you're reading this and think it's a case of déjà vu or you've pulled out last years November SA don't be alarmed, it's taken me a while to adjust also.

Our President Alex Jones has resigned from the position he has held since April this year, after putting in lots of time and achieving some important critical requirements for our continued operation.

On behalf of the Committee and the membership in general, I thank Alex for his contribution and passion in keeping our organisation operating. Being a volunteer in this organisation comes with the downside of early burn-out, so I believe it's wise to think of it as a relay race, ie, go as hard as you can, then pass the baton on. As long as we have members who wish to contribute, we should have no shortage of people who can run for a year or a month (metaphorically speaking of course).

Of course it's better for the corporate 'memory' of the HGFA if we don't burn out our volunteers and to that end it's up to the committee to work on the policies and then advertise for someone in the HGFA who may wish to be responsible for that matter.

In the words of that icon of our sport Paul Mollison *"most people can handle a barrow load of concrete, but baulk at trying to deal with a full mixer dumping its load on them."* The idea behind that is to give people smaller achievable items to deal with rather than 'bury' the keen new volunteer in a never-ending task that sees them become disillusioned.

As a result of the committee meeting held after last month's AGM, your Board has ricocheted me back into the presidency with a number of tasks to deal with until the election next year.

There will be a full report of the AGM and matters arising from the committee meeting in the next 'Airwaves' and next month's 'Soaring', but a few things we are investigating include:

1. *Soaring Australia – yes it keeps coming up, but we are going to deal with it in the next six months (in consultation with the GFA)*
2. *Funding of specific operational disciplines*
3. *Occurrence reporting – implementation of IRIS online*
4. *Appointment of new General Manager*
5. *Re-connection with the State/ Regional associations*

So I trust members do not think this is a case of, in the words of 'The Who': *"meet the new boss same as the old boss... We won't get fooled again"*

The committee and I are here for the next 12 months to continue the relay with your assistance, but don't be shy if you get a call from us to grab the baton for a turn.

HGFA News

NEW PRODUCTS

Paraglider Pilot Wanted To Evaluate New Instrument

As the inventor of the original Thermal Snooper, now retired, I have designed a new improved version. An interested company has built a prototype for evaluation just as the thermal season in the US is closing. So we are seeking an interested paraglider pilot in Australia to test the instrument. If you are interested and mostly fly thermals, please contact me <afisher256@comcast.net>.

Alan Fisher

Sol Raises The Bar With Virtue 2

The new Virtue 2 harness from SOL offers paragliding pilots the highest level of comfort and security on the market today.

Featuring a re-shaped 18cm foam back protection and side protectors, combined with aerodynamic styling and easy access reserve deployment, Virtue 2 adheres to the latest European safety standards.

Smooth-running of the speed system has been achieved through incorporating guide rings for better access, and a tension spring retrieve foot stirrup system gives better control.

Safety is paramount with a fail-safe RS handle, and if the reserve is thrown, the stirrup automatically disconnects, ensuring you can get your legs down for landing.

Available in sizes M, L and XL, the Virtue 2 weighs 5kg (L) and offers plenty of storage space, including a separate 40-litre compartment. The harness is supplied with manual, easy check strap, radio holder, foot stirrup, SOL adhesive tag, keyring and windsock. The new Virtue 2 harness from SOL is in stock at Central Coast Paragliding, based one hour's drive north of Sydney. For more information contact Paul Cox on 02 43342222 or visit [www.ccparagliding.com.au].

2011 Hang Gliding Calendar

Dietmar Tschabrun now offers his latest hang gliding calendar for sale via his website. He is also looking for an interested local distributor.

A preview of the entire calendar is available on [www.dietmartschabrun.com/]. Each calendar costs 19 Euro plus postage, quantity discounts are available. Contact and orders to <office@dietmartschabrun.com>.

Nova Mentor 2 Update

Mentor 2 XS has passed certification tests. The legal take-off weight is 70 to 90kg. Sizes XXS and L certification are in progress.

'Packing Instruction for Mentor 2': Polyamide rods instead of Mylar are in current use on the leading edge. Many pilots wonder how to pack their wing to make sure its performance doesn't suffer. Have a look at our short packing instruction video at [www.nova-wings.com/english/media/videos.html].

Till Gottbrath & the Nova team

FLYING ACCESSORIES

FLYTEC FLIGHT INSTRUMENTS

6005 Worldwide #1 fully featured entry model..... $475.00
6015GPS *GPS in a 6005 – new XC vario*..... $695.00
6020GPS PG vers, like 6030 but no pitot for ASI $1650.00
6030GPS HG version (inc HG mount) $1970.00
Sonic Mini vario audio only $270.00
Windwatch windspeed+temp $121.00

ICOM UHF CB & VHF AIRBAND RADIO'S

IC-41S inc extra HGFA & Manilla channels (h/held).... $379.00
IC-400PRO in car 20 watt (inc extra chs) $399.00
IC-A15 Airband VHF radio (hand held)..... $349.00
Head Sets & Speaker Mic's .....from $77.00

GARMIN GPS

ETREX H new,10,000pts 3D track log, great back up....$145.00
GPSMAP78 new model, colour 1.7GB memory etc.. $375.00
GPSMAP60CX colour with SD mem-card slot..... $389.00
All Garmin models available at Australia's best discount prices !

adidas EYEWEAR SUNGLASSES

Elevation with special LST lens $175.00
Evil Eye with special LST lens $175.00
Optical insert special insert for all models..... $66.00
All Adidas models are at 30%+ disc to RRP !

LAZER HELMETS

Downhill Full Face (airsports certified)..... $242.00
Jetstream Open Face (airsports certified).....$220.00
B-Cool Basic Open Face (airsports certified)..... $132.00

FLYING FOOTWEAR

SuperFly GTX *the best safety available* $385.00
Fly GTX *lighter weight version* $365.00

BOOK's

Understanding the Sky *Dennis Pagan's all time classic reference guide to everything you need to know about the weather - for all soaring pilots* $77.00
The Art of Paragliding *Pagan's easy to use classic reference book for Novice and Intermediate skills* $88.00
Thermal Flying *The best ever thermalling and XC text book (for PG/HG) by German expert Burkhard Martens. Great diagrams and explanations* $99.00

DVD's

Speed to Fly/Security in Flight DBL..... $66.00
Manilla Sky *PG Worlds 2007 (90mins)* $33.00
Getting High *XC Open 2005 (40mins)* $22.00

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A Useful Instrument?

Matthew Cameron

WHETHER WE LIKE IT OR NOT, THE DAYS OF JUMPING INTO A GLIDER AND WANDERING OFF CROSS-COUNTRY WITHOUT A THOUGHT FOR OTHER AIRSPACE USERS ARE FINISHED; 47% OF ALL AIR TRAFFIC IN AUSTRALIA IS RECREATIONAL SO WE HAD BETTER GET USED TO SHARING WHAT WAS ONCE A MUCH LESS CLUTTERED AIRSPACE. RELATIVE TO THE REST OF THE WORLD WE ARE STILL WELL OFF, WE WILL, HOWEVER, HAVE TO PREPARE OUR CROSS-COUNTRY FLIGHTS IN GREATER DETAIL.

This includes much better planning, greater use of radio and interaction with other traffic, particularly in relation to en-route aerodromes. We cannot operate in relation to other airspace users under two different sets of rules, and this includes instrumentation.

Some gliding instructors and books about gliding claim that the altimeter is a useless instrument, particularly so when outlanding during a cross-country flight. Perhaps there is another reason why this instrument, required incidentally to be carried by law, is subject to such derision. In a large percentage of gliders that the author has flown the altimeter sub-scale was simply inoperative. Without this scale you cannot alter the setting with any precision away from the home airfield.

Like the magnetic compass, the altimeter is subject to a great deal of incorrect information, with many glider pilots having simply dismissed what the instrument is capable of and have not taken the trouble to learn how to use it.

Explained simply, the altimeter measures atmospheric pressure, it is a metallic bellows from which most of the air is expelled during manufacture. The bellows is capable of compressing or expanding under the influence of air pressure or lack of it, this movement is transmitted via linkage and magnified, to an indicating scale that in this country is measured in feet. The indication is above a fixed datum, usually sea level. On the dial of the instrument is an indicating sub-scale that can be altered. This sub-scale and hence the reading on the dial may be moved by a knob situated on the face of the instrument. This sub-scale is very important, its calibration is in millibars; a unit of atmospheric pressure, one millibar is equal to 30ft, this unit is normally used on weather maps.

Due to the passage of air masses around the earth, the air pressure changes continually. Sometimes this pressure change is slow (high pressure) or sometimes it is more rapid with the passing of a low pressure system.

So let us start off at a sea level aerodrome; if we set the altimeter to read zero, the local atmospheric pressure will be indicated on the sub-scale. In the international standard atmosphere this value is 1013 millibars. On any given day at sea level it may be higher or lower than this value. So if we move the sub-scale five millibars either way, we will alter the reading on the altimeter by 150ft, either higher or lower.

For the purposes of this discussion, let us assume that in fact the local pressure is 1010 millibars, we set this just on dark. During the night the pressure of the air mass over our sea level aerodrome falls to 1003 millibars, a reduction of seven millibars. What reading should you expect on the altimeter? Seven times 30 equals 210ft.

Take 2: A Useful Instrument?

Although the sub-scale is still set on 1013 millibars (mb is the common symbol) the body of the instrument reads 210ft above sea level because of the drop in pressure. If we turn the adjusting knob so that the sub-scale reads 1003mb the altimeter will read zero again

What if the pressure had increased by seven millibars to 1017mb; if the sub-scale is still on 1010mb would the altimeter read 210ft **under** zero? If we change the sub-scale to read 1017mb, the instrument will read zero again. This is all very well at sea level, but what if our aerodrome is situated 300ft above sea level? On any given day we could alter the sub-scale so that the altimeter reads zero and fly our circuits at a particular height above the aerodrome, however, this particular altimeter setting (QFE) is no longer used.

It is normal to set the sea level pressure (called QNH) so that the actual aerodrome elevation is shown on the face of the instrument. In the case of our 300ft aerodrome above sea level, if we use the adjusting knob to set 300ft on the face of the instrument, the sub-scale will indicate exactly what the sea level pressure is. If the sub-scale reads 1010mb what is the actual pressure at the aerodrome? Three hundred feet divided by 30 equals 10mb difference. As the aerodrome is above sea level we must subtract this amount. Therefore the actual aerodrome pressure is 1000mb. The reason for using sea level pressure as a datum is that we need to have a common setting over a large area. Different aerodromes over such an area may have elevations above sea level that differ greatly.

On the forecasts issued by the Bureau of Meteorology QNH is specified for each individual area covered by the forecast. In addition it is specified for each individual aerodrome within a forecast area. The difference between a specific aerodrome QNH and the area QNH will only be slight. On the day I wrote this article, the area QNH for area 22 was forecast to be 1017 millibars. The aerodrome forecasts within area 22 include Burke (1018mb), Narrandera (1016mb) and to the far west, Wilcannia (1020mb). Note that the maximum difference between the area QNH and the actual aerodrome forecasts is only three millibars (90ft).

Thus power pilots will cruise at a specific altitude within a forecast area using the area QNH. You might well ask how this information is of use to a glider pilot conducting a cross-country flight. **All** aircraft entering a CTAF area are required to report their entry and intentions. With

the area QNH set on your sub-scale, you are able to instantly assess if another aircraft is a threat to you. On any given cross-country flight you may penetrate one or more CTAFs.

A short cross-county in the local area may allow our glider pilot to assume that the terrain over which he/she is going to fly will not differ much from the home aerodrome. In the event of an outlanding it is safe to assume that the normal circuit may be flown relative to the elevation of the home airport. Of course you will also be familiar with the terrain around your home airfield, whether is it flat, undulating or very hilly.

The plot thickens when we are in an area remote from our home airfield. Does the altimeter become a useless instrument? I beg to differ on the grounds that some planning and thought provides information that is, I suggest, better than none at all.

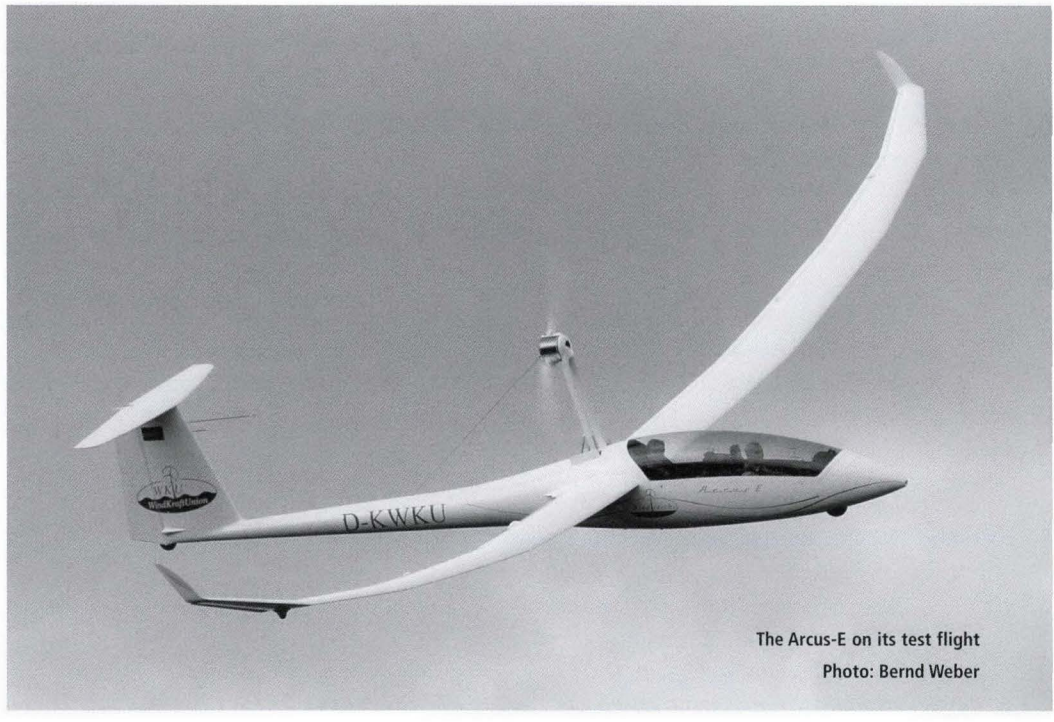
Take 3: A Useful instrument?

The normal WAC chart contains some useful information called Hypsometric and Bathymetric tints which indicate the average height of the terrain above sea level on different parts of the chart. The lowest level of tint is from sea level to 660ft, the next from 660ft to 1640ft. If we look at WAC chart 3457 (Canberra), approximately one-third of the chart contains the sea level to 660ft tint; the other two-thirds are about equally divided between 660 to 1640ft and 1640 to 3280ft. The following aerodromes are situated within the lowest tint area: Deniliquin (316ft), Griffith (439ft), Hay (305ft) and Narrandera (474ft). There are also spot heights on the chart within each tint area. These spot heights are also heights above sea level, another reason for setting area QNH on your altimeter.

In the event of an outlanding we must of course eyeball the selected landing site and the following circuit; however, I suggest that both the altimeter and the chart are of some assistance when faced with this possibility, at least you have a rough idea of the height of the terrain you are flying over when you are committed to outland. Any information is better than none at all.

WORLD PREMIERE

Chris Kiehn (Australian agent)



The Arcus-E on its test flight
Photo: Bernd Weber

The Arcus-E – the world's first serial built two-seat sailplane with electric engine – takes off with clean, CO_2 free, energy.

On Saturday 18 September 2010 at 1913 hours, the first serial produced two-seat sailplane took off and climbed into the evening sky, almost silently, from the Hahnweide airfield in Kirchheim/Teck. The subsequent low pass which this elegant aircraft with its characteristic swept back wings made was accompanied only by a light hum. It is this fact in particular that was spellbinding for the onlookers.

With fascination, the spectators and press followed every manoeuvre of this shapely aircraft, which had been pre-planned in its aerodynamic layout to encompass this very easy to operate electric engine system. The aircraft drew its manoeuvrable lines in the red evening sky and rewarded its work colleagues for the many extra inputs required to realise such a project – an extremely elaborate one realised by Schempp-Hirth, together with Lange Aviation from Zweibrücken. The CEO and development graduate engineer, Axel Lange, is regarded as the expert in the area of electric propulsion systems in sailplanes.

Both pilots were presented with champagne and flowers after the landing. A milestone that one just had to celebrate. Willi Balz, the proud owner and co-initiator of this progressive project was more than delighted. As CEO of the company Windreich AG, it was important for him that this environmentally-conscious electric aircraft fits into the company's philosophy as it deals mainly with on and offshore wind energy systems.

Willi Balz had the ambition to ensure that this aircraft was recharged completely CO_2 free. A wind turbine on the roof of the hangar charges the wing batteries either directly via a converter, or it charges large truck batteries which can then charge the Arcus even when there is no wind. Thereby, the Arcus flies completely emission free.

The Arcus is one of the most successful aircraft at this present time. This is evident by the results of the numerous competitions and the current demand. The Arcus would become even more desirable in the 20m Class as it now offers a variant which, to date, was unavailable for pilots.

The Arcus E is a proud and harmonious project that was the result of collaboration between Schempp-Hirth, Lange Aviation and Windreich AG. Three innovative companies using all of their know-how to create the most progressive propulsion system in current sailplane history and prove that 'visions can be realised'.

SMS Implementation – Local Initiatives

Eric Novak

As our Safety Management System (SMS) implementation continues, more clubs and individuals are providing feedback to <smsfeedback@sec.gfa.org.au>. Doing this helps to refine processes so they become more effective and workable, and can also save us from re-inventing the wheel by learning from each other. Examples of feedback have included:

- *improvement opportunities for existing and recently implemented processes and documents such as the gliding organisational safety checklist*
- *general comments, provision of reference material and knowledge transfer*
- *examples of locally developed and implemented processes and procedures that promote safer gliding operations and safety culture*

One such example of a club developing and implementing local processes and procedures during recent years relates to Central Coast Soaring Club (CCSC), which is based at Mangrove Mountain just north of Sydney in NSW.

The purpose of this article is not to single one club out over other clubs who are also actively implementing safety initiatives, but to provide a case study that shows how clubs can take simple steps to improve their safety performance and culture locally.

The following information and commentary has been provided by Ron Locke, with the kind permission of the Central Coast Soaring Club committee.

The Mangrove Mountain site from which CCSC conducts its winch launch operations has unique characteristics with potential hazards that need to be managed. The club operates from an extremely narrow corridor of land with an orchard on one boundary and 11kV powerlines on the other.

Central Coast Soaring Club's Puchatek

As a winch operation, it is a mandatory GFA requirement that all pilots must receive, initially in their training and subsequently as solo pilots, training of the highest order in coping with emergency winch launch failures. The mandatory GFA requirement is that this training must incorporate live exercises at a variety of heights.

The challenge associated with the conduct of these necessary training exercises in the past has resulted, at times, in launching gear dropping in to neighbouring properties. Understandably, this impact on neighbours was unwelcome and the risk associated with 11kV powerlines requires no further explanation.

The proposed solution to the problem incorporated a change to how CCSC conducted the exercises, to not only make them safer, but to practically eliminate the opportunity of dropping the launching gear outside of airfield boundaries.

CCSC's general training procedures continued to follow longstanding GFA instructing principles. The GFA MOSP, instructor handbook, winch and autotow manuals provide excellent reference material.

A local Live Emergency Training Manual was developed to provide a 'nuts and bolts' approach that specifies conditions and provides instructions to instructors and winch drivers in how best to conduct the necessary exercises. This greatly reduces the opportunity for adverse outcomes including the dropping of launching gear outside of airfield boundaries.

With regards to the exercises themselves, the local manual does not introduce any exercises that could be deemed as outside of those approved by GFA. Indeed the object of the exercise is to continue with longstanding practices, but to ensure that they are now conducted in a smarter fashion.

The CCSC Emergency Training Exercise Manual is very much structured to address site specific issues. Also, the manual contains important operational guidelines, such as mandatory instructor/winch driver verbal communication before every launch (so as to confirm exercise description number with the manual), as well as recommended instructor to pilot briefing notes for each exercise.

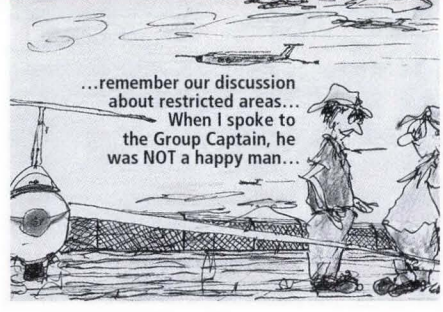
Another item of interest has been the development during the past year of a passive device fitted to the winch. This provides a reference guide for throttle progression rate (and thus applied power) for the crucial first seven seconds of the winch launch. It is designed to ensure that any heavy-handed winch driver inputs do not apply excess power or rapid increases during this crucial stage of launch – a factor that can lead to excessively steep pull-ups.

A couple of years ago, CCSC also adopted a change to their constitution allowing the appointment of a safety officer. The purpose of such a role is not to replace existing roles such as CFI, instructor panel or airworthiness officer, but to provide support to these functions and the club generally.

These initiatives, in conjunction with others implemented in recent years, have reportedly had a positive impact on local safety performance and culture at CCSC.

Thank you to Ron Locke and CCSC for sharing their experiences. Thank you to everyone who has provided feedback and input to date and please continue to provide any feedback you feel is relevant to <smsfeedback@sec.gfa.org.au>.

Cartoon by Codez



CCSC INC LIVE OFF THE ROPE WINCH LAUNCH EMERGENCY EXERCISES REFERENCE SHEET

	Exercise – Instructor Considerations	Launch End Of Field	Winch Location	Wind Factors	Winch Driver Actions	Parachute Recovery Issues
1	WINCH POWER LOSS up to approx. 200ft LAND AHEAD (Instructor demonstration below 100ft)	SOUTH ONLY	ADJACENT TO FUEL TANK GLIDER AT FAR S/E CORNER OF STRIP	HEADWIND OR EASTERLY OKAY LIGHT WESTERLY ONLY	WINCH DRIVER HAS GLIDER IN VIEW. CUTS POWER AT PREDETERMINED HEIGHT Apply brake and switch off motor	CHUTE RECOVERY OKAY
2	WINCH POWER LOSS OR INSTRUCTOR RELEASE approx. 200-500ft Land ahead or modified circuit depending on height.	SOUTH END	ADJACENT TO FUEL TANK GLIDER AT FAR S/E CORNER OF STRIP	HEADWIND OR EASTERLY OKAY LIGHT WESTERLY ONLY	LOWER HEIGHT – throttle back/ apply brake/switch off. HIGHER – pull in chute if plenty well clear (modified circuit)	CHUTE RECOVERY OKAY
3	INSTRUCTOR PULLS RELEASE approx. 150-300ft LAND AHEAD **Instructor counts eight seconds from commencement of full power roll then pulls release**	SOUTH END	NORTH END	LESS THAN 10kt CROSSWIND	Cut power instantly upon glider release. Apply brake and switch off motor	CHUTE RECOVERY NO PROBLEMS ROPE MAY NEED FLICKING OFF CHAIN AT ARMCO POLE
4	INSTRUCTOR PULLS RELEASE approx. 150-300ft LAND AHEAD **Instructor counts eight seconds from commencement of full power roll then pulls release**	NORTH END	SOUTH END	LESS THAN 10kt CROSSWIND	Cut power instantly upon glider release. Apply brake and switch off motor	CHUTE SHOULD LAND ON STRIP BETWEEN POLE AND LAUNCH POINT
5	WINCH POWER LOSS – 150-300ft LAND AHEAD	SOUTH END	NORTH END	LESS THAN 10kt CROSSWIND	At predetermined height reference point throttle back/ apply brake/switch off motor	CHUTE RECOVERY OKAY
6	WINCH POWER LOSS – 150-300ft LAND AHEAD	NORTH END	SOUTH END	LESS THAN 10kt CROSSWIND	At predetermined height reference point throttle back/ apply brake/switch off motor	CHUTE RECOVERY NO PROBLEMS ROPE MAY NEED FLICKING OFF CHAIN AT ARMCO POLE
7	INSTRUCTOR PULLS RELEASE AROUND 600ft MODIFIED CIRCUIT	EITHER END	EITHER END	HEADWIND OR LIGHT WEST NO SIGNIFICANT EASTERLY	WINCH DRIVER TO ENSURE PARA-CHUTE CLEAR OF GLIDER BEFORE PULLING IN. ANTICIPATE RELEASE AND SELECT TOP GEAR PRIOR TO EXPECTED RELEASE. BE READY FOR A QUICK WIND IN. **STOP WINCH IF CONFLICT BETWEEN GLIDER AND CHUTE LIKELY**	CHUTE RECOVERY SHOULD BE OKAY PROVIDED TOP GEAR SELECTED AND QUICK WIND IN INITIATED WHEN CHUTE CLEAR OF GLIDER
8	WINCH POWER LOSS AROUND 600FT MODIFIED CIRCUIT	EITHER END	EITHER END	HEADWIND OR LIGHT WEST NO SIGNIFICANT EASTERLY	WINCH DRIVER TO ENSURE PARA-CHUTE CLEAR OF GLIDER BEFORE PULLING IN. SELECT TOP GEAR BEFORE BACKING OFF POWER. BE READY FOR A QUICK WIND IN. **STOP WINCH IF CONFLICT BETWEEN GLIDER AND CHUTE LIKELY**	CHUTE RECOVERY SHOULD BE OKAY PROVIDED TOP GEAR SELECTED AND QUICK WIND IN INITIATED WHEN CHUTE CLEAR OF GLIDER

Note: Exercise numbers 3 to 8 can be either briefed training exercises or surprise events for the pilot as arranged by instructor

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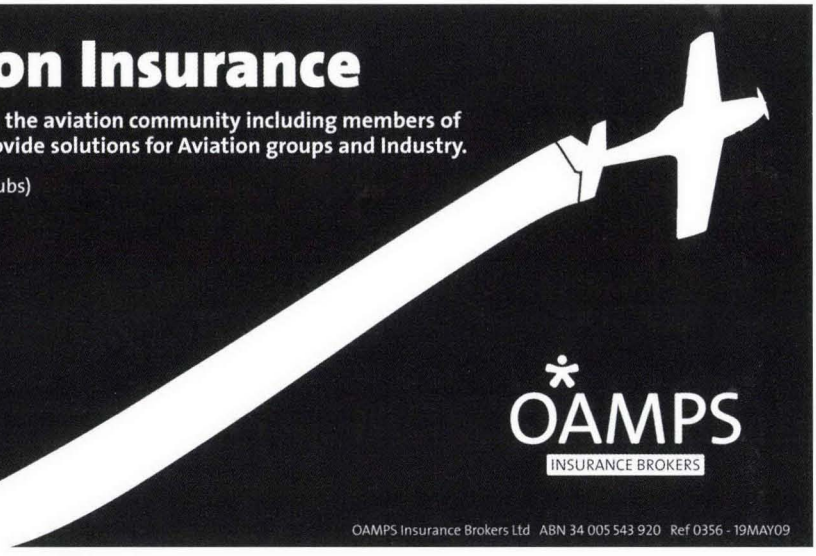

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How To Crash Without Hurting Yourself (Too Much)

Rob Wenban

SO YOU'VE FORGOTTEN ALL THE LESSONS ABOUT LANDING SET-UP, YOU'VE MISJUDGED THE WIND DIRECTION, YOU'VE STALLED IN THE FINAL TURN... YOU'RE GOING IN, AN UP CLOSE AND PERSONAL MEETING WITH MOTHER NATURE, YOU ARE ABOUT TO CRASH. SO, WHAT NOW HOT SHOT?

You have a death grip on the uprights, your body is rigid, your eyes are big and your pants are getting warm and sticky. As the glider plows into the ground you swing through the A-frame. The torsional stresses on your humerus exceed manufacturer's specs, the bone twists and snaps with a spiral fracture. That's going to need surgery, plates, screws, time off work and time away from flying. Your face slams into the ground just before the keel smacks down on the back of your head, cracking your stupid bicycle helmet and your head like an egg.

This article is not about avoidance. At this point you've already failed that class. I'm assuming that you've heard it all before. You've probably even given lots of advice to newbies about avoidance, but somehow you've still managed to do what we've all done at some point. You've reached the point of no return.

This article is about how to make the best of a bad situation. It's about how to hit the ground without doing too much damage, minimising your hospital time and being able fly again another day.

I'm going to cover the most common forms of crash and try to give a condensed version of experience I've gained from crashing a lot over the years and also from picking some of the most experienced brains in the business.

PRIME POINTS

Use Wheels

Yeah, I know, they look dorky, you look like a learner and they're draggy. Bollocks! Unless you're able to fly your glider to the absolute limit of its capacity **and** you're so good that you can tell the difference in the coefficient of drag with or without wheels **and** that difference is what's going to stop you from being World champion, then use wheels. You will lose more performance through bad flying than you will through a set of wheels. You don't believe me? Rohan Holtcamp won the Corryong competition in a Sting3, against a field of very good pilots in full carbon topless racers. Better glider? Less drag? Nope. Better pilot. Use wheels!

Break The Glider, Not Your Body

You can buy new glider bits, not new body bits. Do whatever you can to make some part of the glider hit before you do – any part. Who cares if you break the leading edge? Bend another upright? Write off the entire glider? Who cares? You're alive – that's the bottom line.

Assume The Position

If you have a short attention span and can't focus long enough to read the whole article, then just read this bit. Or if you're really lazy go to the first of the video references at the end.

This is what I mean by 'Assume The Position':

- *Relax*
- *Let go with one hand*
- *Wrap your free hand across your chest*
- *Look into your other armpit like a swimmer*

Why?

Drunks and babies rarely get hurt when they fall, because they're relaxed. A bone will break more readily if it's already loaded by tight muscles. Think of the MotoGP riders when they 'rag-doll' down the road at 300km/h. They get up, throw their helmet on the ground and walk away.

If you let go with one hand you will swing through the A-frame with your body rotating around your gripping hand. This has two good effects. First, your body will swing through the A-frame around your gripping hand, causing you to hit the other upright with your other hip. Second, your head won't hit the keel. If the most delicate part of you body hits the strongest part of the glider only bad things can result.

Wrapping your free hand across your chest means you'll roll your shoulder under, just like a judo break-fall, spreading the impact across your back and shoulders. Doing this will add extra protection to important things like heart and lungs. It also means that you will probably hit the other upright with the back-plate of your harness, the strongest part.

Looking into your other armpit turns your face away from the impact point. If you have a full-face helmet, the chin bar will rest on your chest or collar bone, avoiding excess flexion forces onto your neck.

So we now know how to 'Assume The Position', let's look at individual scenarios.

Flared Too Soon

We can sum this one up in two words – **hold it!** If you hold the flare (assuming you're not 20ft up) the worst that will happen is that you will fall back to earth keel and feet first (strong bits). You'll probably drop the bar, you might even bend the stinger or bend an upright, but you will be okay. If you try to back out and lower the nose to 'save' the flare you will almost certainly drop the nose, drop the bar and probably face-plant (weak bits).

Flared Too Late

You're going to end up on your belly. If you have wheels you will have a laugh and dust yourself off. If you're so good you don't need wheels, because you're a gun and you never crash, then you're going to need to 'Assume The Position'. You'll probably be making yet another addition to your charming aluminium wind chime.

Landing Downwind

That ground seems to be going past pretty fast, huh! You've got two choices here.

If you're smart and you have wheels, just run it in on your belly and the wheels – no problem. If you're a dunce and you don't have wheels, you'd better flare really, really hard and get ready to run really, really fast. If you find you can't out run it: 'Assume The Position' and get ready to get out your credit card.

Tree Landing

Stay zipped in – this will reduce the possibility of cuts, scratches and new piercings. Treat the top of the tree like the ground and flare down flat onto the canopy. Once you have settled into the top of the tree then you can consider climbing down. If you're higher than you're prepared to fall, stay there and use your radio. You're much safer in your harness and in radio contact than in a crumpled heap on the ground from a failed climb-down. If you're flying in areas where a tree landing is possible (the alps) always carry a roll of dental floss and a whistle in your harness. You use the whistle to attract attention and the dental floss to haul a rope up from your rescuers.

Tall Grass Or Scrub

Treat the top of the grass/scrub like the surface of the ground – regardless of how long it is. Fly it in, flare it and flop through the undergrowth, you'll be fine.

Fences

Do what the birds do. Flare, put your feet forward and make sure they hit the fence first. If you're a bit high, you will bounce over the top and flop down on the other side. If you're a bit low, you will bounce back off the fence onto your feet or your bum.

People/Animals

This is more common than most would think, especially at the beach. The dreaded General Public will stand there and watch you like bunnies in the headlights as you mow them down. They don't understand that we have no brakes and limited manoeuvrability at low speed. Make as much noise as you can; shout, scream or whistle. *"Get out of the way!" "No brakes, no brakes."* This is not a time for politeness. If collision seems inevitable treat them like a fence. It's much better to shove them with your flat feet than wack them with your pointy glider. Then 'Assume The Position'.

Caught A Tip On The Dunes

No time to do anything here but 'Assume The Position' – you're going in, Sunshine.

Caught In The Venturi

You're stuck in the valley, getting sucked down and back. What to do? Head for the most vertical ground. Ground that is more vertical means less lateral airflow, means better penetration, better lift, all of which means 'get out of jail free'.

Caught Behind The Hill

If you can't get around the side and can't get over the top, turn tail and run. Head downwind and to one side as far you can get. The most severe rotor will be nearer the hill/edge so the further you get away from that, the better. If you can get far enough downwind you can generally turn back into wind and land without too much drama.

Still Water (Ocean, River or Lake)

Treat the surface of the water like the ground. Land into wind unzipped and as 'out' of your harness as you can manage in the air. The glider will float for quite a while due to the plugged tubes, so you've got time to unhook, then get out of your harness. There's more room to escape from under the glider at the trailing edge than the front so head that way.

Your harness will float due to the closed cell foam that's used, plus it may have Styrofoam in the boot. If your helmet is certified it will also have a Styrofoam liner and will therefore float quite well. What you do after you get out depends on how far from shore you are. If you're 'at sea' stay with your glider as long as you can so you can be seen. If you're close to shore and are confident of your swimming ability, then ditch your shoes, use your 'floaty bits' and head for land.

The Surf

How shall I put this? If you land in the surf, especially in the impact zone, you are probably going to die. Really? Yes, really! Consider this: a Fun 190 with 30cm of water on top of it weighs 5,385kg. Think about that for minute. That's two Landcruisers. It **will** crush you. Therefore, if you have a choice between a spectacular cartwheeling downwind crash on the beach and an elegant landing in the surf, 'Assume The Position', take your medicine like a big boy and crash on the beach.

Zipper is Jammed

Most good quality modern harnesses have the zippers installed with a Velcro strip to cater for this eventuality. If so, you can kick your way out of your harness by bending one knee really hard to pull open the Velcro. Then it's just a normal landing. If you don't have Velcro, don't stuff about trying to release the zipper, just concentrate on flying. Set up your approach and land as you normally would, but bring it in on the wheels. What's that you say? You don't use wheels? They're for learners and wimps? Well, you'd better 'Assume The Position'.

About the Author

I started to fly sailplanes at 14 years, later GA, then hang gliders, back to GA, then ultralights, then microlights and back to hang gliders.

When I started hang gliding in 1975 there were no schools and no instructors, so we were all self-taught. As a result we crashed an awful lot. It was literally done by trial and error. Some people broke bones and some of us died. I've never professed to be a hot shot pilot. I've never even been in a competition, much less won anything. However I have personally crashed in every one of the above scenarios, more than once in a couple of cases (slow learner!). So I guess the fact that I'm still here to talk about it makes me at least a little qualified to talk about it.

I hope you've found it useful and that it helps to turn disasters into pub stories.

Online Video Examples

- *How to properly 'Assume The Position' [www.youtube.com/user/Ikarus1015] (fast forward to 4:17)*
- *An example of 'Not Assuming The Position' [www.youtube.com/watch?v=70Vw52R_UMQ] (fast forward to 4:17)*
- *An example of why to use wheels [www.youtube.com/watch?v=zu9GyW2q640] (fast forward to 9:27)*

ACKNOWLEDGEMENTS

Special thanks must go to Ikarus1015 (Kajo) and to Merv for having the guts to put their videos into the public domain. Without people like them we would have to see a lot more pilot injuries (or worse) before we learnt what to do. On behalf of the rest of the flying community, I thank you both. Thanks also to Rohan Holtkamp for his many pearls of wisdom.

Disclaimer

The advice I give here has worked for me, but it might not work for you. I still urge you to get regular expert instruction. Fly within your limits. Fly with pilots who are more experienced than you, pick their brains, use the experience they bought with their crashes. Always use your best discretion and if in doubt don't fly – the sky will always be there. ©Rob Wenban 2010

Update On The VHF Woes And Progress Of The Dusty Demons

Steve McCarthy

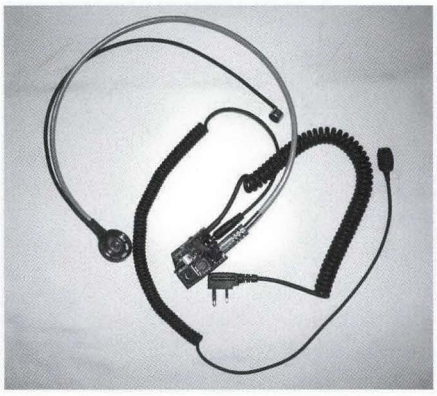
As president of the Dusty Demons Hang Gliding Club I wrote many letters to CASA, HGFA and Parliament as soon as the reality of the VHF situation became apparent, but in the end the result was unanimously: *"It's a done deal, we will have to wear it."* Since then HGFA have been able to gain an instrument of exemption with conditions, for competition events. Our club being an inland cross-country oriented club, our members have gone out, got licensed and purchased VHF radios in an effort to comply and thus still have the same airspace available to us as we had previously.

I have been busy testing the new VHF set-up ground-to-ground, ground-to-air and air-to-air using the new Icom A-15 radio purchased at a bargain price from Godfrey [www.flymanilla.com] with a VHF and UHF dual radio, 'Sensair' headset system [www.sensair.com] fitted into a Charly 'No Limit' helmet, available from [www.moyes.com.au].

The A15 radio with the standard antenna is acceptable for short distance (5nm plus on ground, 10nm plus air to air dependent on terrain and altitude). The radio is compact and easy to operate as well as being programmable for the frequencies you may need, though in flight frequency changing is very difficult to impossible, dependant on installation position or the use of gloves.

I am finding it hard to get taken seriously by GA aircraft and even Air Services requested that I use a proper registered call sign. I guess they will get used to the extra traffic with 'Hang glider ####' call sign and average comms given time. I would like to note here that Air Services have always been very helpful. They play a huge part in air safety and it is important to use correct protocol and consideration if you require their services.

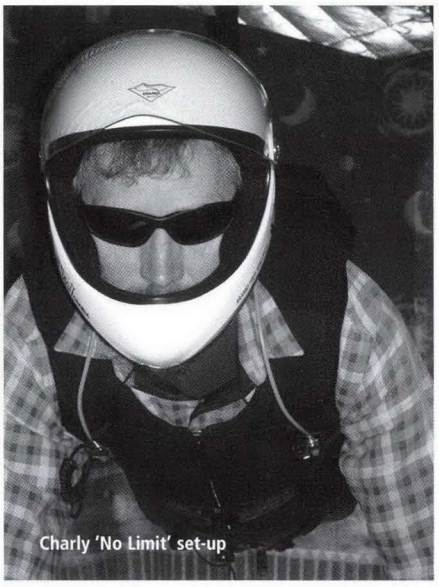
Helmet installation



Sensair headset system

The Charly No Limit helmet is ideal for installation of the Sensair gear by just pulling back the lining at the base of the helmet and hot gluing the speaker and mic leads into the helmet then glueing or refitting the lining with double-sided tape. A good bond of the leads to the helmet will ensure the speaker and mic connections are not damaged if the helmet is inadvertently removed before the lead is disconnected from the switchbox.The Charly No Limit is well made, weighs just 713g with visor and each Sensair headset will add about 18g. In use, it has no wind noise affecting the mics when installed in the chin guard. The No Limit helmet uses Aramid fibre reinforcement in the construction to create a helmet that has good weight, strength and flexibility for shock absorption on impact. The peripheral vision with this helmet is second to none.

The Sensair headset system has been standard for UHF comms for many years and if properly installed will give years of trouble free service. The switch box has a lock on transmit that is invaluable for towing as well as built in (PTT) push to talk, volume control and 2.5mm socket for connection of the remote finger mount PTT switch. The advantage of the double independent set-up, ie: separate VHF/UHF switchbox and headset is that if you inadvertently lock one on, your mates can let you know via the other radio. You don't have to switch between them to transmit so less chance of transmitting on the wrong one and you have double redundancy in case of a radio or head set failure. If you are flying in company as a group gaggle with a single VHF operator he/she is able to transmit on both frequencies simultaneously (with finger PTTs) to keep the group and other air traffic in the loop.



Charly 'No Limit' set-up

At this stage the Sensair VHF switchbox is undergoing further development and I am also looking at the possibility of a radio mount similar to the instrument mounts in use. This would enable the use of a better glider mounted antenna for better quality transmission, ease in flight frequency changing and make for easy mounting of a remote PTT on the base bar. Is there a speaker mic available that will pick up voice without too much wind noise that is sensitive enough to mount remote, or is there a wireless mic that could be installed in a helmet? Hey, Techo types, help us out.

If you have ideas or see useful gear get the info out there!

What have you tried? What works and what dosn't?

And remember; in this order:

- *Aviate (fly safe),*
- *Navigate (know your position in relation to aviation used land marks) and*
- *Communicate (as is now required by law and for safe opps in select airspace).*

Setting Up The Icom IC41s For Tone Squelch

John Reynoldson, Icom Australia

The CB radio systems we use for free-flying are a public facility, so all of us have experienced the annoyance of farmers who consider that they 'own' a channel, or 'less than polite' persons deliberately transmitting distracting calls.

If you're using CB channels, the IC-41s can't offer you complete privacy, but you can use a trick so that you don't have to listen to anyone other than the person or group you want to talk to. This can be done using the CTCSS feature (tone squelch) of the radios. What this feature does is to send a special sub-audible background signal with your transmission. Your friends' radio must be set up the same way and will ignore all transmissions it hears that don't have this tone. Only your transmission (or someone else's with the same tone set) will actually be heard by him.

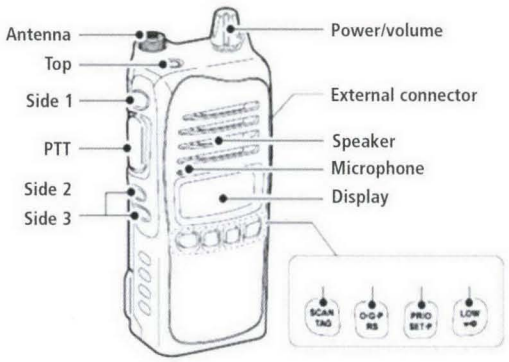
Remember, this just stops you hearing unwanted transmissions. It doesn't stop anyone else on the same channel listening in on the whole conversation!

To manually set up your radio with a CTCSS tone, do the following:

- *Select the channel you want to use.*
- *Press and hold the **[TOP]** button for two seconds, and the radio will enter SET mode.*
- *Press the **[TOP]** button repeatedly until the display reads **[C-OFF]***
- *Press the **[SIDE 2]** and **[SIDE 3]** buttons to select a tone frequency/ number. All radios that need to communicate must use the same tone, so you'll have to have found out which tone your group is using.*
- *Press and hold the **[TOP]** button to save the code.*

Turning Tone Squelch off (and on):

Once tone squelch is set up on the channel, you can Press **[SIDE 1]** for 2 seconds ***several times*** until **'TSQL'** appears or disappears on the display.



Controls, displays and connectors

Advanced – make it easy:

Your radio can be programmed by your dealer to use CTCSS tones automatically when you select specific channels. You can even have them program in extra 'channels' which are just normal CB channels with the CTCSS tones already enabled, so you can use the same channel with or without CTCSS tones without having to enable and disable the Tone squelch.

For example, using the Alphanumeric display option, you could have, say 'CH 18' (open) and 'CH 18T' (tone squelch) Ask your authorised Icom dealer about this option, as he should be able to set this up for you!

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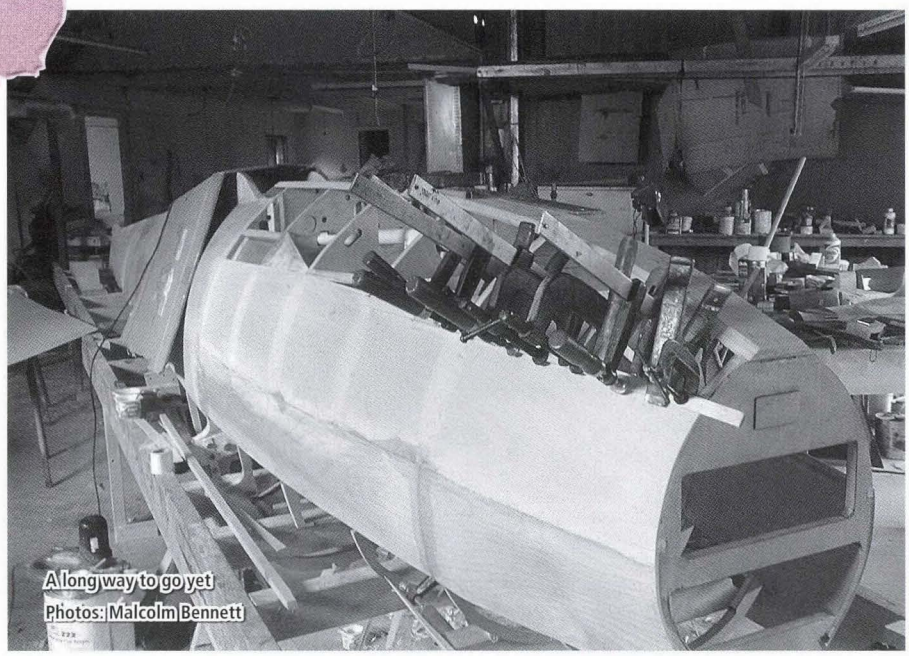
VINTAGE GLIDING CORNER

The Minimoa restoration



A long way to go yet
Photos: Malcolm Bennett

MINIMOA PROGRESS

Malcolm Bennett

Work is progressing well on the Minimoa. The fuselage is off the jig table and clad to the cockpit sill level; all the stiffener strips to ply skins between the frames are installed. The rudder is completely framed and plied ready for fabric. Hinging and drive system fabricated and fitted, which allows the rudder to be lifted off for removal of the stabiliser elevator unit. This is necessary because the rudder is an all flying design overlapping the stabiliser.

The elevator stabiliser framing is complete, hinged together and the drive horn fitted. All of the ply cladding is now fitted, sealed and ready for fabric.

Some of the metalwork such as the rudder drive and hinging system took a little while to figure out as the drawings are in German and for individual parts without an assembly drawing showing what connects to what. So until I realised the rudder had to be removable leaving the drive and hinge system in place I had trouble mentally fitting the pieces together.

Work continues, depending on the temperature.

Construction of the bellcranks for the elevator drive is complete including their mounting brackets, only to be fitted to the relevant fuse frames. When this is done the exact lengths of pushrods can be measured and fabricated.

As the upper fuse skin calls for stiffener ribs to be installed between frames and I cannot reach further than one bay from the edge of any sheeting installed, I have prefabricated these stiffeners in place before the skin is installed. This will allow long lengths of ply to be installed to enclose the tail cone and will minimise the number of splices required as well as peed up sheeting.

Work continues.

DOONSIDE GLIDER CAMP – JUNE 1931

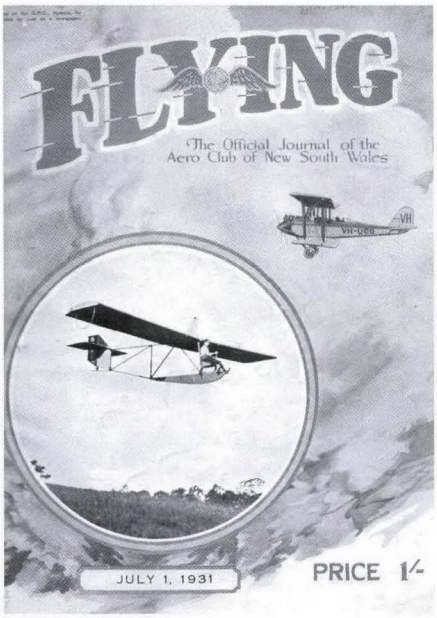
Andrew Fullarton – 'Flying' magazine, 1 July 1931

Eight Clubs Cooperate

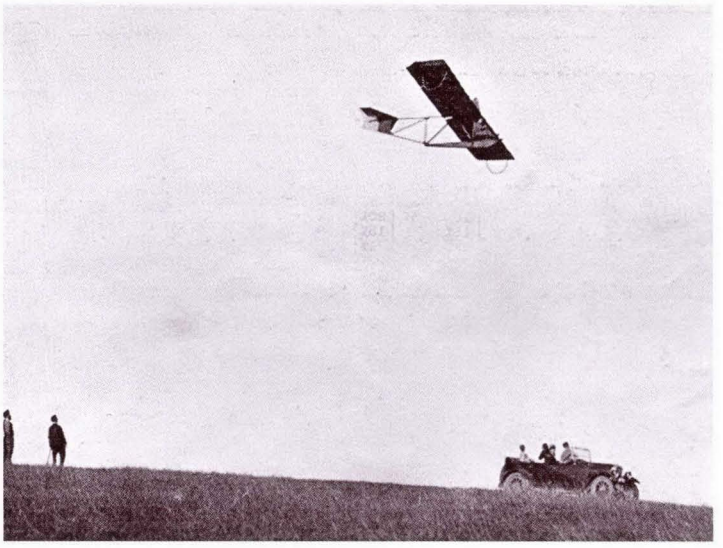
Some 30 members of the Sydney University Glider Club held a camp for the study and practice of gliding at Doonside, about four miles to the west of Blacktown, from 4 to 8 June last. In order to more thoroughly achieve the objects of the camp, invitations were given to the gliding section of the Aero Club of NSW, the Pelton Glider School, the Granville Club for the Promotion of Aviation, the North Shore Gliding Club, the East Sydney Technical College Gliding Club, and the Central Technical College Gliding Club to participate.

The first three clubs materially enhanced the value of the camp by bringing their own gliders. These machines were the 'Pelton Hawk', built to conform to the latest ideas of the modern German training types; the aero club 'Brolga', a modification of the well-known Dickson type, which has been developed in England and America; and the Granville club's year-old 'Zoegling', a type which has been used in Germany for many years.

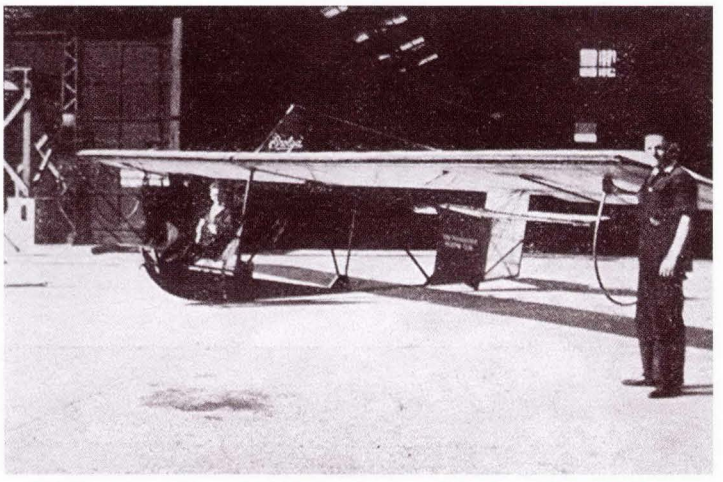
The University club conveyed their first training glider to the site in a partially completed state, and commenced a series of investigations worthy of a research club.Through the courtesy of Messrs L Bridge and Mitchell, the club was permitted the use of a site between Doonside Railway Station and the main Western Road, which includes a conical hill rising to a height of 130ft above the surrounding ground.



The 'Hawk', designed and built by Alfred Pelton, Principal of the Pelton Glider School, Cronulla, is shown just after launching at Doonside.



The Granville Club's 'Zoegling' glider in flight at Doonside Camp.



'Brolga', the glider of the Gliding Section of the Aero Club of NSW, made several successful flights at Doonside Camp.

The organisation of the camp was in the hands of the president of the University Glider Club, TDJ Leech, and a committee, while the detail work was carried out by the following officers: RL Ashton, MSc, BE, instrument and records officer; HW Ross, DFC and JV Connolly, BE, flying instructors; LJR Jones, Ground Control Officer; Staff-Lieut D Veron, Camp Officer.

Mr Ashton was in charge of the topographical survey of the site, the recording anemometer (kindly lent by Mr Mares, State meteorologist) and temperature and barometric records, also the details and collection of data concerning the aerodynamic properties of the various gliders.

The evenings were devoted to the reduction of data noted during the day, and to lectures, discussions and fireside talks on the day's work. In these, Alfred Pelton, the local representative of the world famous Rhön-Rossiten Gliding Association of Germany, contributed much valuable information.

For instruction a towing car and 100ft of Manilla rope was used. All members were given a slide up and downwind, which was only about five miles per hour, with varying results on the part of the pupils.

Mr Warner, whose previous experience helped him considerably, made hops at about 10ft above the ground. He proceeded cautiously, not lifting the machine to any height until he had the feel of all the controls.

Afterwards the party went to the top of the hill and flights were made, powered by a rubber rope. On the first flight the Brolga behaved very well, but the flight was not timed. On the next, which was made with the aid of Mr Pelton's rubber rope, the record time of the day, 24 seconds, was made. Towards the end of this flight the rising air currents could be distinctly noticed, the machine being lifted and sustained whilst it glided further down the hill.

It was then decided to combine 300ft of cotton rope with 100ft of Manilla rope, so as to get all the height possible before leaving the top of the hill. Mr Morley, in the Brolga, made the first attempt with the extra rope. When it was waved off, the machine was about 200ft above the bottom of the hill. A slightly curved flight was made, lasting 40 seconds. The Granville glider then went off, flown by Mr Perry, under the same conditions, and after 43 seconds landed in the paddock across the road at the bottom of the hill.

Specifications of the 'Brolga' are: wing span 36ft; chord five feet.; length 17ft three inches; height seven feet six inches; weight 193lb; tail area 29ft^2; aileron area 17ft^2; rudder area 11ft^2; section mod Black 7.

Modifications from the 'Dickson' type consist of differential inset ailerons, wing tip bends and streamlined fuselage. Items that may be of interest are that the wings are silk covered, the controls are ball bearing, and the bracing wire comes from the famous monoplane the 'Southern Cross'.

Members of the University Club appreciated the fine spirit of co-operation displayed by the visiting clubs upon the flying field and in the camp. They look forward to more similar meetings. Special mention must be made of the sportsmanship of Mr Pelton for the loan of his rubber rope and of the North Shore Flying Club for the use of their car for general service.

Date	Glider	Launch	Distance	Time
5/6/1931	SUT1	Rubber rope	630ft	10¾ secs
7/6/1931	Hawk	Rubber rope	1122ft	21¼ secs
7/6/1931	Hawk	Rubber rope	882ft	22 secs
7/6/1931	Brolga	Auto-towing		40 secs
7/6/1931	Granville	Auto-towing	2200ft	47 secs
8/6/1931	SUT1	Rubber rope	800ft	16 secs

Comments by Mr Pelton

I was delighted to see the camp, which was the first of its kind, turn out such a success. All those present had an opportunity of comparing the performances of four different types of machine, to see different methods of training and to learn from the mistakes of others. By such work gliding enthusiasts can attain to the sport in its highest development, viz, cloud soaring, when it transcends mere sport and becomes a science.

Glider pilots are not necessarily born to the job. Almost anyone, by careful, progressive training, can learn. Soaring, which means gliding without losing height, can be attained with any primary glider, as I

VINTAGE GLIDING CORNER

proved a few days ago by flying my Hawk at a height of 60ft above a sand dune in a strong westerly wind at Cronulla.

Knowledge and experience are the main necessities for anyone attempting this kind of flight. The type of machine is of secondary importance, since it is the pilot who with his skill keeps the glider up and not the other way round, as many people think.

It cannot be too strongly emphasised that the two necessities for successful gliding are a stable machine and the right training. How important the right training is to the prospective soaring pilot can only be realised by those who have mastered soaring flight.

In the past few weeks several members have proved themselves so capable in handling a machine, that it has been found necessary to establish a soaring section of the school and start the construction of a sailplane of the latest design.

Until this machine is finished, the 'Hawk', which has proved on several occasions its efficiency by obtaining heights of 40 to 65ft above the starting point on short soaring flights of 60 to 80 seconds, will be used by the pupils in their first attempts to soar. It is needless to say that only those able to pass the necessary tests on the Hawk will be able to fly the more expensive sailplane.

DO WE OFFER WHAT THEY WANT

Allan Ash

The June issue of Soaring Australia included two articles that touched on a matter that has concerned me for some time. That is the loss of club members either before or soon after they join the sport.

The articles mention the problem of people either failing to take up soaring or dropping out of the clubs before they advance very far.

Emilis Prelgauskas wrote about the need for clubs to make sure they provide members speedily with the training they need to qualify for the Glider Pilot Certificate before they loses interest and enthusiasm.

Harry Medlicott commented on the loss of people who join a club and then drop out before going very far with their training.

Both of these problems arise, I feel, from the current emphasis on high performance soaring as opposed to an earlier ethic in the sport of just enjoying flying.

While I admire and welcome the advances in technology and performance that have marked the past 20 or 30 years I cannot accept that these ultimates are the sole goal of soaring.

It is obvious that increased performance has come at an increased cost; but for many people the cost has become prohibitive, and this has caused many to turn away from the sport, either before joining a club or shortly afterwards.

It's rather like telling someone that if they want to drive a car it must be an MG or a Porsche, because other cars just don't have the same performance.

Suppose a chap was interested in sailing and was told that the only available boats were 10m ocean racers and that the only acceptable sailing was in events like to Sydney to Hobart ocean classics. Yet all the prospective yachtsman wanted was a three-metre dinghy to sail on his local bay.

Isn't this the present situation in soaring? The only aircraft operated by the clubs are GRP racing machines and that the only purpose in taking up soaring is to fly long distances at high speeds. The clubs just don't cater for people who only want to potter about the sky within sight of the home airfield. Sailplane manufacturers have stopped producing simple 'floaters' because there is no demand for them.

Now I have nothing but admiration (and envy) for those pilots who fly great distances and win contests but that is not my reason for flying sailplanes. I don't want to stop others from doing what they like, but I'd like to be able to do my thing also.

Harry Medlicott made the point that launching by aerotow is too expensive for many new club members who may need to make three or four launches a day as part of their early training. He pointed out that modern winches will give good launches to 1200ft or more, providing circuits of about 15-minutes in non-soarable conditions, with every chance of finding a thermal on better days.

I don't fly these days, as a result of advancing age and deteriorating eyesight, but looking back through my log book I can see that I made many long duration flights from winch launches and some of these have been among the most satisfying of my flying life.

I have made some cross-country flights that have been both pleasant and satisfying, though the distances have not always been impressive (my best distance was only 200km but I recall every minute of it with pleasure).

There can be a lot of satisfaction and pleasure from local flying and, for many people, this could be all they want from soaring. Why do so many look down on this aspect of soaring? At least it keeps the pilot in the club and it keeps an aircraft flying and earning money for the club.

Modern technology has produced some outstanding performances, but at a high cost. Couldn't the same technology produce a simpler design (even with a more modest performance) that would satisfy the needs of pilots who are not enthusiasts for long distance flying?

It wouldn't need to be a moulded fibreglass affair with a super-flat glide. Steel-tube, wood and fabric has produced excellent sailplanes for local or short-distance soaring, and these, combined with winch launching, could attract and satisfy the needs of pilots who prefer local flying or short-distance flights.

If clubs included a couple of such aircraft in their fleet, combined with winch or car-tow launching, many more people could be attracted to and held within existing clubs, maintaining a high membership and a steady income both for the club and the whole gliding movement.

Once they gain some experience, these members might well move on to flying higher performance sailplanes on long distance flights. But even if they don't they will be club members and contribute in many ways to the growth of our sport.

Since it is obvious that the current cost of joining and flying in our clubs is keeping people out of the sport, our future existence demands that we do something to reduce those costs.

APOLOGY

In the September 2010 edition of Soaring Australia an article on page 16 entitled 'How Harry Sold GNB' was credited to Dave Goldsmith when the author was actually Noel Matthews. Sincere apologies are extended to Dave and Noel for this error.

Letter To The Editor

Vintage Gliding Corner

On page 21 of the August 2010 edition of Soaring Australia, the upper photograph looks similar to the hang glider of Vernon Knowles, built in 1910 while the lower photograph may be the Thomas Macleod, Queensland Aero Club glider, also of 1910 vintage.

It is not possible to be sure because early gliders were often modified many times and others were likely not photographed or otherwise reported in the press.

On page 23 in the same edition, Michael Nelmes correctly states that George Taylor probably made the first free glide in Australia on 5 December 1909. However Lawrence Hargrave developed his box-kites back in 1894 while George Taylor did not meet Hargrave until 1909 and, as stated, started to build box-kites and gliders at his 'factory' in late 1909.

Taylor did not design or build the so-called 'Taylor' glider, which was based on a French Voisin glider and constructed at the factory largely by Edward Hallstrom (later Sir Edward Hallstrom).

Taylor's 'accidental' free flight may not have been completely as reported. Looking at the evidence, Alan Patching and I suspect that the four 'launch-crew', after 28 launches, were becoming tired of Taylor and gave him an extra good launch and deliberately released the ropes at the water's edge!

Taylor, in his natty clothes, got a cold bath and got into the history books as a result.

Likewise, Taylor had no connection with Defries flying at the Victoria racecourse. The Colin Defries Wright aeroplane was owned and operated by a syndicate from Melbourne. In fact, Taylor denied that Defries ever flew, despite previous press reports.

For the complete story read 'Gliding in Australia' by Allan Ash; 'Feeling the Air' by David Craddock or 'Aviation Heritage' Vol 41, No 1, March 2010.

Gary Sunderland

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Site Selection For World Junior Championships 2015

Tim Shirley

The GFA Sports' Committee meeting held in early September decided that Australia would bid for the World Junior Gliding Championships scheduled for 2015.

The decision will be made at the IGC meeting in March 2012, and the bid will need to be lodged by September 2011. As a result, there needs to be a quick decision as to the preferred site, with the GFA's bid committee then working closely with local people from the selected site to do the significant amount of work necessary to produce a winning bid for Australia.

I have been asked by Sports' Committee to advise all clubs that we are seeking expressions of interest. In the first instance please contact me at <tshirley@internode.on.net>.

In order to participate in this process we would like interested clubs to prepare a brief document setting out the advantages and challenges of your site. This does not need to be a professionally prepared bid document, and should concentrate on those aspects of the site and surroundings that would strengthen the Australian bid. Areas you may wish to comment on would include:

- *Airfield facilities (both airside and infrastructure) to host a competition of over 100 gliders.*
- *Any additional infrastructure that would be needed to support the event*
- *Task area*
- *Weather, and preferred timing of the event*
- *Local town facilities*
- *Access (travel, ports, etc)*
- *International reputation of the site*
- *Support from local authorities and the airfield owner*
- *Any site-specific advantages to gliding in Australia.*

This is only an indication: feel free to add any other information that you think may be useful.

It is unlikely that there would be major financial variations resulting from selection of any particular site, and clearly in the short time available it would not be possible to prepare detailed budgets, so please don't put effort into this aspect.

The Sports' Committee decided that we need to have a decision on the site by the end of February 2011 so that the Bid Organising Committee and all concerned have time to produce a winning Australian bid. Accordingly, they have asked for your submissions to be in my hands by 31 January 2011 at the latest.

I am happy to answer any questions either by email or by phone on 03 5762 4485 or 0417 268073. Although I have a seat on the Sports' Committee as the Trophies' Officer, I do not have a vote in this matter and thus you can be assured that I can and will remain neutral.

The Plan Was Really Simple...

Bob Hayes

...WE WOULD FLY TO THE TIP OF CAPE YORK FROM ATHERTON IN OUR 912XT MICROLIGHT, WITH OUR GROUND CREW (STEVE, TANYA AND TED) MEETING US REGULARLY TO SWAP PASSENGERS IN THE BACK SEAT SO EVERYONE COULD GET TO SEE THE BEAUTY OF CAPE YORK FROM THE AIR.

This simple plan took several months of computer work on iVFR.net, as well as hundreds of consultations with the ERSA, Country Airstrips Guide, Google Earth, NAIPs, countless hours with the whizzy-wheel and scraps of paper, chewing pencils to their stubs trying to work out ETA's, alternates, fuel consumption rates, tide charts, TAS, IAS, weather forecasts, WAC charts, landing distances, NOTAM's, VTC's, radio frequencies, CTAF boundaries and procedures.

The plan I wanted to make had two simple objectives: to allow us to fly safely to each day's destination without putting the aircraft or its crew at undue risk, and to allow maximum flexibility. The idea was to fly short legs starting at first light each flying day. This would allow our ground crew to catch up and meet us most days, as the roads up here tend to be few and far apart.

Anyone familiar with trikes will know that there isn't a lot of storage space. You have to get clever. We purchased a belly bag and a tucker bag from Punkin Head. We decided that we would take all we needed for an unexpected overnight stop. So in went a metho stove, tent, sleeping bags and mats, meals for two, snacks, notebook computer for weather updates, satellite phone, EPIRB, normal mobile phone, camp covers, tool kit, some spare parts (pressure sender, spark plugs, oil and coolant top-ups) along with various other sundry items that we carefully weighed before they were allowed to come along. You'd be surprised at the nooks and crannies you can find if you need to...

High over Lakeland

The best thing about all this planning is that once the trip was under way; we basically threw the whole lot over the side, and started again! Let me explain.

The Plan: Fly from Atherton to Laura
The Reality: Actually, this one worked!

Our first day went surprisingly well. We had a significant tailwind forecast, but clear skies. The farewell committee put on an emotional departure ceremony (Jack and Jen waved goodbye, while the dog stayed inside 'cause it was too cold) and away we went. It became obvious that the forecast tailwind was actually stronger than predicted. We climbed to 4500ft to clear the Rex range behind Mossman. We didn't climb high enough. One minute happily tootling along, admiring the view, and next being chucked at the ground at an alarming rate. The rotor was savage, and actually above the lee of the mountains. I quickly climbed to 5000ft and this was enough to get us back into smooth air and we could relax again. The rotor was expected, but not at the level we were at. Lesson learned.

A call from our ground crew at Lakeland indicatd a 15kt crosswind at the strip, so we decided to head straight for Laura. Laura is more into the wind, so it should be an easier landing. At 5000ft, the air was lovely and smooth; our ground speed had slowed to indicate that we had almost no tailwind. It wasn't what we were in which worried us; it is what we had to descend through to land safely. We could clearly see the wind lines on the dams and the trees thrashing around below told us what we didn't want to know. We descended cautiously, waiting for the battering we knew was there. Slowly, slowly. 3500ft, 3000, 2500, 2000 and there it was! The trike seemed to have a mind of its own, turning without input from me, airspeed rising rapidly, then falling just as quickly, the turn more urgent this time, both of us hanging out the side full stretch trying to muscle it back to straight and level. Turning one way, then the other. Nose up, nose down. Sometimes all at once! It seemed I was just hanging on trying to stay straight. Downwind and base legs not very neat, but done. Hold altitude? Not likely. I stayed at around 1000ft to avoid being splatted. The turn onto final, lined up the strip, the air seemingly calmer. Just as we crossed the fence, the windsock shuddered and kicked up, proudly showing its full 20kt length; crosswind! I asked the 912 for everything she's got, and she obliged. The trike responded and climbed, slowly at first then with more conviction, out of the gradient. Staying over the strip took all my strength and attention.

We got clear and turned downwind for another run. This time we hit two holes and the wing stalled each time. As quickly as it stopped flying, it started again, leaving us weightless for a moment, before pushing us down hard into the seat again. This time, a shorter final, higher as well. Concentrating on our airspeed. I didn't want to be too fast in the turbulence, nor too slow close to the ground. I came in at around 65kt. This time the windsock saved its party trick until after we had crossed the fence. A gust hit us, pushing us to the right. I had already lined up slightly left, so no problem. I commited to the landing. Over the main strip, we continued to get pushed right. I kept the power on, all the way to the ground. We shot over the gable separating the main strip from the grass alongside, seemingly inches above it. Flying it to the ground... We touched down, the ground a brown blur under the wheels – hard on the brakes. Relieved to have pulled that one out of the hat, we just managed to miss the gigantic drainage

ditch dug through the apron. Discussing it later, we decided it was by far the most difficult landing either of had in our years of flying trikes. Neither of us felt unsafe, we knew what we had to do, it worked, but our safety margin seemed pretty thin. We attracted attention with our go-round. The school teacher and her two year old son came out for a look, as did Harold, the local shop keeper. He has a Cessna at the strip, and any aircraft he hears landing, brings him out for a yarn. The shop is left to its own devices.

Laura has some astonishing rock art right nearby, well worth a look. The Quinkans painted all those years ago still have the power to stop you in your tracks.

The Plan: Laura to Lakefield NP
The Reality: No flying at all

The forecast was for 25 to 30kt. The strip at Lakefield is 90° to the prevailing wind and surrounded by trees. When Harold told us he has trouble landing his Cessna there in crosswind that did it. After yesterday's antics, neither of us was prepared to fly. So we drove. We stayed at Kalpower Crossing and explored around there and Pandanus Park, the war veterans retreat over the river. After a couple of lovely days camping in Lakefield NP, we headed back to Laura and the trike. The ground crew moved up to Musgrave, and Ted and I spend an uncomfortable night in the shed at Laura to fly to Musgrave the next morning.

The Plan: Lakefield to Musgrave
The Reality: Laura to Musgrave

The actual flight from Laura to Musgrave went off without a hitch. A bank of cloud tried to roll in just as we warmed up at Laura, but it was a few minutes too late. The navigation was easy IFR (I follow roads). Actually, there's only one road, so it's pretty difficult to get wrong. I suppose you could go in the wrong direction…
It had rained at Musgrave earlier, but was clear when we arrived overhead. No traffic to worry about. Two pairs of eyes scanned for obstacles. Powerlines? Towers? Kangaroos? Horses? Stock? Fences? None showed themselves. A beautiful no wind

IFR

landing after the Laura adventures and a great way to finish a lovely flight.

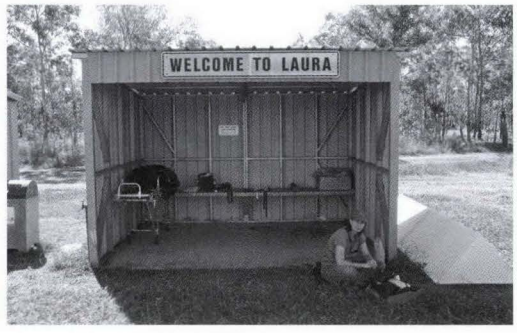
The Plan: Musgrave to Silver Plains via Yaraden
The Reality: Musgrave to Chili Beach

It took ages to get in contact with the people at Silver Plains to ask permission to spend the night there. Turned out, the strip was closed anyway. So we decided to head straight to Chili beach. It meant a big day for our chase crew, but as always they met the challenge cheerily. They headed north, leaving Trace and I at Musgrave for the night.

We were up at 5am to follow. We started and taxied up to the far end of the strip to warm up. We waited a few minutes after official first light, the high cloud making it seem darker than normal. We had to be away at first light to beat the tide at our destination. Our calculated trip time coincided with low tide, giving us maximum room on the beach. The strip at Musgrave is huge, and the only worries are of wildlife making impromptu appearances at the wrong moment. Fortunately, we had no such drama and lifted off safely into the wide open Cape skies. The run out to the coast was slowed by the 20kt SE winds. We tried to go higher, then lower, looking for the best speed. Higher was the choice, more options should the fire go out. Princess Charlotte Bay was spectacular from the air. The water stretching below was calm and the sun rising over the bay revealed the majestic sweep of the beach as it turned north, cheering us up no end. The water and the land merged into one, so it's difficult to tell where Australia actually starts.

We stayed high, now we had a tailwind we wanted to use it. The cloud had other ideas. The further north we went, the lower the clouds reached. At one point, we were at 800ft agl over the beach, ducking under a bank of cloud. We could see the sky was clear ahead, so we continued on, constantly evaluating the safety of what we were doing and discussing options. That's the great thing about having two pilots in the family. Someone who knows what is happening and can point out different things that might otherwise be missed by the front seat jockey. The country over which we travelled was just glorious. Miles and miles of deserted beach. Behind the dunes, Melalueca swamps spilled tannin stained water into creeks that wove

The crew at Lakefield National Park



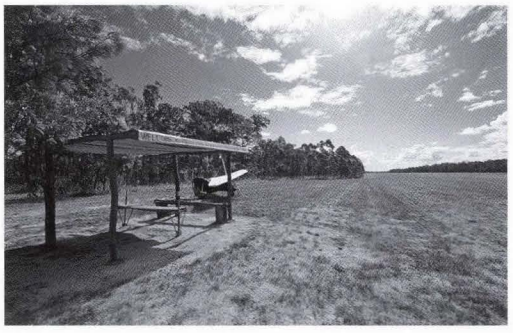
Laura arrivals hall

Princess Charlotte Bay

and twisted torturously before cutting through the trees to empty into the sea.

After leaving Port Stewart behind, there wasn't a settlement, a building, a track or even a tyre mark to indicate that humans had even seen this place, until the fishing shacks at Old Lockhart River. These shacks came as a shock, the track to them stood out sorely after flying over wilderness. The original plan called for us to go over the hills, following the track from Old Lockhart River to the new settlement. The low cloud and inland showers meant a change of plan: we couldn't see the tops of the hills. The vegetation was changing below us, getting thicker. The familiar mottled greens of the rainforest started to appear. The coastal run was still clear, so we headed right out to the very last point (Cape Direction) and turned left for Lockhart River. This was a little nerve-wracking, as it seemed we spent an eternity over the mangrove forest at the

Departing from Moreton Strip



Moreton Telegraph Station arrivals hall

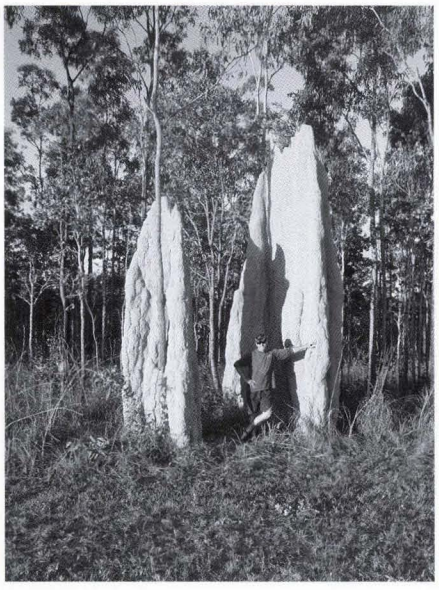
mouth of the river before getting back over solid ground just south of the jetty. It took actually only a few minutes, but combined with the rotor off the hills we'd just gone around; it made for some anxious silence in the headphones. Knowing the river would be full of curious crocs, anxious to come over for a look should a loud splashing noise suddenly occur in their vicinity, didn't help either…

The mangroves were a beautiful sight: the bright blue river braided lazy, wide swaths through the solid emerald green trees. It would have been very easy to stay a little longer to appreciate the colours and patterns. Yet this wasn't an option for us, as the weather continued to confound us.

We stayed out of the way of Lockhart airport traffic, heading for Chili Beach. As we passed over the jetty, we could see our destination in the distance, covered by a shower of rain! Another shower, bigger and nastier looking, was building out to sea, on a direct path for where we were heading. The last tiger country near Cape Griffiths passed under us, and we had a clear beach for at least 5km below us. We decided that if the shower got too close, we would turn and land on the beach and then taxi/fly up to the campground. It was like threading a needle, flying between the two showers. We arrived above the campground, both of us busily scanning the beach for obstacles. A quick turn, line up and land, the gust front from the approaching shower made the landing 'busier' than normal. As we taxied back, our ground crew appeared, helping us to secure the trike against the coming rain. They had confidently predicted that we wouldn't be flying today and had made plans to come back and get us.

The rain only lasted a few minutes, and we set about getting the trike in a more secure position. We eventually had to remove the wing and carry it into the camping area (luckily, not very busy) to keep it out of the clutches of the incoming tide. We also needed to keep an eye on the coconut palms. We didn't want to have to report an incident: 'hole in wing due to unprovoked attack by a coconut'.

The wind howled all day, pausing only to rain frequently. We thought it best not to worry about it and set off for a lovely lunch at Portland Roads. The café there was a real find and serves sensational salt and pepper calamari. We watched a croc swim along the shore line, then disappear into the mangroves, causing the family needing to get into their dinghy back to their catamaran to linger a little longer over coffee.



Termites mounts at Moreton Station

The Plan: Chili Beach to Moreton Telegraph Station
The Reality: Chili Beach to Moreton Telegraph Station

Chili Beach is a tropical paradise; it has beautiful scenery, swaying palms, white sands and full mobile coverage! Thanks to dongle technology, we were able to log onto the BOM site and check observations at Lockhart River, as well as the forecast. The observations were good: calm at Lockhart. The forecast was a different story: coastal gale warning for areas Cooktown to Torres Straight.

The wind at Chili Beach was something to behold. It may have been a calm 10kt down the coast, but here it was a good 15kt and getting stronger. Our one chance to leave from Chili Beach for at least two days would be the morning low tide, scheduled for 10am. The tide was running out, opening our runway a little more each minute. Time to get moving!

Our ground crew once again rose to the occasion, helping us haul the heavy wing through the trees and down to the beach. We re-attach the wing to the trike, a task made more difficult by the slope of the beach and the wind. It took all our ingenuity to keep the wing from flying off without us and to marry everything up again into a happy little aircraft. Ted was my companion on this leg. As a way of thanking our ground crew, we flew off while they pack up camp.

We had quite a few spectators emerge from the trees to witness our take-off. We went as far up the beach as we could without becoming a submarine, and turned back into wind. The runway had drained of water and was looking good. A creek at each end marked the boundaries of our natural runway, so we had a distance of about 350m. A decisive push on the throttle and away we went. The Rotax responded with its usual enthusiasm, 80hp sees us rolling down the beach at good speed. I waited a bit longer than usual before I pushed out, just to keep the crosswind demon in his place. The small lip of sand at the edge of the creek at the far end helped bounce us into the air, a spray of water trailed in our wake as we rose above the palms, still swaying in that bloody wind that never seems to stop here.

The engine was running sweetly, temps and pressures were all okay, passenger and crew happy to be moving north again. We flew over Portland Roads and towards the forest beyond. Iron Range is the last great patch of lowland forest

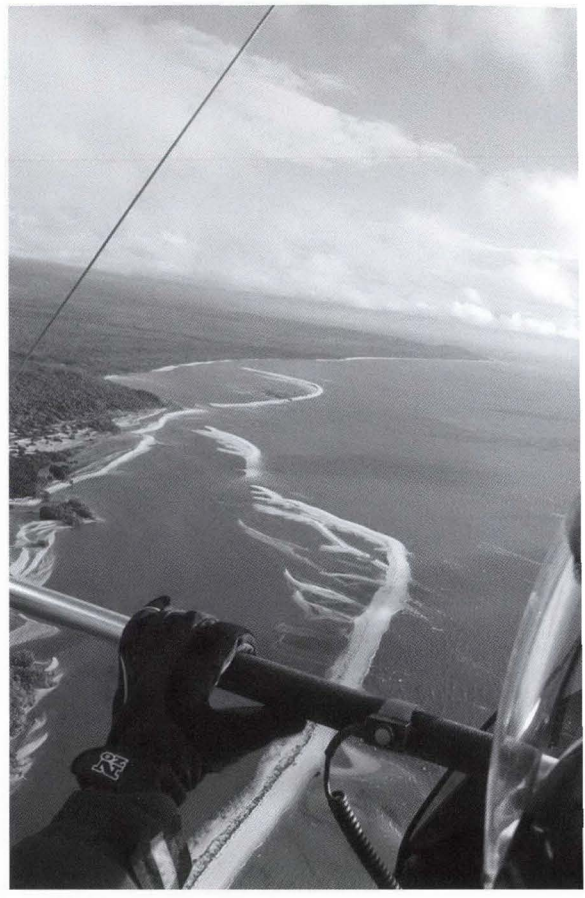
Parked at Chili beach

left in the country. It sure looked pretty big from a small trike! We stuck to the edge, following the coast above the beaches. The forest is still unbroken, save for a few black rock sentinels poking through.

Once further north, we could climb. The cloud cover diminished and we started to get fantastic views of the inlets and bays. Here and there a yacht was moored at the mouth of a river, or tucked into a small bay out of the wind. Other than that, there was no sign of man. The beaches stretched unbroken for kilometres. The headlands are untouched by apartments or resorts. No fast food outlets or car-parks spoil the view. Nature in all her glory unfolded below us. The waters were so clear we spotted turtles in the shallows, and could see the sea-grass beds and reefs that dugongs and other animals thrive on.

The vegetation had been beaten into submission by the relentless winds. On the slopes rising from the ocean, the trees are twisted, reluctantly giving way to the power of the air; to survive they must conform to the airstream.

The wind funnelling through the gulleys and rocks, carved and shaped the vegetation as sharply as any knife. Only in the deepest valleys can the trees grow to their full height, protected by the ridges above. We were amazed by the shapes and patterns of the foliage. A study in aerodynamics, written in trees. The entire



North to Chili Beach

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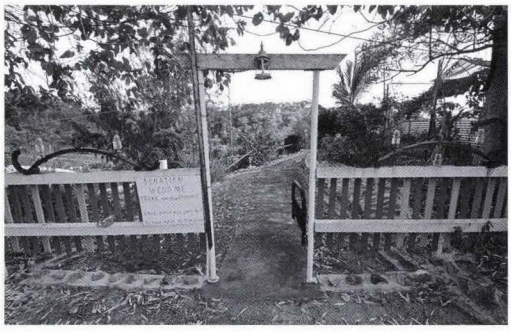
Heathlands strip

Number plate tree at Bramwell junction



Charlie's front gate

ecosystem has been built on currents of air. The wind is boss around these parts.

We arrived at our turnpoint at Temple Bay just past Mosquito Point in good time. We were making about 80kt over the ground, thanks to the tailwind. As we climbed higher, heading inland, we slowed down as the coastal influence abated. We could just glimpse the blinding white sands of Shelburne Bay in the distance to our right. The sands promised to be a highlight of the trip, and we all hoped to be able to fly over them in the coming days.

Today we had a different task and settled in on track to Moreton Telegraph Station. We were at 4500ft over some pretty rugged country. The only manmade sign we spotted was a thin, broken track that led to an abandoned station. The terrain was low sandstone ridges and plateaus. No mountains rise to break the trees, no fence lines, no roads or power lines to tell us where we were. We kept a close eye on GPS, compass and clock, marking off the 10-mile dots on the WAC chart.

Moreton Station airstrip was huge. It was a vast scar visible from 15 miles away. Very hard to miss and that is not a criticism! We overflew, descended to downwind, base and final at a good height as the thermal activity was just beginning. Our tiny little trike used such a small part of the field to land in, we felt quite silly. We could have landed in the apron area and still had room to spare. The strip was beautifully maintained. The taxi to the other end was the longest part of the flight! It felt good to unfold our legs. We unloaded the gear and tied the trike down behind the lonely lean-to shelter.

Our ground crew caught up with us later that day. The drive from Chili Beach took longer than expected, due to the rain cutting up the road overnight. Moreton was a lovely spot for a spell on the way to the Cape. Nice shady areas to camp, but avoid swimming in the Wenlock River!

The Plan: Moreton Station to Heathlands via Shelburne Bay
The Reality: Moreton to Heathlands direct

The weather continued to play games. We woke to clear skies and calm conditions. We prepared the trike and, using just a fraction of the available space, lifted off just after first light. It quickly became clear that the calm conditions existed only at ground level and the clear skies were merely a brief interlude. Before we had even turned downwind, the GPS recorded our ground speed slowing to 40kt. At 500ft we found we had nearly 20kt of SE wind, yet again. A bank of cloud towards the coast cancelled our plan to fly that way, and after a quick note shuffling on the kneeboard, we headed IFR along Cape Developmental Road towards Bramwell Junction Roadhouse. The clouds forced us low yet again. The terrain had no distinguishing features to help us navigate, apart from the road to our right. It is doubtful that we could have landed undamaged on the road, but it was still a much better option than the surrounding country. The trees had looked thick from up high, but revealed themselves to be spindly ironbark gums, just far enough apart to wreck a trike attempting to land in them.

We ticked off the miles to Heathlands. The terrain below gave us no hint as to where we were. We were relying more than we liked on the GPS to find our way. The salt spray, combined with the glare of the newly risen sun, was not letting us see more than a few miles ahead. We spotted Heathlands Ranger station to our left and homed in on the strip: A red scar pointing straight into wind. Our downwind ground speed was 80kt. When we turn back into the wind on final it felt as if we were hovering: 36kt ground speed.

Our landing was uneventful and we taxied along the red gravel to the windsock. The Grevillea trees surrounding the strip were all in flower. What a shame they were whipping about too quickly to take a photo of. We unfolded and got to work securing the trike against the wind. We carefully positioned the wing and tied it down extra tight.

Little did we know that the place we chose to park would be the trike's home for the next 11 days...

The Plan: Heathlands to Bamaga/ Injinoo
The Reality: No flying at all

We camped at Fruit Bat falls and considered what to do next. We rang our responsible adults back in Cairns via the satellite phone and asked for a weather update. The news wasn't good. Strong wind warnings for the next three days. The high pressure systems further south lined up in a neat row conspiring to pound us with wind and showers. We went back to Heathlands the next day and folded the wing down. We wrapped tarps around each wing to keep the rain out, and we tied it all down securely again. The weather had beaten us.

We only had around one hour's flying time left to get to the tip, but it might as well have been 1000 miles away. It wasn't safe to keep flying. The decision was really not hard to make, since we'd always said it wasn't worth getting killed just to stand on a lonely outcrop of rock that happens to be the closest bit of Australia to PNG. The hard part of the decision was that the people we'd travelled with and who'd helped us so much weren't able to see the majesty of Cape York from the air.

The Plan: Bamaga/ Injinoo to Punsand Bay
The Reality: No flying at all

A sad drive back from Heathlands to Fruit Bat falls.

The Plan: Punsand Bay to the tip, return and repeat
The Reality: No flying at all

We do get to stand at the tip and feel what it is like to have every other mainland Australian to your south. We actually visited three times and had the place to ourselves each time. The tip itself is very exposed and we experienced it when it was mostly in a grumbly mood. The showers and low visibility didn't let up for the entire time. The locals were cranky (no fishing) and reckoned they hadn't seen a season like it. We camped at Punsand Bay and poked around exploring the area. There was a lot to see and we tried to not think about what it would look like from the air.

The Plan: Punsand Bay to Heathlands
The Reality: No flying at all.

A long drive back to Heathlands to have one last go at flying south. Everyone had heard horror stories about the road, but we found it in pretty good condition. The rain had kept the dust down and there was a lot of work going on to improve things even more. We detoured to Captain Billy landing and got some of the best photos of the trip.

We camped at Heathlands under sullen skies. The cloud had not risen above 300ft for days and didn't look like it would for us either. All we needed was a couple of hours of reasonable weather.

The Plan: Heathlands to Merluna Station
The Reality: No flying at all

We didn't even bother to get up early. The percussive rhythm of rain against the tent for most of the night told the story. The grey gloom raced past, the bottom of the clouds being tickled by the tops of the trees as they sped by. We could see the showers approaching from the coast and got good at predicting if they would hit us or go around (they mostly hit us). Packing up a campsite in wet weather is always a joy. On this occasion as we knew that once we left, it would be a week or more before we'd be able to get back to rescue the forlorn-looking little machine that had carried us so close to our goal. It felt rotten to leave our gallant flying companion to the vagaries of the Cape weather, but we had protected her as best we could.

We re-arranged the gear and left some behind so we would be more comfortable in the cars. The return trip went via Merluna Station (an excellent find, we will return with better weather!) and Weipa (diesel, trucks and dust, but excellent facilities).

At Coen we stopped and chat with Charlie, the 'mad Maltese miner'. He wasn't actually mad. He was a very personable bloke with arms like Popeye and a wicked sense of humour. He is quite well known all over the world and regularly has film crews knocking on his door asking him to start up his various contraptions around the place.

The drive home was problem free. Being a passenger wasn't really one of my favourite things to be, but I had no choice except to grin and bear it. An iPod full of bad 80's music helps to ease the bumps (who sang this?). We arrived home just in time to organise a vehicle and a trailer to go back to get the trike. I was relieved when I returned to find the trike sitting patiently right where I'd left it. The weather had not changed. Still windy, still grey.

It took all day to separate and pack up all the bits and pieces. I tried to make sure everything was protected – not only from dust, but also vibration. The base was wrapped in heavy plastic, then camp covers, then full covers. Still the dust got in. The only issues we had when we flew again at home was an EGT false alarm and no brakes. The brake lines did not like being jiggled on the trailer by the bumps. A bleed and they were back in action.

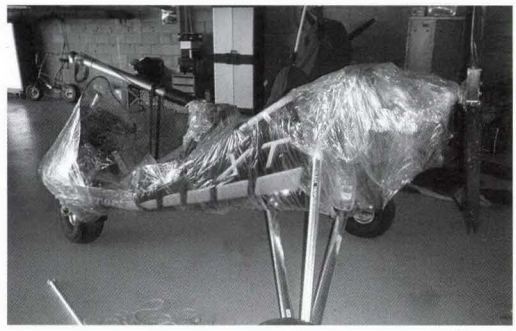
So would I recommend flying in and around Cape York?

Yes, without a doubt. Plan the trip, as there are traps for the unprepared, but remember that the best plans for flying any long distance in a small beastie are to be flexible and allow enough time for things to change when (not: if) the weather goes wrong. The facilities on the Cape are few and far between, but you will find the people helpful and happy to see you. Mogas fuel is reasonably easy to get, but expensive. Filter every drop that goes into your tank. Dust is not your friend! We had no mechanical issues with either aircraft or vehicles, but it could get expensive if you need a tow anywhere. The scenery is spectacular (the bits we saw anyway!) with the rewards equal to the effort needed to get up this way. Amazing to think that Cape York is the size of Victoria yet has only the population of a decent country town.

Get up there and see it, preferably from the air and even better, from a trike! Just look out for the weather.

Still friends

Trailer retrieve



Safely back home

Author's note: Visit 'Cape York 2010 Highlights' [www.youtube.com/watch?v=-4OP_OsNwSk] and 'Cape York Hits & Memories' [www.youtube.com/watch?v=k-YBN_HlOdE&feature=channel] or [http://trikegirladventures.blogspot.com/] for some video footage.

The whole crew at the tip

Photos: Courtesy Bob Hayes

Further, Faster, Longer... And For Less

John Clark

With the weather warming up and a new gliding season coming, many of us are thinking and dreaming about the flying goals we want to achieve before it gets cool again. It's a given that none of us are getting any younger and it may be that some of our goals are looking more doubtful now than they were some years ago. Probably some of us are barely making the hours necessary to renew our rating and keep us safe. So here's a suggestion for a way you can get the hours, the kilometres and the fun without it costing the earth.

I'd better begin by stating that this involves a comparison of three styles of gliding and will hopefully challenge the notion that the form of gliding you are currently involved in is the best type of flying ever invented. If you don't like being challenged, then read no further!

A word about goals. I'd never thought about it too much until I heard Paul Mollison briefing his three-year-old daughter at some hilltop launch near Manilla about setting realistic goals, planning properly and then committing to them. Without goals, gliding can get boring and sooner or later, you'll make that last excuse to not go flying and hang up your wings for good. It doesn't matter what your goal is, but unless you are expanding the horizons of your imagination, you're limiting yourself. As Robert Browning nearly said: *"Ah, but a man's reach should exceed his grasp, or what's gliding for?"*

FURTHER

Paragliding is the newest form of gliding. It's hardly a surprise that this sport originated in Europe because it's a perfect type of flying for Europe. If I lived anywhere near the mountains, the idea of taking a chairlift up to a launch point and stepping off an alp would be heaven on a stick. There's no doubt that a paraglider is the most amazing seven kilogram of aircraft ever invented. The Red Bull X-Alps is also one of the supreme athletic challenges on the planet, making city to surf runs look like a kindy sports' day event.

Hang gliding was a mostly US and Australian invention and perfectly suited the free and easy spirit of the '70s when the sky over almost any hill facing a seabreeze would be dotted with Rogallos. The reinvention of minimal aircraft by the hang gliding movement reinvigorated recreational and low-cost flying. In the mid-80s, bored with coastal flying, many hang glider pilots moved inland in search of thermals and new challenges.

I can think of little more fun than an afternoon spent with friends flying around in a cool sea breeze above a beach at one of the interesting coastal sites around Australia. Coastal flying is simple, carefree fun but it can get sort of smooth after a while, especially when you've aged enough that the girl whose beach towel you land on regards you not as a hero but a dirty old man. If you want to fly faster, further or for longer, you're not going to do it on the coast so most of the following discussion involves inland thermal flying.

Gliders have been around since the dawn of flight. If you are German, you probably think quite rightly, that Otto Lilienthal was the first man to achieve mastery of the air. Thermalling was invented in the '30s in Germany and quickly overtook ridge soaring as the most interesting form of gliding. The gliders of that period were designed initially to optimise the thermalling phase of flight but it was quickly realised that if you want to fly cross-country, rate of climb in a thermal is nowhere near as important as how you fly between thermals.

Since then, sailplanes have got worse and worse at thermalling. Any hang glider or paraglider will out-climb a sailplane with tighter turns centred in the thermal core, but no paraglider or hang glider will come close to a sailplane on glide.

Do you want to fly further? Do you want to expand your horizons in other ways that just launching at a different site? If you want to fly somewhere, glide performance is what matters. You can only climb as fast as the biggest thermal on a day. To fly any distance, there's no substitute for L/D. Look at the FAI records. The best distance flown by a sailplane is around six times further than the best for a paraglider.

FASTER

The nice thing about flying faster is that in any given flight time, you can see a lot more of the world around your take-off site. It doesn't matter what you fly, all gliders will fall out of the sky when flying close to their maximum speed. Fly at double your best-glide speed and your glider will go down about four times as fast.

Paragliders have a very limited speed range compared with other forms of gliders. On a downwind flight, there's often little difference between good paragliders and good hang gliders but on triangles or into-wind flights, hang gliders have much better penetration because of their lower drag and higher wing loading. FAI records show that hang gliders are about 60 per cent better than paragliders in speed and distance in all categories.

This does mean that if you are a paraglider pilot and you want to extend your flying range, you are going to have to try different flying sites... because you're not going to see more than a small range of country around the take-off. Hang glider pilots are going to see more country and they may be able to see it on the way back too, but it's here that sailplanes, with their very low drag and much higher wing loading excel.

In almost any FAI category you look at, sailplanes are 400 to 600% better than hang gliders. After years flying flex-wing aircraft, to be in a sailplane at 9000ft, 100km from home knowing that you have final glide on somewhere over the horizon hidden in the late afternoon haze is an extraordinary feeling. Faster and further by a huge margin.

LONGER

The first time I turned up to seriously fly a sailplane, the wind was straight down the strip and blowing about 17 to 20kt. Too much for a paraglider and towards the top end of the comfort range for a hang glider. I asked if there was any difficult groundhandling in these conditions. I didn't really get an answer because they didn't know what I was talking about. With most sailplanes weighing over 200kg and many over 300, they sit on the ground like bricks.

Think about that. Para-waiting. We've all sat on hills waiting for conditions to get better. Many of us have gone inland and come home either without flying or with just a few sled runs to the bomb-out paddock. You may be able to pack up your paraglider and get back up to the top in time for another go, but a modern hang glider takes long enough to de-rig and re-rig back up at the top that in most cases, your flight to the bomb-out paddock is the flight of the day... for you.

With sailplanes this is mostly a non-event. More days are flyable. You can get a launch on all but the grimmest days and in most cases you will find that there's something going up. Because sailplanes

rarely launch off hilltops, you can always get more than one launch. In most regions of Australia, sailplanes fly all year around. It's easy to get hours up and it's easy to remain current.

Most of us have limits on the time we can spend flying and want to maximise the ratio of airborne hours to the hours spent getting airborne. For me, when I started flying sailplanes, the ratio of gliding time to travel time went up by a factor of three. That's three times the air time on each inland trip.

One thing that sailplane people don't let on too much is this: It's not that difficult! The stick and rudder stuff is not intuitive like weightshift, but it's not that hard. But once you are at cloudbase, the options are extraordinary. In your paraglider or hang glider, you can head out towards the next distant cloud only to find yourself on the ground a few minutes later wondering where it all went. Some days, one missed thermal is all it takes.

With sailplanes, the penetration, speed and L/D are such that you normally have time to try three or four thermals instead of just one in your search for lift. How many times have you rejected a thermal because the lift was not strong enough? In sailplanes, you do it all the time (unless you're an ex-flexwing pilot when old habits die hard!)

This means that if you want, you can fly much longer each day and getting a reasonable number of hours in each year will take less days of flying and less days of travel and waiting. Looking around at my NSW club, one to two hours is a common flight duration for mid-winter with three to six hours being average towards summer.

AND FOR LESS

Gliding can be tailored to suit most budgets. You can get a 15-year-old hang glider, probably with a helmet and harness thrown in for under $1000 and fly the coast for years. However, you're not the target of this discussion because if you want to fly inland, this gear is not going to get you very far at any great speed other than downwind in a gale. Most people who fly inland or casual comps have equipment which is towards the top end of hang gliding and paragliding price lists; normally expensive enough that you have to fudge the prices when talking to your partner.

For argument's sake, let's use the cost of a point of L/D as the yardstick for comparison and look at how this depreciates over five years. Most glider manufacturers are highly optimistic about the performance of their wings, but since this is a comparison, we'll use the most optimistic of the claimed L/D figures. For paragliders, this is about 12:1… about $500 per L/D point. New developments make last year's performance wing not very attractive second hand and few top-end gliders have much of a resale value in five years.

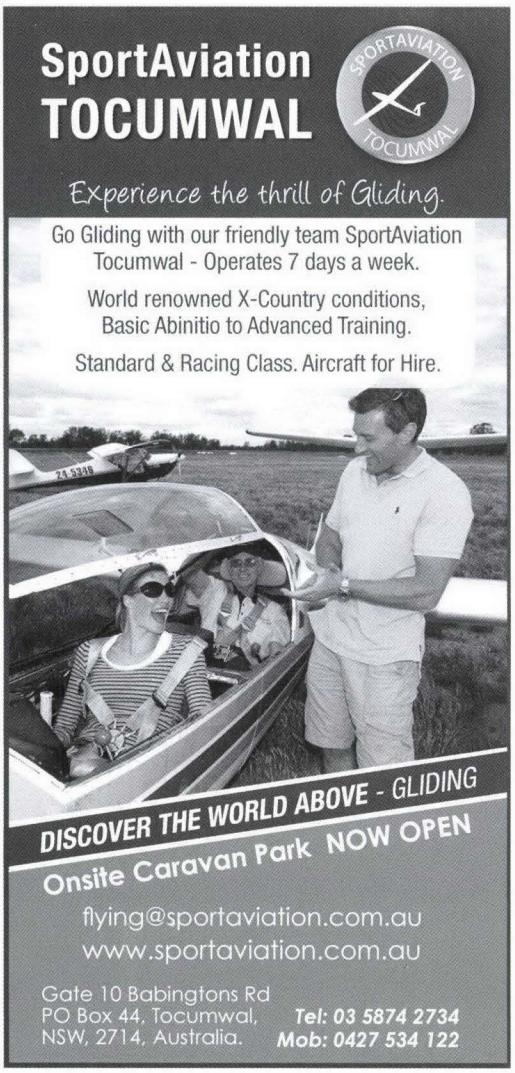
Fabric wings don't last very long. As fabric ages, it stretches more and performance decreases meaning that you are almost guaranteed to get better performance with a new glider even if it is only as good as your old glider when it was new.

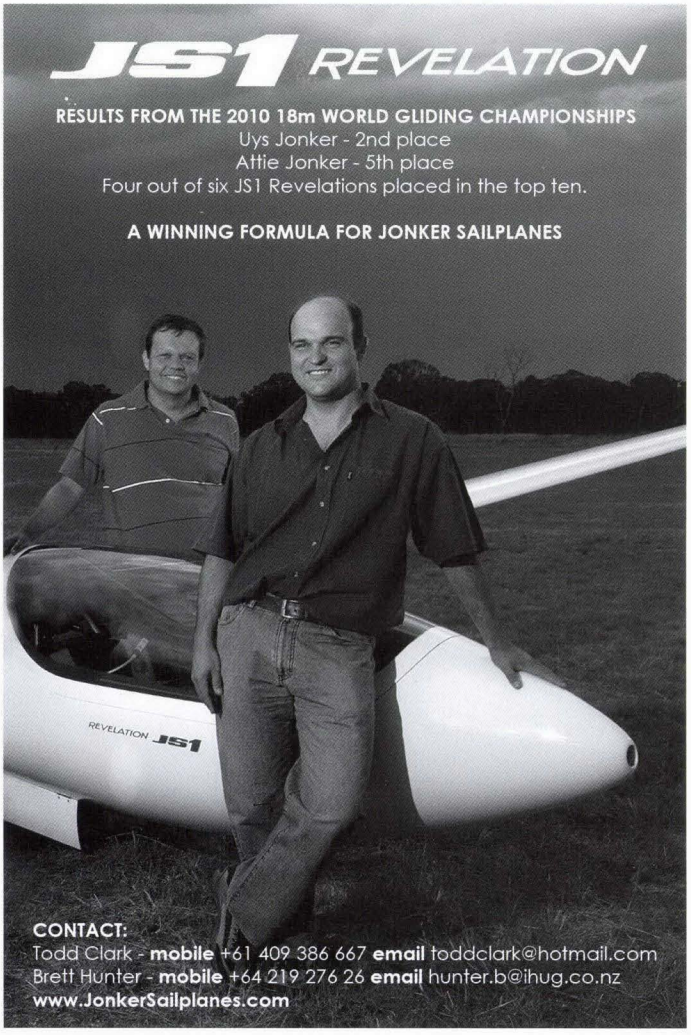
Hang gliding design plateaued some years ago. Modern topless designs show small improvements year on year, but you'd be hard put to measure it. Intermediate wings have a better resale price, but depreciation is still considerable where not enough new pilots are coming into the sport to keep prices up. The claimed L/D of a high performance hang glider is 17:1… about $800 per L/D point. However, the depreciation rate is low compared with a paraglider wing and after five years the hang glider might be worth only 40% of its original price.

Harnesses, reserve chutes, helmets, varios and radios can last many seasons but they're still a significant cost. There's not much point in going into specifics. The actual money varies but we all know it's more than we would like to admit. The point is that this equipment costs quite a bit and doesn't retain much value.

Unlike paragliders and hang gliders, sailplanes can cost from very little to a small fortune to buy, but you don't need to own one to fly one. Although many pilots do own their own sailplane, the majority fly club gliders which are hired on an hourly basis with many single-seat gliders being around $35 to 40 per hour. If you are flying a lot, most clubs have a bulk rate for club gliders. You can get a lot of hours in club sailplanes for the annual cost of the depreciation on your hang gliding or paragliding equipment but probably, like most flexwing pilots, you'll be fixated with owning your own glider.

The first production GRP sailplanes appeared at the end of the '60s. After 20 years of rapid development, by the early





Victorian Soaring Association Cross-Country Coaching Week

28 January to 4 February 2011

Hosted by Horsham Flying Club, Horsham Airfield

This VSA cross-country course will be held again in 2011 just prior to the Horsham Week competition which commences 5 February.

This is now our fifth event and the popularity is growing each year. Building on previous experience, the course will now offer opportunities for pilots commencing their cross-country flying as well as for active cross country pilots seeking to develop their skills.

Open to all pilots who have been cleared for cross-country flying by their club panel.

Try for Silver, Gold and Diamond goal flights. Flying is over some of the safest outlanding country in Australia and course members will assist with paddock retrieves.

Bunkhouse accommodation and camping is available at the airfield. Horsham township offers a range of accommodation with 15 motels and two caravan parks.

The course is managed by the VSA coaching team and comprises a mix of short theory lectures, daily weather briefings, daily tasks and post-flight analysis over an evening meal.

We expect to have two-seat gliders available to offer direct one-on-one coaching, although these opportunities will be limited. Pilots with their private glider or a club glider will be offered 'lead & follow' coaching opportunities as well as direct coaching in a two-seater.

This week is also a good opportunity for pilots attending the Horsham Week competition to fit in some practice flying as we will have adequate aero-towing capacity for all.
Further details and an application form can be found on the GFA and VSA websites.

For enquiries and registration contact:

Ian Grant – phone: (03) 9877 1463 or <ian.grant.gliding@gmail.com>

'90s, the rate of performance increases with each new model had almost stopped. Most of these early GRP sailplanes have a life-expectancy of over 12 000 hours, and it's very unusual for a single owner to fly more than 200 hours a year. This means that there are lots of old sailplanes out there which won't cost a fortune to buy and will outperform any flexwing by a huge margin. If you look at the classifieds in Soaring Australia you see single-seat sailplanes listed for prices from $15 000 to over $150 000. At the bottom end of this price scale, you can buy a glider which is able to win the Club Class World championship.

Fifteen thousand dollars will buy you a sailplane with an L/D around 38:1. That's $400 per L/D point. $25 000 will probably get you 42:1 at $600 per L/D point. Beyond this, the cost per L/D point starts looking considerably more unhealthy: $120 000 will get you about 50:1 at $2400 per L/D point, but consider depreciation and resale price.

Secondhand prices for most sailplanes are very stable. Looking at prices over the last 30 years in straight dollar terms, some are the same price, when new or when 30 plus years old. Many have even increased slightly. Unlike fabric wing gliders, you wouldn't expect to lose money buying and selling a popular glider from either end of the price range. Work that out as an annual expense.

Another odd thing is that you can insure sailplanes. If you have had anything to do with yachting, the rates are very cheap indeed. Sailplanes must have an annual inspection. Getting this done commercially can cost about $900 but the Gliding Federation of Australia (GFA) has courses on becoming an inspector so you can do it yourself and many clubs have co-op weeks when club gliders are inspected all at once for no cost. For many glider pilots, flying sailplanes may be no more expensive than flying flexwing gliders.

You will almost certainly be able to fly further and faster, and get more flying hours for less effort. If you're not flying as much as you used to or are not getting the buzz out of flying that you used to, why not try a different form of gliding before the fire of your enthusiasm goes out? It may mean that you can enjoy those lovely coastal days in your flexwing and get the cross-country hours and kilometres inland, flying sailplanes.

The fine print. Sailplanes are no safer than hang gliders or paragliders. The annual fatalities are much the same. What's different is the injury rate. For every hang gliding or paragliding fatality, there are dozens of unlisted injuries from broken limbs to broken backs which don't appear in the statistics. This type of injury is rare in sailplanes.

Learning to fly a sailplane costs about the same as doing a hang gliding or paragliding course. The difference is that you don't pay for the instruction; you only pay for the glider hire and launches. If you already have a feel for the air and have done some thermalling, you should find sailplanes easy. You'll also find a lot of hang glider and paraglider pilots at gliding clubs, so you won't feel alone.

There are aspects of sailplane life you will find tedious. For example, if you have passed the novice stage in hang gliding or paragliding, you can decide where and when you fly. With the GFA, you're not considered fit to decide if conditions are suitable until you have gone through a lot more hoops and got an independent operator's rating. You'll also have to cope with the breathtaking idiocy of aviation acronyms such as DETRESFA and INCERFA from time to time.

And of course the experience of flying in a sailplane is nothing like the freedom you feel when flying a hang glider or paraglider. Sailplane pilots talk about 'soaring with eagles', but it's more of a David Attenborough experience through a plexiglass canopy! That hasn't stopped a number of flexwing pilots, World champions, National champions, record holders and just plain flyers deciding that sailplanes are worth more than an upwards glance. The elation when the glider rolls to a stop and you open the canopy after your first 500km flight is just the same.

I'm sure this will create arguments in some quarters so I will leave the last word to a paraglider pilot of some note. Actually, he's also a designer and manufacturer of paragliders in Europe. *"Sailplanes are my dream. I have just 40 minutes of Blanik (aluminium soviet sailplane) piloting experience. Even this old glider flies like a dream in comparison with a paraglider."*

From The GFA President's Desk

Phil McCann

GFA's new president, Phil McCann

THE 2010 GFA ANNUAL GENERAL MEETING AND ANNUAL BOARD MEETING (ABM) WERE HELD IN BRISBANE RECENTLY IN CONJUNCTION WITH A SUCCESSFUL GLIDING SEMINAR HOSTED BY GLIDING QUEENSLAND.

The annual meetings are generally pretty dry, routine and procedural affairs, but this year they were a bit more significant in that the AGM considered and passed two motions relating to changes to our Articles of Association: one relating to the tenure of Board members and another with a range of routine changes to comply with changes to the Victorian Associations Incorporation Act under which we are constituted. The ABM was significant in that the election of officers resulted in changes to quite a number of positions, more at one time I believe than we have had since the change to our present structure five years ago.

The changes at Executive level were myself as President taking over from Daryl Connell who retired, Dave Boulter taking over as Vice-president from myself, Peter Carey taking over from Ian Grant, who retired, as Treasurer, and Anita Taylor taking over from Rob Moore, who retired, as the chair of the Sports Committee.

At the Board's invitation Daryl Connell has agreed to remain on the Board for the next 12 months as the Immediate Past President as is provided for in our Articles. Daryl's extensive history in GFA governance will be of great benefit to the new Board.

Details of the various other changes are set out in a separate report.

On behalf of all GFA members I would like to sincerely thank the outgoing Board members for their contribution to the governance of the GFA. I would also like to thank John Welsh who stepped in at short notice to assist with the running of the ABM and Board meeting, and also our secretary, Marcia Cavanagh, who put in her usual huge effort to make the formal part of the weekend happen.

I believe that the number of changes and the fact that at least one required an election indicate a healthy organisation. I would encourage anyone interested in becoming involved in governance of GFA to make enquiries over the next year and consider nominating for a position for 2011.

Having said all that some are probably now asking *"Who is this bloke we now have as a President?"*

I am one of those sad cases who has been interested in aviation for as long as I can remember. My wife, Claire, maintains it is a genetic illness for which there is apparently no cure.

I gained a private pilots' licence in the mid-70s and that kept me happy for a few years until the MKFC struck (Mortgage and Kids' Financial Crisis) and I was grounded for a few years. One day after moving to Bendigo in the late 80s I stopped by the side of the road to watch a gliding operation and within half an hour of a chat over the fence with the winch driver they had me at 2000ft and hooked. I have been a member of the Bendigo Gliding Club (BGC) ever since.

In the intervening years I have been at different times president, secretary and a committee member of BGC. I have been an instructor for about 10 years. A couple of years ago I renewed my PPL and am now on the roster as a tug pilot with Geelong Gliding Club at Bacchus Marsh. I am a past Vice-president of the Victorian Soaring Association and am currently the VSA Airspace and Airfields' Officer.

My involvement in gliding is recreational cross-country with a bit of aerobatics thrown in, rather than competitive. Having said that, I believe that a strong focus on competitive soaring is essential for the future of gliding. I have officiated as a launch marshal at one National competition and as tug master at a couple of State events. I have also been involved in the running of a number of coaching events.

Hopefully in amongst all that background I picked up some knowledge and experience which will be of some use to the GFA.

The next year will be a very busy one for the Board and the Executive with a range of issues to be dealt with.

- *We have a renewed interest in sport aviation by CASA which I believe is good for all of us, but it does mean quite a bit of work with them to clarify and confirm the relationship.*
- *Development and implementation of the Safety Management System with the immediate priorities of an accident and incident reporting system, development of a just culture and introduction of our risk analysis process.*
- *Renegotiation of the Deed of Agreement under which CASA funds us for activities we undertake on their behalf.*
- *Continued response to the issues identified in the CASA Industry Risk Profile.*
- *Review of our governance processes and procedures.*
- *Rewriting much of our documentation to bring it up to contemporary standards.*
- *Review of our data collection, storage and dissemination processes to take advantage of the upgrades to our IT systems.*
- *Review of our Strategic Plan.*
- *Member recruitment and retention.*

There is more but I think this gives a good indication of the work load for the coming year.

I encourage all members to take an interest in the running of the GFA, have a look at the minutes of the meetings on our web site and if you have any suggestions or concerns talk to your Regional Board representative or any member of the Executive.

Safe Soaring.

REFLECTIONS ON SZEGED

Tom Claffey

IT IS A FEW WEEKS NOW SINCE THE FLAPPED WORLD GLIDING COMPS AT SZEGED, HUNGARY AND I CAN REFLECT ON SOME OF OUR ADVENTURES THERE, AND GETTING THERE.

Nimbus 4M in flight

Some of you would have followed our blobs which contain heaps of day to day information and photos of the event so I won't do a day-by-day epic article. I can recommend the following websites for a look: our team blog [http://aussieglidingteam2010.blogspot.com/], Kerrie and my travel/comp/holiday blog [http://claffeycapers.blogspot.com/], Graham's blog [http://wgc2010grahamandmark.blogspot.com/], the official site [http://www.flatlandcup.hu/2010/] and the US team site [http://usteam2010szeged.blogspot.com].

The US one has some great reading and I was able to compare my idea of the days with their open class pilots. I was on their frequency on a few days when we were close and teamed up with Garret and Ron on the distance day that Ron won (partly thanks to a single word from Garret – 'stay!').

Kerry and Tom Claffey with David Jansen at Szeged's international night

The amount of effort to just get to one of these comps can only be appreciated by doing it. Months of emails, phone calls to organise gliders/cars/other equipment/licences/accommodation, etc!

Let us not even think of the two years of Nationals, team training weeks and other practice/pre-worlds etc. In my case it started with the Benalla Nationals with my new ASG29. After five days in the glider I was happy to be in the race and finish a close fourth behind three of the very best. I had missed Temora due to work commitments but as only our 18m team of Graham and David went to the pre-worlds I could try for 15m or Open Class.

Open Class at Waikerie had nearly as many 18m gliders as 18m did! Another fourth place spot and I was in the team; Gerrit Kurstjens was to be my partner but withdrew as his new glider would not be ready in time. Then Paul Mander was to go, unfortunately he had to withdraw after the team training week due to licence issues, so I was flying solo!

Lars Zehnder was alone in the 15m class as well after Bruce Taylor withdrew.

The help and generosity of so many people all go towards this type of event. In my case the most important was that from a glider pilot in Denmark, Anders Andersen, who owned a Nimbus 4M (call sign 4M, registration OY-XXL). I flew Anders' LS8 in Mafikeng in 2001 and he has been out to Australia a few times since but now flies in South Africa at Bloomfontein.

He not only gave me his Nimbus and transit van for a month for a vague swap deal but had to re-register both of them as they had been stored in his barn since the last WGC at Lüsse! The Nimbus was unfortunately only 800kg compared to modified ones of 850kg but another glider was almost impossible to find (well there was one for 7500 Euro!).

I realised I needed more Nimbus and self-launch experience to build on the course I did with George Lee a few years ago. First, Shinzo Takizawa from Soar Narromine gave me training in his 4DM during the Narromine squad week and let me loose with Kerrie for a few days; then Gerrit and Pam Kurstjens gave me VW at the Queensland Easter comps at Chinchilla so I had flown the single-seat N4, and 'the Chad' flew with me in Peter Griffiths' 4DM at Jondaryan in May. Ralph and others ran the team week and he also allowed the team some rules' latitude at Easter to help us practice. Thank you all!

Licences for Australian pilots overseas is an on-going problem. Paul had to withdraw and I was lucky that I had a US licence from 10 years ago and a current ICAO medical. My Danish permit had expired and their CAA wanted $1600 to renew! I had our GPC and a BGA licence but they did not cover motorgliders! I had tried everything to get a CASA endorsement but was unsuccessful. The

Photos: Courtesy Tom Claffey

GFA has been working on this for some time and it will happen one day!

On our 2100km trip from northern Denmark to southern Hungary we needed to stop in at the Schemmp-Hirth factory to get a 25-hourly done on the engine. Just as well we did as the engine also needed a new ignition coil. The guys there dropped everything to get the job done in a day so we could get to the comp; Berndt, the workshop manager then fixed up a number of things when he visited Szeged with his car full of tools and spares! Once at Szeged the team met up and started our sorting/practice week. Mark Morgan sorted many of our issues, the whole team got sick of rigging/de-rigging the Nimbus but thankfully the copious amount of two-stroke used meant we didn't need to during the comp itself!

Of course, after a few days' practice in 40°C plus the first few days were cancelled due to rain! In the whole eight days for Open (only seven for 15m and 18m) there were only maybe two or three that we would have tasked in Australia. I had two days where my stats were 1.1knot of lift average! I must have been finding something though because the Nimbus achieved 115.2 and 87.7 to one average glide angle on those days!

On the two stronger days I felt the 850kg gliders did get away from me, on final glide especially, however, on many days we dumped water anyway. Michael Sommer in his 29m wingspan EB29 commented that he could stay full while his partner (in a mere 27m ASW22) had to dump water to stay up. That said, he flew consistently and conservatively to a well-deserved third title. I was sorry to see the Danish pilot, Jan Andersen, (no relation to Anders) drop down to fourth spot as he flew well as an individual the whole comp.

Some of the pilots flew way too close and aggressively, and some simply followed whoever was in front of them and never made an independent decision the whole comp! Some of these pilots finished well up the score list due to the large gaggling and weak/low conditions; here in Australia with strong weather (and fewer gliders to follow) I do not think that would happen as much. The close calls were enough for Graham Parker who withdrew after a few days. It was amazing to me that about a quarter of the pilots did not have Flarm because of 'tactical' reasons! I think we should push the IGC into making Flarm mandatory ASAP! There have been numerous midairs this season overseas where Flarm may have helped, not always but it only takes one!

The decision to fly with gaggle or not is a difficult one; on some days I lost points by leaving the gaggle (on the other hand I am still alive!) while on others I should have done my own thing as my gut feeling was proved correct later. But flying with two ex-World champions following the current one leads one to stay in the group! On the distance day five, I parked in nothing while the gaggle ran past over the top but later went a different way and passed all 30 of them again! The gear changing was extreme! Here I think I do it fairly well, in this comp the problem was to change two or three gears at a time, leaving what had been a huge four-knotter when it dropped below a knot was the wrong thing to do one day! Best L/D glides were the norm most days, I was really glad to be in open class! I am not sure if I could bother to compete again in Europe with this sort of weather.

Lars' accident on day two (day one for 15 and 18M) had quite an effect on us all. It was very lucky we had Greg Schmidt as team captain and Hungarian speaker Peter Carey on the team to deal with the aftermath with the authorities. We shared a 'Panzio' with Lars and Heinz and ate together most nights, in fact the whole team ended up being pretty social with many restaurants tried!

The organisation of the comp was generally pretty bad; the young guys doing 90 per cent of the work were fantastic and overworked but overall they seemed to have little help from above, more work was needed leading up to a WGC. Brian Spreckley as chief steward had to take on more of an organisational/operational role.

The best thing about this comp was meeting some old friends again and making new ones. The flying may have been good training and a great experience but I can't wait for some Aussie 10-knotters!

Kerry and Tom Claffey at Szeged wearing their Soar Narromine shirts

Chief Technical Officer
Gliding Federation of Australia
A National Sporting Organisation

The Gliding Federation of Australia is seeking to employ a Chief Technical Officer to provide operational, technical and airworthiness services, advice and support to the Board, Executive, Regional Technical Officers and members of GFA in the areas of safety, flying operations, airworthiness and aircraft registration.

The GFA supports 2,400 members across 86 clubs nation wide who operate some 1,100 sailplanes. The GFA administers all aspects of gliding including operational and airworthiness safety standards and aircraft registration on behalf of the Civil Aviation Safety Authority.

The successful applicant will have demonstrated gliding related operational and airworthiness knowledge and experience, a high level of interpersonal and written communication skills, administrative ability, a good knowledge of computer based office systems and procedures, and the ability to work in an unsupervised environment supporting a service system based on volunteers.

This position is full time and located at the national office in Somerton, Melbourne. Remuneration will be negotiated with the successful applicant based on experience.

For further details on duties and application procedures, please contact:

Marcia Cavanagh, Secretary, GFA
Level 1/34 Somerton Rd, Somerton Vic 3062
Ph: 03 9303 7805

Send a resume with an application addressing the selection criteria and details of three referees to <secretary@sec.gfa.org.au>

GFA is an equal opportunity employer.

Executive Officer
Gliding Federation of Australia
A National Sporting Organisation

The GFA is a complex organisation servicing 2,400 members across 86 clubs nation wide who operate some 1,100 sailplanes. The GFA is required to administer all aspects of the sport including operational and airworthiness safety standards and aircraft registration to the satisfaction of the Civil Aviation Safety Authority. The financial turnover in 2009/10 was in the order of $900,000. There are presently 6 salaried staff, 12 volunteer Board and Executive members and another some 40 volunteer regional GFA staff throughout Australia.

GFA is seeking an Executive Officer to support the President, Executive and Board of Management in the administration, promotion and development of gliding as a sporting and recreational activity.

The successful applicant will have demonstrated administrative and managerial experience, a high level of interpersonal and written communication skills, a good knowledge of computer based office systems and procedures, and the ability to work in an unsupervised environment supporting a service system based on volunteers. Experience in and an understanding of recreational aviation would be highly desirable.

This position is full time and located at the national office in Somerton, Melbourne. Remuneration will be negotiated with the successful applicant based on experience.

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First International Women's Paragliding Open – Àger, Spain

Klaudia Bulgakow, **Women's Paragliding Open 2010 Organisation Team**

THE FIRST FAI SANCTIONED WOMEN-ONLY INTERNATIONAL PARAGLIDING COMPETITION TOOK PLACE BETWEEN 21 AND 28 AUGUST 2010 IN THE SPANISH TOWN OF ÀGER. THIRTY-SIX FEMALE PILOTS FROM 16 COUNTRIES PARTICIPATED IN THE EVENT. IN THE OPINIONS OF THE PRESS, PARTICIPANTS AND OBSERVERS IT WAS A GREAT SUCCESS.

The event, was hosted in Àger, northern Spain and brought pilots from across the world to converge on the small mountain town for a week of high level competition and learning. The purpose of this event was to provide a safe and fair competition flying, to determine the best female pilot, to reinforce friendship amongst pilots from nations all around the world and to introduce more female paragliding pilots to an international competition environment. This was the first female-only competition sanctioned by the international air sports governing body, the FAI [www.fai.org/].

Everywhere in Europe had rain and bad weather – except for Àger. Girls participating in the Women's Open enjoyed sun and some of the hottest days this summer. Great weather allowed for four challenging task over six competition days. Five categories were awarded: Overall, Teams, Serial (all certificated wings), Sport (EN-C/LTF 2 or lower) and Fun (EN-B/LTF 1-2 or lower).

After a tough fight Kirsty Cameron from Great Britain took first place in the overall ranking, second and third place were taken by Spanish pilots – Ester Garaizar and Beatriz Garzia (official results can be found at [www.womenspgopen.org/results/index.htm].

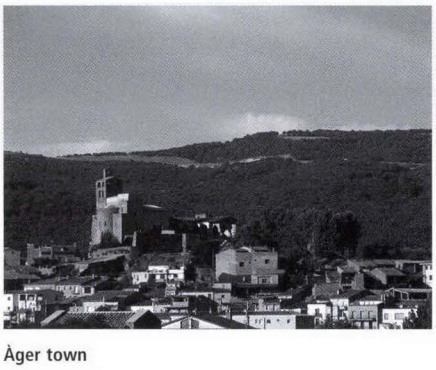
A great mix of pilots across all levels of paragliding were participating – for some it was their first ever competition, some were seasoned competitors, with a number of World Cup pilots among them. The first briefing had a lot of the 'basic' content (radio usage, safety procedures, a description of local conditions, etc), but also featured an excellent talk by Karolina Kociecka. She explained how to actually read a task board and what all the information means (type of different start types, what is the 'end of speed section', why the goal cylinder has to made despite 'end of speed section', etc.) – her effort was well received.

FIRST TASK

It was decided to start with a 'gentle' task to ease the new pilots into the comp. The task set was a 53km Race to Goal within the Àger valley, to allow pilots to get familiar with the area and for the organisation to monitor the entire progress of the race, with the goal in the landing field at Àger. It was an interesting task in as much as it had a turnpoint before the start (presumably to allow a bit of practice before the race actually got underway). Conditions on launch were strong at times, but well within the capabilities of the attending women. After a brief delay over midday, due to strong thermals blowing through take-off, the task was started in the afternoon.

Conditions were strong at times and windy in places, but constant monitoring of safety levels saw the task finished. The last pilot to land reported back at 18:59 – one minute before the task deadline!

The race developed with launch tactics, luck and sheer determination coming into play as the lead gaggle battled for positions – turning the task into a real race to the finish and Laurie Genovese, Caroline Thomas, Sandra Monse, Kirsty Cameron and Klaudia Bulgakow were fighting till the end for positions in goal. Kirsty was first with Klaudia one minute behind her and Laurie in third position. Altogether 15 girls made goal, including several personal best flights.



Àger town

Karolina Kociecka briefing talk

Day 1 briefing

Day 1 launch

SECOND TASK

Race to Goal at Figuerola D'Orcau, north east of Àger – 37.8km.

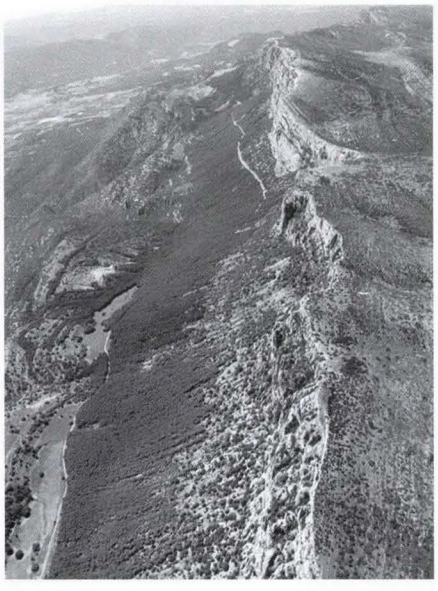
The window opened at 11:30 and the start time, from within a two-kilometre cylinder around the first turnpoint, was at 12:15. The race started very early to avoid the usual strong thermic early afternoon winds on take-off.

Yet the day started off very weak and a lot of pilots had landed before the race even started or just past the first turnpoint. Still, some managed to stay in the air. One of these was Laurie Genovese, who managed to get stratospheric altitude before going on final glide towards goal. Unfortunately she landed 1,7km short, yet winning the task.

THIRD TASK

A 75.1km task with two turnpoints on the Àger ridge and one turnpoint on the way to goal north-east on the shores of a lake just north of Tremp township. All pilots were advised to bring their swimsuits.

After the pilots gaggled near the start, the race started to take the first turnpoint in the Àger valley. After climbing to cloudbase above the ridge, the lead gaggle of Bea, Laurie, Trude, Kirsty, Klaudia and Sandra were pushing each other all the way to the goal cylinder. Bea won the task with a fantastic 49.67km/h average speed. Second was Laurien and third Kirsty – 24 girls reached goal. There was a lot of laughter and dancing in the landing field. Some of the girls had made goal for first time.



Àger ridge

FOURTH TASK

Cancelled due to too strong northerly winds at altitude.

FIFTH TASK

This was quite a technical task – a 100km Race with a gorge crossing towards Vilanova de Meia and some turnpoints in the valley north of Àger. Goal was again on the lake's beach north of Tremp. The start was a three-kilometre exit cylinder around take-off.

The overall results changed considerably after this day. Laurie, who was leading overall, was unfortunately unwell and unable to fly the task. Klaudia, who was in third, but feeling badly as well, bombed out in the gorge. A few of the high ranked girls jumped the start while some lower ranked girls really got it together and made excellent distances. Our task winner Anne-Claire announced that it was the best flight of her life! The task was ambitious, technical and challenging, but many pilots said they really enjoyed pushing themselves through the various conditions and terrain.

SIXTH TASK

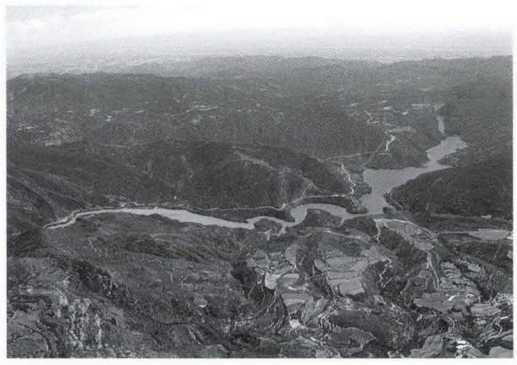
Cancelled due to strong winds.

WRAPPING UP

That evening the prizegiving ceremony and party took place. The top ranked were awarded their sponsored prizes:

- *SupAir – a harness for first place and cool cloths for each pilot on the podium*
- *Flymaster – their new top vario/GPS – B1 Nav*
- *The winner of Sports Class got the rare reward of a cross-country training day with Jamie Messenger – currently one of the best pilots in the world.*

During the entire event seminars and mentorship programs were also hosted. Topics discussed were pertinent to female pilots and included: safety, equipment and motivational training. One entitled 'Elements of Success' was held by former World Cup champion Anja Kroll. Anja gave us very personal insight into how she was able to climb to the very top of the rankings. Presentations were followed by discussion about goal settings, mental training and safety in flight.



Àger valley

Launch on Day 4

Overall winners left to right: 3rd Beatriz Garcia (ESP), 1st Kirsty Cameron (GBR), 2nd Esther Garaizar (ESP)

The future of this kind of competitions was discussed as well. Present pilots had the opinion that it should happen at least once a year.

Pilots experienced high and fast quality learning during this event. Many realised they were able to fly in the group, race with each other and efficiently work together at the same time. The atmosphere was very pleasant and friendly. Many new friendship were started and a small supportive female pilots' community created.

More photos can be found at [http://picasaweb.google.com/112243830903017830238/Ager2010Slideshow#].

REVIEW: Seedwings Funky 17

Gabriel Toniolo

AFTER HAVING PROGRESSED AS A RECREATIONAL HANG GLIDING PILOT TO ADVANCED RATED, I, LIKE MOST OTHERS, PROGRESSED TO APPROPRIATE EQUIPMENT AND FLY A TOPLESS GLIDER (AIRBORNE C4 – 14). I HAVE FLOWN BOTH THE C4 AND LITESPEED S AND THESE GLIDERS ARE GREAT IN THE AIR AND GREAT FOR DISTANCE FLYING. THEIR MAJOR SHORTFALLS FOR RECREATIONAL FLYING ARE THAT THEY ARE BOTH HEAVY TO CARRY FOR SIGNIFICANT DISTANCES AND, BECAUSE OF THEIR EXCEPTIONAL GLIDE, ARE NOT SO FORGIVING WHEN COMING INTO TIGHT AND/OR UNEVEN LANDING ZONES.

A good solution to me is to have a second glider at the other end of the scale. I had flown both the Airborne Fun 190 and the Wills Wing Falcon 3 (195). I spoke to owners of the Moyes Malibu 188 and Northwing Freedom and observed both of these in flight. Whilst I did not view, in any way, the Icaro RX2, it was considered. The Fun and Malibu are both very stable and great as training gliders and for 'dune gooning', yet I was looking for a glider that had many of the characteristics of these but with more penetration in the air for my alpine flying requirements. Whilst the Wills Wing Falcon 3 is a great glider, the choice of size was an issue as I was looking for something in between the 160 and 195 on offer.

I had to make a decision, and the Funky 17 (186ft^2) was my choice and I could not be happier with my decision.

So why and how is it different? I will explain the practical differences later, but the major technical/design differences are as follows: Fibreglass curved wingtips, Matrix (Mylar) leading edge, nose cone, clip tip battens, kingpost hang, fared uprights and kingpost and German made Pause Segal sail. More detail is provided below or is available from Australian dealer Glen Kimpton [www.seedwings.com.au and www.seedwings.at].

Carrying

At 23kg, carrying the 17.3m^2 glider from the car to any launch distance is easy.

Set up/Pack up Process

The set up is easy, with the two number 1 battens coming through the nose of the glider and remaining in the batten pockets when packed, it's just a matter of putting them in place at the nose on the locating tabs. Then there are only six battens per side with transverse battens permanently sewn in on each side. There are no dive struts to worry about and the long curved wing tip wands are easy to put into place and remove. Ever had trouble connecting the luff lines to the top of the kingpost? With the Funky they remain permanently attached so no need for this step. The tensioning and kingpost securing system is innovative, lighter than others, yet very secure. Overall, set up is both quick and easy, and in my view easier than the other gliders I have flown and seen.

When packing up, it's all very standard and straightforward. The first time you do it, you notice that the kingpost may want to come back up when rolling up the sail. This is due to the luff lines still being attached, once you know this, it's not an issue. The Velcro straps actually seem a bit quicker to use than the standard clip on type and less harsh on your sail. Due to the long tip wands, you notice that the glider packs much shorter than its competitors, and shorter than my C4 which is a smaller sailed glider. The shorter packed length also means that the weight and carry straps are centred in its length. The carry bag also has a sewn in red flag at the tail end, for legal overhang during transporting by car.

Groundhandling

The fared uprights are 165cm and come standard with a round speedbar (optional fared speedbar). Couple this with a glider that is only 23kg for a 17.3m^2 sailed glider and you can understand how easy it is to groundhandle. My C4 has 175cm uprights and a wider basebar and having it sit on my shoulders for launching is impossible, as I am not particularly tall nor broad shouldered. However, note that in strong winds all floaters (including the Funky) need to be wrestled in comparison to a sleek topless glider.

Launching and Landing

Launching is easy and unremarkable because of the issues addressed in the groundhandling section. I have ground-towed and aero-towed the Funky, and to be frank, it takes all the stress out of using those forms of launching. I have steered clear of ground-towing as I just never felt all that comfortable with it. My initial training was focused on hill launching and I was more confident with that. I had ground-towed with my old Moyes XT Pro and my Airborne Shark, but never felt good about the launch process. This year, I tried it again with the Funky and it was so much better. It was so much better that I decided to get my aero-tow endorsement in the Funky with our Club Senior Safety Officer and Flight Instructor, Peter Holloway. Peter had me in his Wills Wing tandem for a couple of flights and then he tested aero-towing my Funky before I started my solos in it. *"Handles aero-towing like it is on rails,"* was the consensus. It is beautiful to aero-tow with and ideal for commencing an aero-tow endorsement.

Landing the Funky the first few times was amazing. Later I will mention its glide abilities; I mention this because I actually find the Funky easier and slower to land than the Fun. Yes, I can hear the cynicism from the Fun owners, *"Funs are so easy to land."* The difference is that the Funky rounds out in ground effect better and a little longer which allows more speed to be bled off. The glider comes down when you pull-in hard and, with the nicely sized A-frame and light weight, flaring is easy,

Seedwings Funky

as is letting the glider come to rest on your shoulders again. Even with its exceptional glide characteristics, it is able to come into very small LZ's. The glider is so predictable and manoeuvrable that it is easy to change direction of final very late and low, should the wind direction suddenly change due to a thermal.

In-flight Characteristics

Flying the Funky is also very easy; it is very manoeuvrable for an open crossbar glider. I believe this is due to the curved wingtip design. Initiating turns is very quick. Conversely, this makes the glider less favourable for those who want to 'dune goon' where greater stability is the goal. Penetration is remarkable for a glider of this type. I don't know if the full specs for the glider are available, however, I believe I am achieving a glide ratio of greater than 9:1. This is exactly what I was looking for in a floater.

Most of my flying is in our alpine region of Victoria so having the ability to penetrate through some wind and/or make a crossing through sink and some distance over forested areas was paramount. I found the Airborne Fun quite scary in this regard, I found when in sink, I was there for a long time and if I tried to speed up by pulling in the control bar, I just went down faster. The Funky wins this requirement hands down. It penetrates when required; it does speed up a little to get out of sink quicker and has much longer legs in a glide. I wanted a floater that had the potential for good cross-country flights, if conditions improved during the day after choosing the floater over the topless for the day, and I got exactly that with the Funky. The glider was so good that my first four flights in the Funky were all cross-country flights. In fact, on one flight I got so far and low from a designated LZ that other experienced pilots watching were radioing me to suggest possible emergency options. Not only did I get back to the designated LZ, I got there with enough height to set up my landing from the far end of the LZ. Recently, I was flying into wind to a LZ alongside a Malibu 188, there wasn't much difference in pilot weight and we both had our old trusty Moyes Tracer harnesses. My glide, height loss and speed to the LZ were all clearly superior.

The glider is DHV1 rated and has great general flying characteristics such as stall speed, climb rate, thermaling, turn authority, pitch and yaw stability and, dive recovery (after going 'over the falls'), etc.

Replacement Parts

Recently I asked Glen for a replacement heart bolt which he didn't have in stock. (Let me digress a little: I tried to replace the heart bolt on my C4 over a year ago, got the part for about $20, but the bolt and nut heads are hidden in a tight spot in the upright upper brackets – impossible to get normal spanners or sockets in there so I gave up – the funky bolt head is round on the outside and is turned by an Allen (or Hex) key which is easy to place into the bolt head – how simple is that? Why don't they all use this design? Back to the point...) Glen suggested I deal directly with Manfred Bangheri of Seedwings Europe for the replacement. Not only was Manfred helpful and a gentleman to deal with, he provided two replacement bolts promptly and at no charge. So any fear of buying from a non-local manufacturer was dispelled.

I only have the highest praise for the Funky as a glider and for its ingenious design and hardware details and the highest regard for Seedwings as a company.

SPECIFICATIONS	15	17
Sizes	15.3m²	17.3m²
Weight	21kg	23kg
Wingspan	9.2m	9.8m
Pack length	350-490cm	375-515cm
Aspect ratio	5.5	5.5
Nose battens	2	2
Top battens with clip ends per side	6	6
Recommended pilot weight without harness	55-85kg	80-120kg

- Made from 7075 aluminium
- High quality sail made by Pause Segel
- Mylar leading edge
- 30% double sail
- Profiled A-frame and round speedbar
- Easy to tension curved wing tips
- Kingpost hang point
- Fully DHV-certified, rated DHV-1

DHV tests available from [www.dhv.de/] or Funky 15 direct short link [http://bit.ly/dCwRSU], Funky 17 direct short link [http://bit.ly/a8rDln].

Acting GFA Executive Officer's Report

John Welsh

Well! Just as I was settling into my new part-time job as an RAAus flying instructor, I get an email from the GFA President offering me a short term engagement to support the GFA AGM and associated meetings at Boondall in Queensland on the second week of September. This was due to the unexpected resignation of Peter Hopkins due to urgent personal family reasons. How could I refuse!

So this article will not be a recommencement of a regular series, I'm having too much fun flying!

The following is a brief précis of the proceedings at the meetings, as usual, taken from my notes and subject to confirmation of the minutes by the various committees.

The GFA AGM

The AGM was opened by the outgoing president, Daryl Connell, with the traditional 'State of the Sport' address, which is included elsewhere in this edition.

The only other business allowed for the AGM by the articles are the appointment of the Regional Board Members, the receipt of the financial report, appointment of the auditors and 'special business'.

The financial report indicated that GFA made a small loss of $6,644 in the last financial year.

The auditors of MSI Ragg Weir were reappointed for next year, following the recommendation of the outgoing treasurer, Ian Grant.

For the special business, the chairman of Marketing & Development, Maurice Little, spoke to the changes to the Articles put to the AGM, as he authored the proposals. The changes were split into two groups, one being just compliance requirements to recent changes in the Victorian Legislation for Associations. As GFA is registered in Victoria, then it is roped in to those changes. Regional members holding proxies and members present voted those changes in unanimously.

The second issue was a change to the length of tenure that a member can remain as an officer of the GFA, fully discussed in the August and September editions of Soaring Australia.

Article 23e) states that no motion to alter these articles shall be carried unless:

i) by a simple majority of members' votes received in the affirmative from a simple majority of Regions and

ii) by at least three quarters of members' votes received and

iii) by not less than one hundred members' votes received.

Members from the floor spoke for and against the change; including proxies and members present, there were over three hundred votes cast on the motion, which was carried in accordance with Article 23e.

The GFA Seminar

It was noted that attendance at the seminar was down on the previous one held in Queensland.

Anita Taylor expertly acted as MC and kept the programme to time.

Jenny Thompson gave a presentation on safety and an update on GFA's Safety Management System.

Lisa Trotter informed us about the psychological aspects of gliding and how to use them to improve performance.

Mark Fisher gave a talk on a revolutionary electronic system to automatically log club tug and glider flights AND post log sheets with charging through Quickbooks. There are costs, of course, but obviously there are labour savings for clubs to consider. See [www.dittolog.com] for details.

Maurice Little, chairman of the Marketing & Development Committee described Air Experience Bulk Operations at Port Fairy in Victoria and how similar operations could benefit gliding in other States.

Keith White from Airservices described the benefits that contacting Airservices in emergencies could bring.

The speakers were supported at the breaks for lunch and tea by trade displays by OAMPS, McPhee Aviation, Go Soaring (Al Sims was doing a roaring trade in the new OUDIE Navigator) and Swift Avionics. The GFA simulator built by Tom Wilksch was also on display, but had a few technical problems. It will be staying in Queensland for a while for members' usage.

The Awards Dinner

Our Insurance Brokers, OAMPS, are to be thanked for subsidising the refreshments at the dinner held on the Saturday evening. Tim Shirley, the GFA awards' officer was there to give out the goodies (I understand that he will be submitting a report on the awards, so I won't steal his thunder).

Allan Barnes gave a very informative and entertaining after dinner speech on how he progressed from a Kiwi World championship hang glider pilot to flying for Australia in gliders via overcoming some serious injuries gained from an incredible chain of unfortunate/fortunate circumstances.

The Annual Board Meeting

Outgoing president Daryl Connell cracked the whip for the last time and had this meeting up and running at 8:30am on the Sunday. The ABM is statutory in form as well, with the incoming GFA officers for 2010-11 ratified by the Board and noted on the minutes. The list is long and details the entire National and State officials and Regional Technical Officers of the departments.

The New GFA Website

The details of all the officials above can viewed on the new GFA website [www.gfa.org.au/] which came on line shortly before the AGM. The new site is fully interactive with the membership database, so members can access contact details of all GFA and club officials after logging in to the site. Members can also access their own details and update address and contact details as they

The GFA Executive (l to r): Daryl Connell (Immediate Past President), Anita Taylor (Chair, Sports Committee), Phil McCann (GFA President), Dave Boulter (GFA Vice-president), Maurice Little (Chair, Marketing & Development), Peter Gray (Chair Operations Panel). Absent: Edwin Grech Cumbo (Chair, Airworthiness Department), Peter Carey (GFA Treasurer)

change. Memberships can be renewed on-line, as can purchases of items of GFA products representing a great saving in workload at the GFA office. I recently renewed my membership for the year and found the interface easy to use.

Back to the Boondall Meetings

A 'normal' GFA Board meeting was held following the annual board meeting, with the new president, Phil McCann, taking the chair for the first time.

The New Board

Tom Holt (Board WA), Anita Taylor (Chair Sports), Bob Hall (NSWG Board rep), Daryl Connell (Immediate Past President), Kevin Rodda (2nd Qld Board rep),Phil McCann (GFA President), John Switala (VSA Board rep), Maurice Little (Chairman Marketing & Development),Dave Boulter (GFA Vice-president), Peter Gray (Chairman Operations).

Apologies were received from:

Edwin Grech Cumbo – Chair Airworthiness Department (CAD)
Peter Carey – GFA Treasurer
Ian Perkins – Board Member, Qld
Geoff Wood – Board Member, SAINT

Observers were admitted:

Ian Grant (retiring treasurer)
Tom van Blaricum (proxy for CAD)

Ongoing items

- *Radio Frequency allocation, GFA Permanent Frequency Listings*
  - *Board has referred to the Operations department for review and recommendations including alternate frequencies, Air Services frequency allocations and costs including license fees.*
- *Policy on payment of expenses and the respective responsibilities of GFA and the states. President pointed out the expense polices are very clear. The new Board to review current documented policy.*

President

- *The president raised the issue of the role of the vice-president*
- *After discussion, it was agreed that the VP's role should continue to be that of:*
  - *Scrutinising the first draft of meeting minutes*
  - *Oversight of safety matters over the whole of the organisation.*

Daryl Connell presenting Beryl Hartley with a certificate commemorating her achievement of the prestigious Fédération Aéronautique Internationale (FAI) Pelagia Majewska Medal

Safety

Serious accidents

- *The CSC reported on the serious accident involving an Australian team pilot and a truck on the undershoot of the competition airfield in Hungary during the recent World championships in Europe.*
- *The sports committee is recommended to ensure sufficient insurance as a condition of competing.*
- *Accident reports of team pilots should be referred to the sports committee and operations panel for assessment of them as safety lessons.*

Safety performance

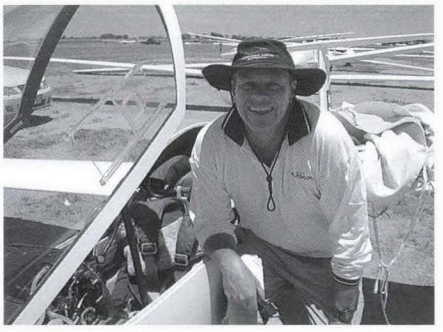
- *Board Members discussed what this regular agenda item should consist of in future meeting*
- *Measurable data such as accident/ incident reports, graphs, trends were requested.*

Safety Management System

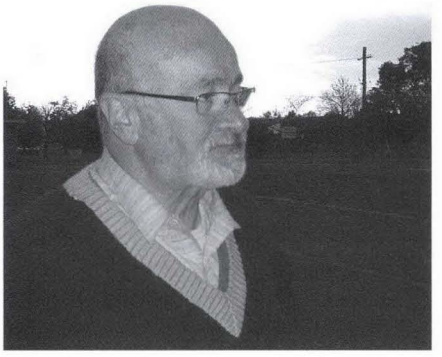
- *The IPP reported that the role of the SMS group is limited to take advice from other relevant organisations, develop the system and put the change in culture in place.*
- *The focus is mainly on operations but the system applies throughout the organisation.*
- *Board Members again requested hard data outcomes not merely accident/ incident reports from the system for effective oversight.*
- *It was pointed out that the SMS group has collated and published some charting for the five years 2004-2009 (printed in June 2010 Soaring Australia).*
- *Ops usually publishes annual accident/ incident data in April edition of Soaring Australia*
  - *late this year due to conflicting priorities*
  - *However, at Executive direction the accident/incident data is published on the GFA website [www.gfa.org.au/imis15/GFA/Operations/Accidents___Incidents/GFA/Operations_Content/Accidents_and_Incidents.aspx?hkey=fd6a967e-c8e1-47be-961b-36e4878dbaf1]*
  - *COP reported that the delay in online reporting has been due to negotiations and assessment of the Integrated Risk Information System (IRIS).*
- *COP reported on a coroner's request for information on an accident direct from GFA ops due to the resignation of the investigating police officer*

GFA Loans – Update Report

- *The acting XO reported that the current outstanding loan is up to date in payments;*



GFA's new vice-president, Dave Boulter from NSW



The new treasurer, Peter Carey

Rob Moore receiving a GFA 'Certificate of Appreciation' from outgoing GFA President Daryl Connell after retiring from the chair of the Sports' Committee

Acting GFA Executive Officer's Report

- *There was $193K of GFA loan money available to clubs at present;*
  - *There are conditions to applying to the loans which should be vetted by the relevant State associations prior to submission to the GFA Executive;*
  - *The GFA Executive can approve loans up to $50K, those above that have to be approved by the Board;*
  - *The full conditions are available in GFA Board Regulation 11.2. on the GFA website [http://2009.gfa.org.au/Docs/gfainfo/gfaregs.pdf].*

Marketing & Development

Future of the Development Department

- *CM&D reiterated the opinion that this department is a neglected part of business by the whole organisation;*
- *Three States are without regional development officers.*
- *A concept was discussed that GFA clubs at present fall into two tiers, one being large clubs that are not really interested in growing larger and the other tier being small clubs of around 20 members or under that are struggling to survive with the infrastructure they have.*
- *The IPP stated that several suggestions had been tried over the years and encouraged any of the new Board members with any new ideas to come forward with them.*
- *It was recognised that the Board will have to review the department's role as a group rather than allocating the responsibility to a single person.*
- *The opinion was expressed that the role of M&D, objectives, key performance indicators and deliverables should be specified any such group meeting.*
- *Referred to the next Board meeting for additional action as a matter of priority.*

Operations – Nothing reported

Sports

- *The CSC briefed the Board on the complex issue of pilots wishing to fly in gliders and in competition in excess of the usual cockpit weight limit of 110kg;*
- *Issue has been referred to Ops Panel & Airworthiness Department for safety input;*
- *Manufacturers may provide a weight upgrade on the cockpit placard but paper proof will have to be submitted, any conditions met and the placards on affected aircraft changed;*
- *CSC has instructed that any such competition entry be accepted if the relevant paperwork is submitted;*
- *Board expressed support for the CSC's approach to the issue.*

General Business

Role of Alternate Board Member

- *The Board discussed the desirability of keeping the alternate board member fully informed in all Board issues;*
- *It was stated that some alternates had no desire to plough through the reams of information but could come up to speed if needs be;*
- *However, a couple of recent cases of replacement due to sudden illness has shown that this is sometimes not achievable;*
- *It was agreed that the alternate board member be included in the Board bulk addresses;*
- *Board members to clarify the responsibilities and voting process with their alternate.*

Review of GFA Governance Arrangements

- *The president stated that he had a problem with changes being implemented without adequate justification or priorities being observed;*
- *The recent changes proposed to pre-flight checklists was quoted as an example;*
- *Delegation of authority is outlined in MoSP Part 1 (Administration), which has been in draft form for over two years and now needs further review to update;*
- *MoSP Part 2 is urgently required to be finalised and submitted to CASA;*
- *Board referred the issue of MoSP Parts 1 and 2 to back to the Executive to be dealt with as a matter of priority.*

Future of GFA Gliding Seminar

- *The drop in numbers of GQ members attending this year's seminar compared to the last seminar held here was noted by the Board;*
- *CM&D suggested that members be surveyed to see if there is a need for and what is preferred for the format of future seminars;*
- *Due to difficulties noted in this and previous years, it was agreed that control of the event's preparation and organisation would be better handled by the M&D department and the secretariat rather than the hosting State association.*
- *Now that the auditors' reports are more timelier there is opportunity to move the date of the AGM and seminar back more into the winter season;*
- *The next venue in the usual rotation is Victoria, the Executive to offer VSA to host the events under the above conditions.*

Board Meetings 2010-2011

- *The strategic meeting was fixed for the 27-28 November 2010.*
- *The pre-budget Board meeting was set for 19-20 February 2011.*
- *The Board requested that a meeting fixture list for the next 12 months be collated as soon as possible by the secretary.*

GFA/CASA Deed of Agreement

- *The documentation of the Deed and the Industry Risk Profile is complex in requirements,*
  - *the President to distribute them to the new Board members;*
- *The recent Deed of Agreement was fulfilled completely by both parties;*
- *The new deed is still under negotiation;*
- *ASAC is negotiating with CASA issues affecting all deeds with GFA and the other sport aviation organisations;*
- *The IPP is to send the ASAC documentation covering the issues to the new Board members.*

Board Structure

- *The Board is responsible for policy, the Executive for enacting the policy*
  - *There has been ambiguity in these roles in the past*
- *It was commented that the non-Executive board members could engage more with the Executive;*
- *Direct voting versus collegiate voting was discussed:*
  - *Recent case histories were quoted as indicating the disadvantages of direct voting such as:*
    - *Single issue candidates*
    - *Loss of corporate knowledge*
- *To be discussed further between now and at the next meeting*

CASA Transponder Consultation

- *ASAC Reps indicated that CASA will be soon commencing consultation on transponder requirements that may rope in gliders.*
- *The Board policy is to seek continuation of the present exemption of gliders from transponder carriage;*
- *GFA Members are to be encouraged to respond in numbers to the proposal when it appears.*

The meeting closed at 15:55 EST five minutes before the scheduled finish time before members scattered back to all corners of this great continent.

That's your lot, the detailed minutes of all meeting should be on the GFA web site by the time you read this; good luck to the GFA Executive in finding a replacement for Peter Hopkins.

Keep it safe.

PRESIDENT'S ADDRESS TO THE 2010 AGM

Follows are highlights and comments on some aspects of GFA covering the last 12 months.

Safety Performance

A summary for the last 12 months

- *One fatal accident. Low level loss of control off a winch launch. Though small in number these serious winch accidents have continued to occur for a number of years. The Ops Panel is considering the issue but a clear pattern not yet identified.*
- *Two trends have emerged of an increasing number of occurrences being reported but generally a decrease in severity.*
- *The Operations Status Check program is well to schedule and with no pattern of non-compliance issues detected.*

As we know, the problem in clubs finding and keeping volunteers for key jobs is increasingly difficult, and obviously there is the potential risk to safety outcomes as a result of this.

Finance

There were two significant impacts financially:

- *Reduced investment income due lower term deposit rates.*
- *Increased expenditure on meetings and administration as a result of pressure from CASA for enhanced data records and evidence of compliance.*

Membership

The figures are:

- *Full members for the last five years range from 2382 to 2460 with a mean of 2421.*
- *AEFs for the five years range from 5229 to 8661 with a mean of 6927.*

Interpreting these figures is a matter of opinion. Looking at full members there is a clear very slow decline. Looking at AEFs the pattern is flat with a variation of +/- 25%.

My view is that full member numbers measure commitment and AEFs measure participation. ASC advice is that all sports are experiencing consistent decline in commitment, but some sports are experiencing increase in participation. Perhaps society is changing but in any case, I believe we should work on both.

CASA

Has been a challenge for the last year. A new director and new staff in their Sport Aviation Department has had an impact with the common theme of considerable more work for organisations such as GFA. Also considerable stress has accompanied that.

While there is still considerable uncertainty in the detail of our relationship with CASA it is fair to say that things have quietened down a tad. Safety and improvement are constant themes with the main focus on administrative matters, eg MOSP upgrades, centralised pilot data records and the like. Note, not on flying operations or airworthiness. A continuing tendency to want to over-regulate is evident.

It is important to re-emphasise that CASA is the Regulator and GFA is the Administrator, and the proven and successful GFA methodology of performance-based training and assessment and peer-based re-training where necessary must continue. CASA has the ultimate legal authority and GFA has the expertise to administer gliding.

SMS

We now have an obligation to have an effective SMS in place and to that end Jenny and her SMS implementation team are progressing that

Overseas Licence

I refer to the recent 'President's Newsletter' for an update. Since writing that, I have had the opportunity of a face to face with the Director on the subject. He has confirmed the matter is included in Part 61 which we are told will be completed by end 2011. He also offered the view that it would be a CASA-issued solution not GFA, for legal reasons.

I would interpret this to mean that there is a good chance of an acceptable process available to pilots attending the 2012 World Competitions.

GOVERNANCE

Very much a topical subject these days and I only want to briefly refer to it here.

As I mentioned society is changing and one aspect of that change appears to be a tendency to increase regulation or at least to allow others to over regulate. I refer to bicycle helmets, council tree lopping policies, etc, etc. Some see these things as improvements and others see them as interfering in personal liberties.

Anyway, aviation is apparently caught up in the same mood. If there is a threat detected or even perceived or claimed, the remedy is to make a regulation. Compliance and enforcement are often heard. We are already bumping in to examples of this.

Now I am not saying that regulation does not have a place, but the tried and true GFA practices of risk analysis, of training and education, of assessment by measuring outcomes and judicious use of peer pressure to correct opportunities, have demonstrated the way to go and must continue.

In terms of Governance the challenge for the Board and Executive is to continue to keep the balance correct for GFA and to monitor our outcomes.

A Time Of Change For GFA

The ABM will put in place some significant personnel changes for GFA. Half the Board will change due to departures or change of position – an unprecedented proportion. The question of loss of corporate knowledge is relevant.

In addition, our new business manager had to resign at short notice recently and that follows John Welsh' retirement last December, plus our CTO/O will retire later this year. Both will need to be replaced. As mentioned earlier, the question of replacing the volunteer Board members as well as the employees continues to be a challenge.

I would also mention the term of office Article change to be considered later in this meeting. While in practice the change, if agreed ,will have limited impact it does in particular provide for a reasonable time for a new Board member to gain some breadth of experience before progressing to vice-president and then some time of service as president. Five years in total is hardly adequate for that.

Finally, in closing this, my last 'State of the GFA address', I would like to sincerely thank my colleagues on the Board and Executive for your support and friendship, our staff who have so willingly helped and to all the members who I have come in contact with in one way or another, thanks, it has been great.

Daryl Connell

Contact Addresses

GFA

Australian Gliding Museum
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Gliding Queensland
C/- Treasurer, 67 Glenora St, Wynnum QLD 4178, 07 38348311, 0417 762621.

NSW Gliding Association
The Secretary, 44 Yanko Ave, Wentworth Falls NSW 2782, 02 68892733, 02 68891250, Trs: 0407 459581.

South Australian Gliding Association
PO Box 65, Millicent SA 5280, 08 8733421, 0427 977218.

Victorian Soaring Association
4/139 Roberts St, Essendon VIC 3040, 03 83835340, 03 93355364.

Vintage Gliders Australia
22 Eyre St, Balwyn VIC 3103, 03 98175362.

WA Gliding Association Inc.
59 Wellington Pde, Yokine WA 6060, 08 93282511, 08 94449505.

NSW Gliding Association (NSWGA)

327 (Gliding) Flight, Australia
C/- R Sheehan, 176 Macquarie Grove Rd, Camden NSW 2570, 0427 977127, 02 46553171.

Bathurst Soaring Club
PO Box 1682, Bathurst NSW 2795, 02 63371180 (weekend), 0427 470001.

Byron Gliding Club Incorporated
PO Box 815, Byron Bay NSW 2481, 02 66847627.

Canberra Gliding Club
GPO Box 1130, Canberra ACT 2601, 02 64523994, 0428 523994.

Central Coast Soaring Club
PO Box 1323, Gosford South NSW 2250, 02 43639111, 02 43844074, 0412 844074.

Cudgegong Soaring Pty Ltd
C/- Matthews Folbigg, Level 7, 10-4 Smith St, Parramatta NSW 2150, 02 96357966, 02 96357966.

Grafton Gliding Club
16 Fuller St, Mullaway NSW 2456, 02 66541638, 0403 088551.

Hunter Valley Gliding Club Co-op Ltd
PO Box 794, Singleton NSW 2330.

Lake Keepit Soaring Club
234 Keepit Dam Rd, Lake Keepit NSW 2340, 02 67697514.

Leeton Gliding Club
PO Box 607, Leeton NSW 2705, 02 69533825.

Narromine Gliding Club Inc.
PO Box 240, Narromine NSW 2821, 02 68892733, 0418 270182.

Orana Soaring Club Inc.
PO Box 240, Narromine NSW 2821, 02 68897373, 0418 270182.

RAAF Richmond Gliding Club
RAAF Base, Richmond NSW 2755, 02 45873214.

RAAF Williamtown Gliding Club
C/O Mr G R Lee, 10 Federation Dr, Medowie NSW 2318, 02 49829334.

Scout Association NSW Gliding
C/- Bob G Balfour, 80 Malvern St, Panania NSW 2213, 02 96951100.

Soar Narromine Pty Ltd
PO Box 56, Narromine NSW 2821, 02 68891856, 0419 992396.

Southern Cross Gliding Club
PO Box 132, Camden NSW 2570, 02 46558882, 0417 705997 (emergency).

Southern Tablelands Gliding Club
57 Munro Rd, Queanbeyan NSW 2620, 02 62973504.

South West Slope Soaring P/L
181 Fishers La, Bendick Murrell NSW 2803, 0488 531216.

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

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

Gliding Queensland

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

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

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

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

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

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

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

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

Kingaroy Soaring Club
PO Box 91, Kingaroy QLD 4610, 07 41622191, 0438 179163.

Moura Gliding Club
PO Box 92, Moura QLD 4718, 07 49973265, 0428 360144.

North Queensland Soaring Centre
PO Box 3835, Hermit Park QLD 4812.

Pacific Soaring
PO Box 259, Caboolture QLD 4510, 07 54994997, 07 54994805.

Southern Downs Aero & Soaring
PO Box 144, Warwick QLD 4370, 07 38348311.

SA Gliding Association (SAGA)

Adelaide Soaring Club Inc.
PO Box 94, Gawler SA 5118, 08 85221877.

Adelaide Uni Gliding Club Incorporated
Adelaide Uni Sports Assoc, The University of Adelaide SA 5005, 08 88262203, 0412 870963.

Air Cadet Gliding Club
PO Box 2000, Salisbury SA 5108, 08 83805137, 0429 805137.

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

Australian Junior Gliding Club
67A Balfour St, Nailsworth SA 5083, 0417 421650.

Balaklava Gliding Club
PO Box 257, Balaklava SA 5461, 08 88645062.

Barossa Valley Gliding Club
PO Box 123, Stonefield via Truro SA 5356, 08 85640240, 0488 841373.

Bordertown Keith Gliding Club
PO Box 377, Bordertown SA 5268, 08 87521321, 0409 693027.

Millicent Gliding Club
PO Box 194, Millicent SA 5280, 08 87333421, 0427 977218.

Murray Bridge Gliding Club
PO Box 1509, Victor Harbor SA 5211, 08 85543543, 0409 677677.

Northern Australian Gliding Club
PO Box 38889, Winnellie NT 0821, 08 89412512.

Renmark Gliding Club
PO Box 450, Renmark SA 5341, 08 85951422, 0417 890215.

Scout Gliding Club
22 Burford Crescent, Redwood Park SA 5097, 08 82895085, 0418 815618.

Waikerie Gliding Club
PO Box 320, Waikerie SA 5330, 08 85412644.

Whyalla Gliding Club
PO Box 556, Whyalla SA 5600, 08 86452619, 0413 127825.

Victorian Soaring Association (VSA)

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

Beaufort Gliding Club
41 Ruby St, Essendon VIC 3040, 0431 702175.

Bendigo Gliding Club
PO Box 846, Bendigo VIC 3550, 03 54423459.

Bothwell Gliding Club
PO Box 288, Sandy Bay TAS 7005, 03 62267615.

Corangamite Soaring Club
Kurweeton, Kurweeton Rd, Derrinallum VIC 3325, 03 55939277.

Geelong Gliding Club
PO Box 197, Bacchus Marsh VIC 3340, 03 93385925, 0409 212527.

Gliding Club Of Victoria
PO Box 46, Benalla VIC 3671, 03 57621058, 0429 950580.

Grampians Soaring Club
PO Box 468, Ararat VIC 3377, 03 53525710, 0417 514438.

Horsham Flying Club
PO Box 158, Horsham VIC 3402, 03 53823491, 0427 315845.

Latrobe Valley Gliding Club
PO Box 625, Morwell VIC 3840, 03 51221081, 0407 839238.

Mangalore Gliding Club
PO Box 208 Nagambie VIC 3608, 03 57985512, 0428 635717.

Melbourne Motor Gliding Club
PO Box 278, Dingley Village VIC 3172, 0418 511557.

Mount Beauty Gliding Club
Box 486, Mt Beauty VIC 3699, 02 60591417, 0402 075131.

Murray Valley Soaring Club Ltd
PO Box 403, Corowa NSW 2646, 02 60335036, 0400 244578.

Soaring Club Of Tasmania
34 Clinton Rd, Geilston Bay TAS 7015, 03 62437508.

South Gippsland Gliding Club
PO Box 475, Leongatha VIC 3953, 0437 454986.

Southern Riverina Gliding Club
PO Box 32, Tocumwal, NSW 2714, 03 58743052, 03 58742914.

SportAviation Pty Ltd
Gate 10, Babingtons Rd, Tocumwal Airport, Tocumwal NSW 2714, 03 58742734, 0427 534122.

Sunraysia Gliding Club
PO Box 647, Mildura VIC 3500, 03 50257335, 0448 293927.

Swan Hill Gliding Club
PO Box 160, Nyah VIC 3594, 03 50376688.

Tumbarumba Gliding Club
C/- Judds Engineering P/L, PO Box 5283, Wagga NSW 2650, 02 69251642, 0428 251642.

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

Wagga Wagga Soaring Club Inc.
PO Box 613, Wagga Marketplace, Wagga Wagga NSW 2650, 0427 205624.

WA Gliding Association (WAGA)

716 Flight Australia Air Force Cadets
7 Wing HQ, RAAF Base Pearce Bullsbrook WA 6084, 08 95717800.

Beverley Soaring Society
PO Box 136, Beverley WA 6304, 08 94595719, 0437 377744.

Gliding Club of Western Australia
PO Box 6231, East Perth WA 6892, 08 92212164, 0417 992806 (weekends).

Morawa Gliding Club
PO Box 276, Morawa WA 6623, 08 99723022.

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

Stirlings Gliding Club
C/- Peter Hardy-Atkins, 8 Parker St, Lockyer, Albany WA 6330, 08 98428816, 0408 842616.

HGFA

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

HGFA National Office

4a-60 Keilor Park Drive, Keilor Park VIC 3042, ph: 03 93367155, fax: 03 93367177, <office@hgfa.asn.au>, [www.hgfa.asn.au].

HGFA Operations Manager

Interim: John Twomey 0419 357195 <Treasurer@hgfa.asn.au>, 108 Osborne St, Williamtown VIC 3016.

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

Board Members 2008 to 2010

Pres: Alex Jones 08 97344531 <President @hgfa.asn.au>, 34 McAvoy Rd, Allanson WA 6225.
V-Pres: Rob Woodward 0408 808436 <Vice.President@hgfa.asn.au>, 38 Addison Rd, Black Forest SA 5035.
Sec: Martin Halford 0434 427500 <Secretary@hgfa.asn.au>.
Board Members:
Chris Drake 0466 005967 <chris.drake@ hgfa.asn.au>, PO Box 988, Noosa QLD 4567.
Benn Kovco
Greg Lowry
Lee Patterson
Brian Webb

States, Regions & Special Interest Groups

ACTHPA
LPO Box 8339, ANU, Acton ACT 0200; [www.acthpa.org]. Pres: Matthew Smith <matt.taet@gmail.com> 0402 905554; V-Pres: Nic Welbourn <nic@corinbank.com> 0422 783763; Trs: Kristina Smith <kdsmith71@gmail.com> 0407 905554; Sec: Nic Siefken <Nicolas.Siefken@ausport.gov.au> 0418 421683; Committee: Miguel Cruz <pyro_gest@hotmail.com> 0432 987819, Andrew Luton <andrewluton@hotmail.com> 0404 254922; Public Officer: Barry Oliver <Barry.Oliver@anu.edu.au> 0407 825819; Meetings: 1st Thu/month 7.30pm Yamba Sports Club.

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

NSW HG and PG Association
PO Box 3106, Bateau Bay NSW 2261, [www.nswhpa.org]. Pres: Bruce Wynne 0417 467695, <bwynne@bigpond.net.au>; V-Pres: Nir Eshed 0423 422494, <vice-president@nswhpa.org>; Sec: Paul Cox 0421 072897, <coxy@ccparagliding.com.au>; Trs: Graeme Cran 0414 668424, <gicran@gmail.com>.

GFA MEMBERSHIP FEES 2010-2011

Membership:	Normal	Family
NSW	$225	$183
Victoria	$230	$188
South Australia	$232	$190
Queensland	$230	$188
Western Australia	$230	$188

Student membership:	Full	Family
NSW	$136	$94
Victoria	$141	$99
South Australia	$143	$101
Queensland	$141	$99
Western Australia	$141	$99

Short-term membership:	1 Month*	3 Month*
Queensland/Victoria	$62	$79
New South Wales	$67	$84
South Australia	$74	$91
Western Australia	$72	$89

*Note: Once only purchase to Australian residents, thereafter 12 months membership to be purchased.

International postage for Soaring Australia to be added to membership fees:

Zone	Country	Price
1	New Zealand	$51
2	Singapore	$51
3	Japan, Hong Kong, India	$51
4	USA, Canada, Middle East	$74
5	UK, Europe, South America, South Africa	$74

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**

North Queensland HG Association

PO Box 608, Kuranda QLD 4881. Pres: Bob Hayes 0438 710882 <rohayes@optusnet.com.au>; V-Pres: John Creswell 0400 122261; Sec/Trs: Tracey Hayes, PO Box 608, Kuranda QLD 4881, 0418 963796 <info@azurephotography.com.au>.

Queensland HG Association

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

South Australian HG/PG/ML Association

SAHGA Inc, c/O PO Box 6260, Hallifax St, Adelaide SA. All email: <sahga.exec@gmail.com>. Pres: Stuart McClure 0428 100796; Sec/Trs: Rob Woodward 0408 808436.

Tasmanian HG & PG Association

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

Victorian HG and PG Association

PO Box 157, Northcote VIC 3070, [www.vhpa.org.au]. Pres: Phil Campbell 0438 428569 <campbell.p@giant.net.au>; Sec: Nick Abicare 0418 104506 <nick.abicare@gm.com>; Trs: Stephen Leake 0409 553401 <sleak75@gmail.com>; SO: Kevin Grosser 0419 022225 <litespeedrs4@gmail.com>; Sites: Mark Pike 0408 801356 <mark.pike@baesystems.com>; Committee: Hugh Alexander 0417 355578 <hughbert.skypig@hotmail.com>, Jan Bennewitz 0423 139923 <Jan.Bennewitz@gmail.com>, Tony Hughes 0417 379847 <thughes@gordontafe.edu.au>, Anthony Meechan 0407 163796 <meeks65@yahoo.com.au>.

The Pico Club (National Paramotor Club)

Pres: Andrew Shipley <andrewshipley@netspace.net.au>; V-Pres: Grant Cassar <grant_cassar@yahoo.com; Tres: Chris Drake <hgfa@chrisdrake.com>; Sec: Jos Weemaes 02 6026 5658 <jweemaes@bordernet.com.au>.

NEW SOUTH WALES

Blue Mountains HG Club Inc.

[www.bmhgc.org.au]. Pres: Kacper Jankowski <KJankowski@ccia.unsw.edu.au>; V-Pres: Gregor Forbes 0421 376680 <forbesy@virginbroadband.com.au>; Sec: Alexander Drew 0423 696677 <revant01@yahoo.com.au>; Trs: Allan Bush (HG SSO) <bethandallan@bigpond.com>, 0407 814524; Comps: Mark Stewart (PG SO) <artik_mark@yahoo.com.au>, 0421 596345, Comp: 2nd and last Sunday of each month. Meetings: Contact committee.

Central Coast Sky Surfers

PO Box 3106, Bateau Bay NSW 2261, [www.centralcoastskysurfers.com]. Pres: Glen McFarlane 0414 451050 <glenbuilt@bigpond.com>; V-Pres: Jeff Terry 0416 291545 <jeff@survivalsolutions.com.au>; Sec: Julie Terry 0411 567825, <julie@survivalsolutions.com.au>; Trs: Paul Cox 0417 355897, <coxy@ccparagliding.com.au>, SSOs: Paul Cox 0417 355897, Javier Alvarez 0418 116681. 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 Paragliding Club

Pres: Bob Lane 0422 744285, <boblane.55@hotmail.com>; V-Pres: Brent Leggett 0408 826455, <brent@flashme.co.au>; Sec: Albert Hart 0421 647013, <albert.hart@bigpond.com>. Meetings: Last Tue/month, 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: Michael Porter 0415 920444 <Michael.Porter@jllrld.com.au>; V-Pres: James Ryrie 02 61610225 <James@Micalago.com>; Sec: Mark Mourant 02 48464144 <tully@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 67783484 <patrick.lenders@gmail.com>, SSO (WM): Willi Ewig 02 67697771 <skyranch@gmx.net>.

Mid North Coast HG and PG Club

Pres: Nigel Lelean 0419 442597; SSO: Lee Scott 0429 844961.

Newcastle Hang Gliding Club

PO Box 64 Broadmeadow NSW 2292; [www.nhgc.asn.au]. Pres: Dawson Brown 0429 675475 <dawson@bmhgc.org.au>; V-Pres: Gary Herman 0401 772289 <garyherman@aapt.net.au>; Sec: Don Bremner 0421 346997, <dmbremner@optusnet.com>; Trs: Allan McMillan 0400 637070 <adm@idl.com.au>; SOs: Coastal – Tony Barton 0412 607815, Inland – Scott Barrett 0425 847208, John O'Donohue 02 49549084, PG – James Thompson 02 49468680; Newsletter: David Stafford 02 49215832 <editor@nhgc.asn.au>. Meetings: Last Wed/month 7:30pm South Newcastle RLC, Llewellyn St, Merewether.

Northern Rivers HG and PG Club

PO Box 126, Byron Bay NSW 2481; [www.nrghpgc.net]. Pres: Jan Smith 0438 876926 <jansmith.cloudnine@gmail.com>; V-Pres: Brian Rushton 0427 615950 <byronair@optusnet.com.au>; Sec: Marco Veronesi 0405 151515 <lucky_mpv@yahoo.com.au>; Trs: Paul Gray 0407 738658 <mystralmagic@gmail.com.au>; PR: Cedar Anderson 0429 070380 <cedaranderson@gmail.com>; Sites: Peter Wagner 0431 120942, Col Rushton 0428 751379 <colin.rushton@bigpond.com>; SSO (PG): Lindsay Wooten 0427 210993 <lindsaywootten@bigpond.com>; SSO (HG): Andrew Polidano 0428 666843 <andrew@poliglide.com>. Meetings: 2nd Wed/month, 7pm, Byron Services Club.

Stanwell Park HG and PG Club

PO Box 258 Helensburgh NSW 2508; Pres: Chris Clements 0414 777853 <president@flystanwell.com>; V-Pres: Tony Sandeberg 0413 593054 <vice-president@flystanwell.com>; Sec: Jorj Lowrey 0400 937234 <secretary@flystanwell.com>; Trs: Peter Ffrench 0403 076149 <treasurer@flystanwell.com>; M/ship: Nir Eshed 0423 422494 <nir@flystanwell.com>; SSO: Mark Mitsos 0408 864083, <SSO@flystanwell.com>.

Sydney Hang Gliding Club

Pres: Dean Tooker <capebanks@unwired.com.au>; V-Pres: Brett O'Neil <bo307@westnet.com.au>; Trs: John Selby 02 93447932 <johnselby@idx.com.au>; Sec: Bruce Wynne 0417 467695 <bwynne@bigpond.net.au> or <sydneyhanggidingclub@y7mail.com>; Dev/Train: Owen Wormald 02 94667963 <owen_wormald@nab.com.au>; SO: Bruce Wynne, Doug Sole; SSO: Ken Stothard. Meetings: 3rd Wed/month, 7:30pm Botany RSL, Botany.

Sydney Paragliding & Hang Gliding Club

PO Box 840, Mona Vale NSW 2103. Pres: Peter Rundle <sf27mz@gmail.com>; V-Pres: Brett Coupland 0409 162616, <nbf@whirlwind.com.au>; Sec: Kirsten Seeto 0405 887857 <k_seeto@hotmail.com>; Social Sec: Shanta Wallace 0416 938227 <shanta@noworries-hg.com>; Committee: Graeme Cran <crannie@ccparagliding.com.au>, Sandy Thomson <sandythomson1@bigpond.com>, Jeff Woodhall <jeff@erratic-demon.co.uk>.

NORTHERN TERRITORY

Alice Springs HG and PG Club

Pres: Ricky Jones 0406 098354, <redcentre paragliding@yahoo.com>, contact for paramotoring, PG ridge soaring and thermal flying.

QUEENSLAND

Caboolture 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

PO Box 6468, Cairns QLD 4870. Pres: Bob Hayes 0438 710882 <rohayes@optusnet.com.au>; V-Pres/SO: Brett Collier 0431 151150 <brettcollier@bigpond.com>; Sec: Lance Keough, 31 Holm St, Atherton QLD 4883, 07 40912117; Trs: Nev Akers 07 40532586.

Canungra Hang Gliding Club Inc.

PO Box 41, Canungra QLD 4275; [www.chgc.asn.au]. Pres: Phil McIntyre <president@chgc.asn.au>; V-Pres: Lee Patterson <vicepresident@chgc.asn.au>; Sec: Mark Kropp <secretary@chgc.asn.au>; Trs: Brandon O'Donnell <treasurer@chgc.asn.au>; Ed: Cameron McNeill 0419 706326; Gen-Exec: Greg Hollands <gem@chgc.asn.au>; SSO PG:Phil Hystek 07 55434000 (h), 0418 155317 <sso@chgc.asn.au>; SSO HG: Lee Patterson 0417 025732 <sso@chgc.asn.au>.

Central Queensland Skyriders Club Inc.

'The Lagoons' Comet River Rd, Comet QLD 4702. Pres: Alister Dixon (instructor) 0438 845119, <apdixon@bigpond.com>; Sec: James Lowe 0418 963315, <j.lowe@cqu.edu.au>; Trs: Adrienne Wall 07 49362699, <jaw12@bigpond.com>; Events: Jon Wall 0427 177237, <jonathon.a.wall@team.telstra.com>; SSO: Bob Pizzey 0439 740187, 07 49387607. Towing Biloela: Paul Barry 07 49922865, <prbarry@tpg.com.au>.

Conondale Cross-Country Club

[www.conondaleflyers.asn.au/] Pres: Denis Davis 0428 130375; V-Pres: Paul Underwood 0407 177793; Sec: Andrew Dobinson <andrewdobinson@gmail.com>; Trs: Steve Stocker 0411 226733.

Dalby Hang Gliding Club

17 Mizzen St, Manly West QLD 4179. Pres: Daron 'Boof' Hodder 0431 240610, <daron@aclad.com.au>; Sec/Trs: Annie Crerar 0418 711821, <annie.bruce@bigpond.com>; SSO: Jason 'Yoda' Reid 0424 293922, <jasonr@gleda.com.au>.

Fly Killarney Inc.

Pres/SSO: Lindsay Wootten 0427 210993, <lindsaywootten@bigpond.com>; V-Pres: Alistair Gibb 0414 577232, <11thhour@iinet.net.au>; Sec/Trs: Sonya Fardell 0415 156256, <s.fardell@uq.edu.au>.

Sunshine Coast Hang Gliding Club

PO Box 227, Rainbow Beach QLD 4581; <intheair@ozemail.com.au>. Pres: Geoffrey Cole 0408 420808, 07 5455 4661; V-Pres & SSO (HG): David Cookman 0427 498753; V-Pres (PG): Tex Beck 0407 238017; Trs: Gary Allen 0417 756878; Sec: Chris Ferreira 0420 980572 <kcplans@hotmail.com>; (HG): David Cookman 0427 498573, 07 54498573; SSO (PG): Jean-Luc Lejaille 0418 754157, 07 54863048.

Wicked Wings Club

Pres: Peter Schwenderling 0427 461347 <swendo1@bigpond.net.au>; Trs: Craig Dunn <craigrdunn@y7mail.com>, Sec: Sonya Fardell 0415 156256, <s.fardell@uq.edu.au> Sonya Fardell, 260 Postman's Ridge Rd, Helidon Spa QLD 4344.

Whitsundays HG Club

Sec/Trs: Ron Huxhagen 07 49552913, fax: 07 49555122, <sitework@bigpond.net.au>.

TASMANIA (see States & Regions)

VICTORIA

Dynasoarers Hang Gliding Club

<dynasoarers@gmail.com>; Pres: Dale Appleton 0408 382635; SSO: Rob van der Klooster 0408 335559. Meetings: 1st Fri/month, venue see [www.dynasoarers.vhpa.org.au].

Melbourne Hang Gliding Club Inc.

PO Box 5278, South Melbourne VIC 3205 [www.melbourne.vhpa.org.au]. Pres: Gabriel Toniolo 0407 544511, <gabriel.toniolo@hotmail.com>; Sec: Scott Rawlings 0409 675408, <scottrawlings@ymail.com >; Trs: Noel Bear 0425 801813, <treasurer@mhgc.asn.au>; SSO: Peter Holloway 0408 526805, <info@freedomairsports.com.au>, Committee: Glen Bachelor & Peter Cass. Meetings: 3rd Wed/month, Tower Hotel, 686 Burwood Road, Hawthorn East VIC 3123.

North East Victorian Hang Gliding Club

Pres: John Chapman 0412 159472 <chappo252@hotmail.com>; Sec: Bill Oates 0466 440 049 <secretary@nevhgc.net>; Trs/M/ship: Greg Jarvisy 0407 047797; SSO/VHPA Rep: Joe Rainczuk 0419 875367; Committee: Barb Scott 0408 844224, Bill Brooks 0409 411791; SSO: Karl Texler 0428 385144; Meetings: [www.hgfa.asn.au/~nevhgc/].

Sky High Paragliding Club

[www.skyhighparagliding.org]; Pres: Steve Leak <pres@skyhighparagliding.org.au>, 0409 553 401; V-Pres: Alister Johnson 0418 323692 <vp@skyhighparagliding.org.au>; Trs: Phil Lyng 0421 135894 <tres@skyhighparagliding.org.au>; Sec: Frank Adler 0408 264615 <sec@skyhighparagliding.org.au>; M'ship: Loz Pozzani 0421 389839 <mem@skyhighparagliding.org.au>; Nov Rep: Mike Armstrong 0412 329442 <nov@skyhighparagliding.org.au>; Web: Frank Adler 0408 264 615 <wm@skyhighparagliding.org.au>; Safety: Hamish Barker 0437 137893 <safety@skyhighparagliding.org.au>; Committee: Dave Frecheville. Meetings: 1st Wed/month 8pm Retreat Hotel, 226 Nicholson St, Abbotsford.

Southern Microlight Club

[http://home.vicnet.net.au/~stclub/]. Pres: Mark Howard 0419 855850 <mark.howard@auspost.com.au>; V-Pres: Ken Jelleff <kenj@jelfor.com.au>; Sec/Ed: Kelvin Glare 0421 060706 <kalkat@optusnet.com.au>; Trs: Dean Marriott <dean@ultimate.net.au>. Meetings: 2nd Tue/month 8pm Manning-ham Club, 1 Thompsons Rd, Bulleen.

Western Victorian Hang Gliding Club

PO Box 92, Beaufort VIC 3373, [www.wvhgc.org]. Pres: Anthony Meechan 0407 163796, <meeks65@yahoo.com.au>; V-Pres: Greg Beglehole 0419 889153, <greg@heatingandcooling.com.au>; Sec: Zhenshi Van Der Klooster <zhenshi@thecourier.com.au>; Trs: Richard Carstairs 0409 066860, <rcarstairs@optushome.com.au>; SSO: Rohan Holtkamp 0408 678734 <rohan@dynamicflight.com.au>. Meetings: Last Sat/month, The Golden Age Hotel, Beaufort, 7pm.

WESTERN AUSTRALIA

Albany HG & PG Club

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

Cloudbase Paragliding Club Inc.

Secretary, 12 Hillside Crs, Maylands WA 6051. Pres: Mike Annear 0400 775173 <mike@mikeannear.com>; V-Pres: Eric Metrot 0407 003059<tromes@bigpond.com>; Trs: Colin Brown 0407 700378 <cobrown@bigpond.com>; Committee: Shelly Heinrich 0428 935462 <shellheinrich@hotmail.com>, Rod Merigan 0439 967971 <rmerigan@q-net.net.au>, Clive Salvidge 0402 240038 <clive@iinet.net.au>, Julien Menager 0423 829346 <Julien.me@gmail.com>; SOs: John Carman, Nigel Sparg, Colin Brown, Mark Wild. Meetings: Last Tues/month, 7:30pm, Osborne Park Bowling Club, Park St, Tuart Hill.

Goldfields Dust Devils Inc.

[www.dustdevils.itaustralia.org]. Kalgoorlie: Pres: Toby Houldsworth <drogue@bigpond.com>, 0428 739956; Trs/SSO: Murray Wood <muzel71@bigpond.net.au>, 08 90215771; Sec/SO: Richard Breyley <richard.breyley@matsa.com.au>, 0417 986896. Perth: SSO: Mark Stokoe <Mark.Stokoe@health.wa.gov.au>, 0414 932461.

Hill Flyers Club Inc.

<hillflyers@tpg.com.au>. Pres/SSO: Rick Williams 0427 057961; Sec/SSO: Gary Bennet 0412 611680; SSO: Gavin Nicholls 0417 690386, Mike Ipkendanz 08 92551397, Dave Longman 08 93859469. Meetings held on site during club fly-ins at York, Toodyay.

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

<wshgc@hgfa.asn.au>, PO Box 483, Mt Hawthorn WA 6915. Pres: Michael Duffy <lehanggliding@gmail.com>; V-Pres: Jason Kath <jason.kath@yahoo.com.au>; Sec/Trs: Mirek Generowicz 0427 778280, <mgenerow@optusnet.com.au>; SSOs: Shaun Wallace, Gavin Nicholls, Matty Coull, Rick Williams, Michael Duffy. Meetings: See [http://au.groups.yahoo.com/group/western_soarers/].

Soaring Calendar

AUSTRALIA

Ride The Spiral Spring Comp
30/31 October & 1/2 November 2010

Mt Beauty, VIC. We've booked Mt Beauty Bush Lodge for all pilots to stay at. The cost of the accommodation was worked into this year's comp fee. The lodge is right next to the little Emu bomb-out. Classes are Open, King Posted, Open Crossbar. The comp style is simple: Fly as far as you can each day. Out and returns, straight lines, accuracy landings are scored. You can fly multiple times a day from the same hill. The comp cost is $110 incl. three nights accommodation at the lodge, breakfasts and the Monday night BBQ with beer. Prizes and trophies to be awarded on Tuesday morning. Organiser: Will Faulkner 0411 205718, Duty Pilot: Pat McMahon, Comp channel UHF 16 TSQL 100, [www.ridethespiral.net/?page_id=1970].

Not The Vic Open
30 October to 2 November 2010

Bright, Vic. Skyhigh Paragliding Club. Not The Vic Open is our annual Cup Day social fly-in and fun-level competition with paragaining, ballast drop accuracy, spot landing and ground handling events. We'll be staying at and operating from The Outdoor Inn (Camp Krusty). See http://skyhighparagliding.org.au/index.php?p=1_17 for more or email ntvo@skyhighparagliding.org.au

Bendigo GC Melbourne Cup Weekend Coaching Camp
30 October to 7 November 2010

Enjoy coaching and XC flying over the Melbourne Cup weekend and, weather permitting, through the week. Aerotow and winch launches will be available. Enquiries to Rob Young, ph: 03 54439169.

16th Annual Gathering of the Moths
19 and 20 November 2010

Mt Beauty, VIC. Flyers of all denominations are, once again, invited to fly the sheltered Kiewa Valley, at the foot of our picturesque Alps.Full range of accommodation available. Ph: Mark Ghirardello 03 57544572 or 0409 544572.

2010 Airborne Gulgong Classic
21 to 27 November 2010

To be held on the airfield at Gulgong over seven days. Saturday the 20th will be the practice day. It is expected this will be an AA grade comp. Further details available from the comp website [www.gulgongclassic.com].

NSW State Gliding Championships
27 November to 4 December 2010

Practice day: 27th. Lake Keepit Soaring Club, NSW. All classes including Club Class. For further information and entry form see [www.keepitsoaring.com].

Vintage Gliders Australia Annual Rally
1 to 9 January 2011

Bordertown-Keith Gliding Club. It just keeps getting better! Contact Ian Patching <patching@westnet.com.au>. See websites [www.vintagegliderssaustralia.org.au] and [www.brookmanonline.com].

Planned Forbes Events 2011: Forbes Flatlands Sports Class Championships
28 December 2010 to 1 January 2011

XC Seminar & Tuning Seminar
28 December 2010 to 1 January 2011

Record Flying or Aerotow Endorsement Course
28 December 2010 to 1 January 2011

Forbes Flatlands HG Champs 2011
2 January 2011 to 12 January 2011

We plan two competitions at Forbes next summer: The main Open Class comp and a separate Sports Class comp to be held beforehand. The focus is an introduction to comp flying, with in-depth weather and task briefing each morning. Gerolf Heinrichs will be Meet Director, chair the morning briefing and also fly the task. In the evening we'll have social/BBQ/meal and de-brief of the day's flights. Entry or tow fees have not been finalised yet. It depends on the budget I can put together and how many pilots are interested. Please register your interest at [www.moyes.com.au/Forbes2011].

At the same time Curt Warren and Jonny Durand will host a Cross-Country and Tuning seminar. As well as the Sport Class competition and the Cross-Country seminar, towing will be available all day for all pilots from 28 December to 2 January 2011. Come join us to practice for the Open Class comp or obtain an aerotow endorsement or attempt record flights with Attila Bertok or have your glider tuned by Jonny Durand. You need to register your interest for each category so we can be sure to have enough Dragonflies available. Contact: Vicki Cain, Moyes Delta Gliders, ph: 02 93164644, [www.moyes.com.au].

WAGA State Gliding Championship
4 to 14 January 2011

Hosted by the Beverley Soaring Society over 11 days. Two practice days, Tuesday 4 and Wednesday 5 January; nine competition days, Thursday 6 to Friday 14 January. Further information from Competition Director Owen Jones at <joneso@iinet.net.au> .

Narromine Cup Week, Sunday 21 – Friday 26 November 2010. All welcome. Contact Beryl Hartley, email <arnie.hartley@gmail.com> or phone 0407 459 581. 2010 Australian Qualifying Grand Prix, 20 to 26 March, Boonah, Qld. Further details at [www.glidinggrandprix2010.com.au].

Bogong Cup 2011
16 to 22 January 2011

Mt Beauty, VIC. Registration: 15 January. Entry fee: $120. We'll be running two HG comps this season: a Grand Prix and an Assigned Area Task event. Each comp will be limited to 20 pilots. Full details at [www.sacra.biz/bogong]. Contact Wesley Hill on 0408 305943 or <wes.hill@yahoo.com.au>.

Corowa Classic 2011
21 to 29 January 2011

20m seat Grand Prix style competition, hosted by Australian Soaring Centre Corowa and Corowa City Shire. A friendly competition designed to introduce competitors to grand prix racing and an opportunity to learn from the some of Europe's best pilots. Entry fee $300 by 21 November 2010, late fee $350. Further information via [www.australian-soaring-corowa.com/], email <f.bruinsma@mikefox.nl> or Peter Summersby 0413 028737 <pjsum@bigpond.com>.

Women in Gliding Week
23 to 29 January 2011

Benalla, VIC. Contacts: Louise (LLU) <louise@asw19.com>, ph: 0448 625022, 03 93299329 (outside office hours please) or Rhonda, GCV Office Manager, during office hours <gliding@benalla.net.au>, ph: 03 57621058 (please leave message if not answered).

Manilla XC Camp 2011
24 January to 3 February 2011

Mt Borah, NSW. A FREE event for XC pilots of all classes as there is no XC Open event this year. The 11 day XC Camp will provide online scoring and some day and final prizes in various categories. The event will attract many international and local pilots seeking points for the worldwide OLC XC contest and provide an excellent opportunity for new XC pilots to watch and learn. Come for as many days as you like and share the skies and stories as you fly for distance each day. Designed to bring out a pilots personal best there will be full day briefings by Godfrey Wenness, camp fire discussion, live music and alternate activities. Camping or cabins at Mt Borah offer great value and now there is a swimming pool to refesh in after a long XC. Borah Basher service will run as always. 2 retreive buses are available for those without teams. Contact Godfrey: <skygodfrey@aol.com> or see the website [www.xcopen.org].

Horsham Week 2011
5 to 12 February 2011

Horsham aerodrome, VIC. Entries (maximum 40 gliders) will be accepted up to the first comp day, $100 fee. Visit [www.horshamweek.org.au] for official entry form, turnpoints and local comp rules. Flarm is mandatory. To ensure your place, please email the Competition Director well beforehand indicating your intention to attend. Contact: David Cleland (03 93333638, 0417 766208 or <cd@horshamweek.org.au>. The comp will be preceded by the VSA Cross-Country Coaching Week featuring seminars, pre-flight briefings and post-flight analyses and will now include two streams for novice cross-country and advanced soaring pilots. Coaching contacts: Ian Grant (03 98771463, 0418 271767 or <ian.grant.gliding@gmail.com> and David Wilson (0407 825706 or <dwjcra@ozemail.co.au>. We'd like to add some history of Horsham Week Comps to the new permanent website for all future comps. Please send material, especially photos, to <webmaster@horshamweek.org.au>.

GQ Easter Competition 2011
22 to 30 April 2011

Hosted by the Caboolture Gliding Club at Dalby, this traditional event caters for Sports and Club Class entries in a friendly comp for pilots at all levels. Entry fee is $250 until March 22, then $300 for late starters. Details, including expressions of interest and entry forms, at [www.glidingcaboolture.org.au/Easter11].

Women With Wings II
7 to 11 March 2011

Bright, VIC. Skills Clinic. Registration: Sunday 6 March. Full-time HG & PG instructors and mentors, XC flying in the Ovens and Kiewa Valleys, workshops, prizes, presentation dinner and LOTS more. For HG & PG women of all skill levels. Pilots whose memberships have lapsed will have the opportunity to recertify. More details to come! Ph: Helen 0427 656545 or <hmckerral@adam.com.au>.

Lake Keepit Regatta
20 to 26 February 2011

Maximum of 30 gliders, on a first come basis; limited on-site accommodation available. Entry fee of $100 per aircraft. Further details [www.keepitsoaring.com], <comps@keepitsoaring.com> or phone Tim Carr on 0414 405544.

Ozone Corryong Open & Australian Nationals
26 February to 5 March 2011

Corryong, VIC. CAT2/AAA sanction. Organiser: Peter Bowyer 0412 486114 or <fly@corryongopen.com.au>. Website: [www.corryongopen.com.au].

Wylie Classic

27 February to 5 March 2011

A fun cross-country competition for pilots of all ratings held at Wyalkatchem in Western Australia. Practice day and registration on Saturday 26 February. Enquiries to Richard Breyley 0417 986896, <richard.breyley@matsa.com.au>. Website: TBA.

Victorian State Gliding Competition

6 to 13 March 2011

Ararat Airfield, VIC. Maximum 40 entries. Further information in a future Soaring Australia and on the VSA website [home.vicnet.net.au/~vicsoari/events/events.htm]. Contact Maurice Little on 03 93510964.

Paragliding State of Origin

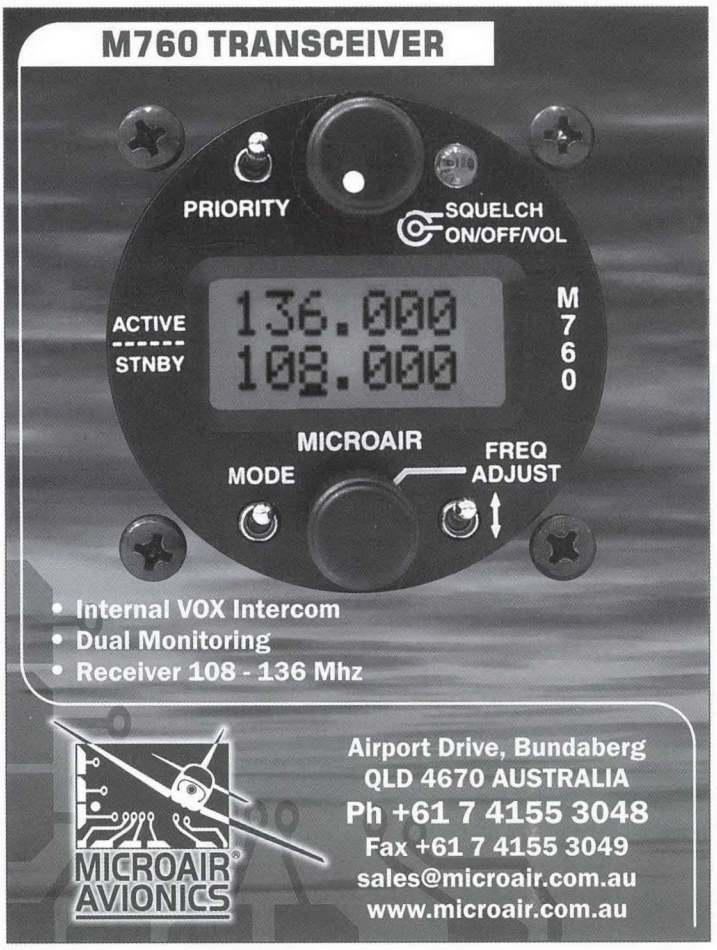
Easter, 22 to 24 April 2011

Mt Borah, NSW. A great way to get into comp and XC flying in a fun and safe way. The comp is based on flying five pilot teams: one adv, two nov pilots and two other pilots, so get your crew together. Handicapping is used for scoring. C-grade (pending). Reserve, UHF radio and at least three hours XC are required. XC course recommended. Comp fee $20. Register at Oz Comps. Contact: James Thompson on 02 49468680 or <jamesflys@gmail.com>, [www.hunterskysailors.org.au/soo] for info and pilot pack.

NZ vs Australia PPG Champs

Easter, 22 to 25 April 2011

This comp alternates yearly between Australia and NZ. Trophies: Best NZ and Best Australian Pilot. The winning country takes home the Anzac trophy. The comp will also serve as the National Championships for each country. Information: [www.ppgaustralia.com/AussieVKiwi/Aust_V_NZ_PPG.htm]. Only members of the NZHGPA & HGFA/PICO may compete in sanctioned events. Tasks: foot drag, cloverleaf, slow/fast, take-off, power off landing, power on touch & go landing, kite war, bomb drop, ball scoop & drop, beam walk, efficiency, economy race. Contact: Brett Coupland 0409 162616.



Classifieds

GFA

NOTICE TO ALL GFA ADVERTISERS

All advertisements and payment can be sent to: The Gliding Federation of Australia Inc/Advertising Level 1/34 Somerton Road, Somerton VIC 3062. Ph: 03 9303 7805, Fax: 03 9303 7960 Email: <Advertising@sec.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. Low resolution digitals 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.

For current advertising fees, go to [www.gfa.org.au].

Single-seater Sailplanes

ASG 29 ZBB including Altair pro, Vega, B400, Mini OZ Flarm, Flarm Nav, dual listening Xcom radio, ASI, ALT, digital average display, excellent condition, extractor vent, extra sealing, profiled & painted, $127000. Ph: John 0419 643711.

ASG 29-18m 2006. Low hrs, fully equipped, Cobra trailer (alu top & floor), always hangared at Narromine, $135000 obo. Email: <HQM13606@nifty.com>.

ASW 15 GYU. 3600 hrs, 3100 landings. Enclosed trailer, tow-out gear, basic instruments, incl. 360ch radio, boom mike, barograph & Zander SR820 computer. Urgent sale – make an offer. Ph: 08 82887881 or 0448 676499.

ASW 17 VH-YKL. Complete enclosed trailer & instruments, now in Australia, $35000. Ph: Brad Edwards 0427 202535 or 02 67711733.

ASW 20A for urgent sale or partnership. NZ owner moving to Melbourne Feb 2011. All the gear incl., ready to ship for summer. Email for details, make me an offer: <wingswinewomen@gmail.com>.

Cirrus GQT. 2550 hrs, 1220 landings. Good trailer, wing tip extensions. $23000. Form 2 just completed. Ph: Tony Scarlett 07 46614090.

Cirrus Std GOX. Excellent condition. New gelcoat, winglets, Flarm, Microair radio, tow-out gear, VG enclosed trailer. $21000 ono. Ph: 03 97437605 or <aekreti@bigpond.net.au>.

HPH 304 Shark VH-GAG Built 2008. 18m Class competition glider, only 250 hrs, immaculate showroom condition, factory finished in polyurethane, cobra trailer & tow-out gear. Great performer & current holder of several international glider records with longest flight of over 1200km. Current new price for this glider would be over $175000, excellent opportunity to buy Australian demo for $145000 to make way for Jet Shark in 2011. Ph: Andrew 0488 161844 or <georgo28@bigpond.com>.

Discus B incl. L-Nav, GPS, Microair radio & an enclosed trailer. The glider is based at Gawler & has been well maintained with a good finish & in excellent condition. $60000 ono. Ph: Bruce 0407 795412.

Jantar 2 Std VH-IUD. Winglets, Flarm, recently completed Form 2 & ready for the soaring season with all tow-out gear & enclosed trailer $22000 ono. Ph: 0438 047985.

Jantar 2 Std VH-IZT. 1850 hrs, 1100 landings. Good clean condition. Microair radio, Borgelt instrumentation, canopy hinge. Well thought out trailer & all tow-out gear. Competitive Standard Class performance at $25000 neg. Ph: Paul 0404 851876.

Jantar 2 Std VH-UKP. $25000 ono, 2060 hrs, 850 landings, registered 12/1981. Custom made trailer, groundhandling gear, Borgelt basic instruments, vario, speed to fly & final glide computers. Turn & bank, Becker radio, oxygen (diluter demand system) parachute. Ph: Rob 08 93062241, 0428 270153 or <rvduffy@bigpond.net.au>.

Kestrel 17 Glide ratio 42:1. Excellent condition, Detachable winglets, wingtips, new tinted canopy with cover, short field landing chute, Borgelt 24, 25 electrics, parachute, two-person de-rig, enclosed trailer. Complete your 1000km distance. $25000 ono. Ph: 0417 818864 or <ronjang@bigpond.com>.

Libelle 201B VH-GCJ, serial number 454. 2900 hrs, new canopy, new panel with Borgelt vario, LX20 GPS logger, radio & Flarm. New water bags & c/w tow-out gear & a good trailer. Wing covers & fresh Form 2. $16000. Ph: 02 66243999.

Pilatus B4 Fresh Form 2 & 30-yearly, low hrs, retractable, Microair VHF, enclosed trailer, $15000 ono. Ph: 0419 804248.

Two-seater Sailplanes

ASK13 VH-PXI, 40-yearly completed, flies well, great Blanik replacement for training. $15000. Ph: Bob Mcdonald 02 63376618.

Duo Discus T VH-JSR best Duo in Australia, like new, beautifully finished, meticulously maintained, winglets, handles like a Duo X, low engine hrs, complete package with parachutes, instruments, oxygen, trailer. Ph: Shane 0418 759310 <mac53@ecn.net.au> or Ralph 07 30030817 (h) <rhenderson@iinet.net .au>.

Grob 103 Twin 2 Acro 4100 hrs (7900 to run). Refinished inside & out (PU). Excellent condition. Basic instruments. $60000 ono. Ph: 0408 195337 or <mike@maddogcomposites.com.au>.

Classifieds

Grob 103 Twin 2 3000 hrs (9000 to run). Undergoing refinish. As is $30000. The more work we do the higher the price. Ph: 0408 195337 or <mike@maddogcomposites.com.au>.

Two Grob 103's & one trailer based at Gawler. Min hrs remaining. Make an offer. Ph: Bruce 0407 795412.

Self-Launching/Motor Gliders

Dimona H36 with L2400 motor. Just finished 3000-hr survey & extension to 6000-hr life. Latest motor & prop. Folding wings & transponder, flies beautifully & all in excellent condition. $80000. Ph: John 03 52366290.

DG-808C Competition 18m self-launcher motor-glider, Year 2007, in perfect condition. Foreign pilot visiting Australia would sell without trailer & possibly basic instruments (all metric). 1,235 hrs, 46 hrs engine, 212 starts. Possible delivery Early February 2011. For further details please contact: Pepe Gresa <pepegresa@gmail.com>.

Grob Twin III 103 Self-launcher. Very low hrs, refinished; delight to fly. $125000 fly away. $135000 with trailer tow away. Ph: Mark Rowe 0403 307363 or <justsoaring@gmail.com>.

Motor Falke VH-GBH, plus new covered trailer, ceramic bore, 10 hr endurance one up, 1500 Stamo motor $39000 ono. Ph: 0447 755745.

SF25 B Scheibe Jabiru 2200 Motor Falke VH-HNO, TT 2275 hrs, engine 215 hrs before top overhaul, 32-litre tank plus 10-litre long range tank. Basic instruments, Microair radio, new tyres, spare prop, etc. 187kg cockpit load. $38000. Ph: 03 95510965 or <info@melbourneglidingadventures.com.au>.

Silent Targa Fuel Inject (www.alisport.com). Highly optioned new demo unit, <6 launches & test hrs for CofA only. One-man self-rig package (20 min), steerable tail wheel, super Cobra trailer. Pure fun & independence. Price neg. Ph: Greg 0400 114747 or <gregdoyle1@me.com>.

A true touring motor glider. Excellent condition. Just completed 600 hourly & Form 2. $140000. Fully equipped & tooled. Details & photographs: Paul <energy@whitsunday.net.au>.

Ventus cM Self-launcher 17.6, winglets, ~800 hrs TT. Engine 5h Altair, Vega, Dittel, Flarm, Cobra. Refinished 2008. Fresh Form 2, perfect, beautiful. Just fly it. $110000 (GST incl.) Ph: 02 66221666 or <info@spe.com.au>.

For Outback touring. Very good condition. 100 HP prop mods done. E 650. A 770. AH. DG. Nav com, Cam vario, GPS, transponder, jacks, tools, spares, key-lock, ELT. $170,000, T-hangar at Camden available. Ph: Barry Bowerman 02 46366314, 0427 003644.

General

Hangar space available Gympie Gliding Club. We are primarily a winch club, but a private tug will soon be available. Ph: 0400 348711.

Instruments & Equipment

Borgelt B100 system controller (the gold box), version 1.12Q or earlier. Ph: Edward 0409 181957.

LX 20 in near new condition. Flight logging & navigation display. $550. Ph: Roger Druce 03 94398947 or <rogdruce@optusnet/.com.au>.

Winch for sale. Nelson Lakes Gliding Club is selling its well proven yellow winch. Launches Grob Twins 1400ft to 1700ft agl for less than $10. Brilliant design. This has been our club's only means of launching for the last 20 years and is still very effective. Simple to maintain & operate. Ford Cleveland 5.7-litre V8 with automatic transmission. Can deliver to our local Nelson sea port. Further details at www.glidingnelson.co.nz This wonderfully successful machine for only $NZ15000 plus GST. Contact Ken at kenandshirlzintransit@yahoo.co.nz

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: Quarterly 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>.

Gliding International: The new international gliding magazine edited by John Roake. Specialising in being first with news from every corner of the soaring globe. A$60 p.a. Personal cheques or credit cards accepted. Contact: Gliding International, 79 Fifth Avenue, Tauranga, New Zealand. Email: <office@glidinginternational.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 Inc. PO Box 2100, Hobbs,nm 88241 USA. Foreign subscription rates (annually): $US43 surface delivery; $US68 premium delivery.

Technical Soaring/OSTIV: Quarterly publicationof SSA containing OSTIV & other technical papers. c/o T U Delft, Fac Aerospace engineering, Kluyerweg 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 $20 pa.

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FORM 2 AND C OF A NOTICE

- ☐ A Form 2 inspection is due. $165* payment is enclosed
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- ☐ Initial registration package is required. $400* payment is enclosed

* Fees include GST

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- ☐ 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:

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Forward to: GFA Airworthiness Secretary, Level 1/34 Somerton Road, Somerton VIC 3062. Email: <Airworthiness@sec.gfa.org.au> Fax: 03 9303 7960

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: 03 93362177 or post: 4a/60 Keilor Park Drive, Keilor Park VIC 3042. 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 & experience. All members must adhere to the maintenance requirements as contained in Section 9 of the Operations Manual & as provided by manufacturers. Secondhand equipment should always be inspected by an independent person, an Instructor wherever possible. Advice should be sought as to the condition, airworthiness & suitability of the aircraft. It should include examination of maintenance logs for the aircraft. It is unethical & 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.

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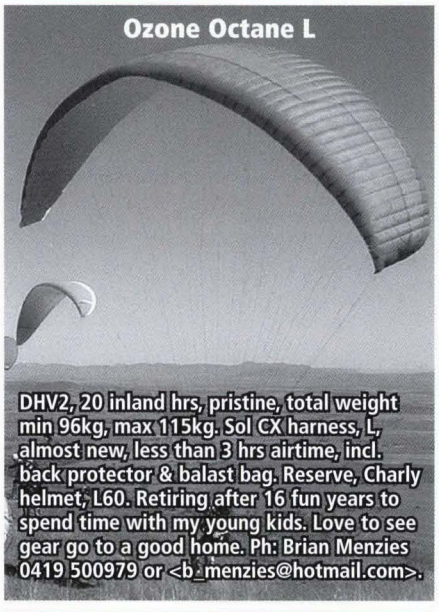

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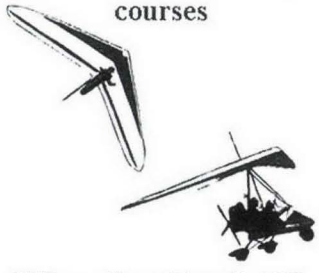

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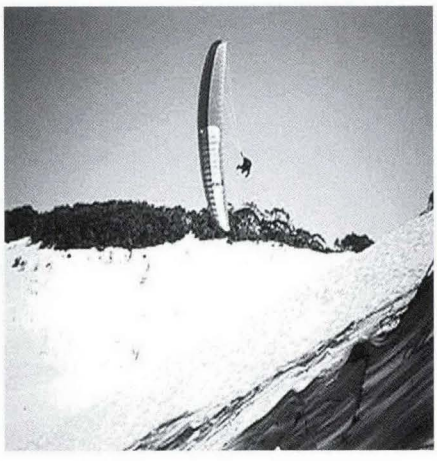

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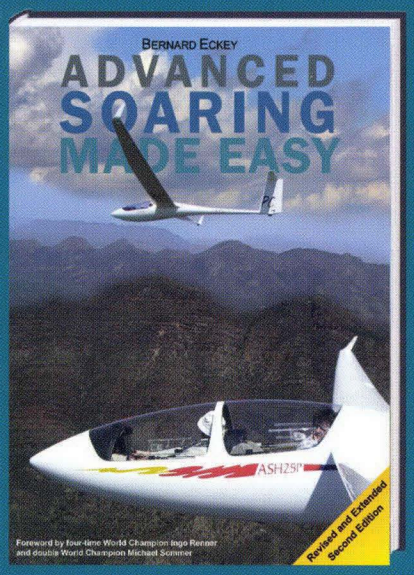

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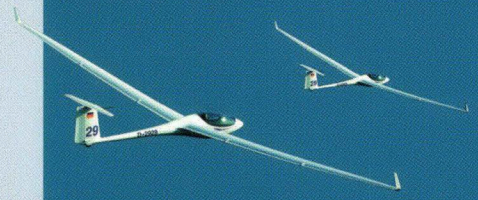

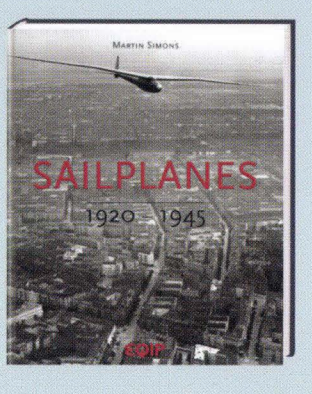

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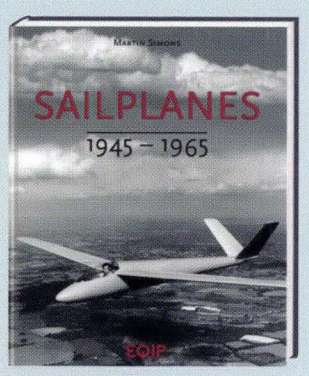

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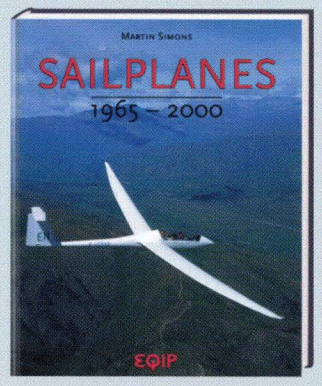

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