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**Vintage Gliding Corner:
How Not To Do 300km**



**Jocky Sanderson
Downunder**



**Forbes XC Clinic &
Forbes Flatlands 2011**

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Steve Blenkinsop coming in to goal at the 2011 Forbes Flatlands, with a storm in the distance
Photo: Jamie Shelden

Australian Junior Gliding Nationals 2011 aka JoeyGlide!

Adam Woolley – Contest Director

AFTER ANOTHER SUCCESSFUL JUNIOR NATIONALS – THANKS TO ANGUS STEWART (CD), 'SUPER JOHN' HUDSON AND HIS HARD WORKING TEAM AT THE WAIKERIE GLIDING CLUB – IT'S TIME TO START THINKING ABOUT THE NEXT GREAT YEAR OF THE COMP THAT HAS ALWAYS BEEN KNOWN AS JOEYGLIDE. SO IF YOU'RE A PILOT UNDER 30, READ ON!

This year we plan to bring you monthly updates, a poster for your club and daily videos from the competition venue. We're aiming to make this one of the biggest and best yet, and with your participation I guarantee you'll have a great time. This is the first of nine articles in which we plan to introduce you to the Australian junior gliding movement, who is eligible, how you can be involved in the upcoming junior nationals and finally a quick introduction to yours-truly, the competition director!

Subsequent articles will go into details of the competition, when and where, prizes and the benefits that you'll see by being there, other events within the event, introducing other key personnel, and of course showing off our sponsors as they come into fruition – I guarantee you won't be disappointed with what we can give you back!

HISTORY

The current junior gliding movement started back in 2002 at the Queensland Easter Gliding Competition. Despite a staggering 50-plus entries, I was astounded to realise I was the only junior anywhere near the event; and not actually competing! Something clearly had to be done. Recently solo and enthusiastic I got together with the only three other juniors (Anne-Maree Dearden, Ben Thompson and Dan Truitt) I knew at the time from Queensland to hold the first junior gliding meet out of Kingaroy. These meets moved around to different clubs once a month, and slowly gained momentum as more young pilots got involved. It wasn't known to me at the time, but the Southern states were also gearing their juniors up. Tom Claffey, Miles Gore-Brown, Bruce Taylor and Bruce

Campbell were spending their holidays helping juniors make the transition from flying to racing. It wasn't until the initial junior webgroup was brought to life that all the juniors in Australia were able to unite into one strong movement. The actual name JoeyGlide I believe came from a number of influential people at a Gulgong meet, until finally Nick Gilbert came up with the winning name!

It wasn't until the 2003/2004 season that JoeyGlide was actually born into what we recognise today. I was lucky enough to meet some of my gliding idols at the Benalla airfield during the Australian squad week, where Jay Rebbeck, Martyn Wells and Brian Spreckly (all from the UK) convinced us to hold JoeyGlide as a separate event. Mitchell Turner, with his team, was the first to take on the reins as CD in 2004, which was the start of something great. It was held at the Temora, NSW airfield and attracted 15 single-seat entries and numerous coaches. Since then JoeyGlide has been led very strongly over the years by Nick Gilbert and Heath L'Estrange – without these key guys, JoeyGlide could have fallen over after the third year. We're now organising our seventh nationals and we want you to be a part of it!

AIMS OF JOEYGLIDE

First and foremost, a SAFE competition; secondly, to have a FUN competition, thirdly to encourage and develop Australian juniors in the world of cross-country soaring, both in their own solo efforts and in the coaching arena; fourthly, to declare a winner and select a junior to represent Australia; and lastly, refer to the second aim!



JoeyGlide 2010 contest director Gus Stewart

JOEYGLIDE 2011

So who do we want at JoeyGlide 2011? The definition of Junior throughout the gliding world is those who are 25 at the start of the competition. But to attract even more numbers and fun to the event, we've decided to up that age! Now everyone under 31 is welcome as a JoeyGlide competitor, with the proviso that only under 26s will be eligible to be declared the Australian Junior National Champion, and have the chance at being selected to represent Australia at the Junior World Gliding Championships. As with other years, all those with Silver Cs and a competition license will be eligible to compete in the single-seat class.

The good news is that the coaching section is open to all entrants. This is a great way to build confidence in your soaring cross-country ability, to prepare yourself for future events (junior and senior), and to have fun with like-minded individuals at the end of the day. We're hoping to run this in two-seaters such as Duo Discus, DG1000, ASK21 and the like. Stand by for more information on this as it comes to hand.



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News, Letters to the Editor, New Products, Events Calendar entries

HGFA members should send the above editorial items to the HGFA Sub-editor, Suzy Gneist, as text in the body of an email to <soaring.australia@hgfa.asn.au>.

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

HGFA commercial operators wishing to place a display advert should email the Graphic Designer, Suzy Gneist <sgneist@gmail.com>, to receive a booking form and detailed instructions.

HGFA WEBSITE CONTRIBUTIONS

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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DEADLINE FOR ALL CONTRIBUTIONS:

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.



JoeyGlide 2004 fun Photo: Courtesy Adam Woolley



Canadian Selena Boyle in an LS4 chilling before take-off at JoeyGlide 2010

Photos: Ailsa McMillan



Adam Webb ready to go, JoeyGlide 2010



Some well-known faces at an early JoeyGlide Photo: Courtesy Adam Woolley



Andrew Maddocks trying to fly VH-WVX backwards at JoeyGlide 2010

And all attendees are welcome to morning lectures and post-flight de-briefs on the day's weather, racing and general action. These will be run by some of our leading National coaches and even an International competitor that has already locked in his family for the event. Of course this will entail lots of group discussion to help get the most out of this great opportunity!

HOW TO BE INVOLVED

Thanks to Heath L'Estrange and his supporting company Web Adventures, we now have the new and updated junior mailing list through our very own site [www.joeyglide.com.au] It is here that you'll find all the information on how to join the webgroup, have a chat among

like-minded individuals, add some banter and get into the hype of the Juniors in Australia. At the JoeyGlide website, you'll also find all the information on the previous junior nationals, coming Nationals and the like. Of course, Facebook has to get a mention – I have created a group named 'JoeyGlide 2011' (106 members and growing), which is becoming a great tool for communication, feedback and a number of laughs!

Another great JoeyGlide outcome is the Australian Junior Gliding Club. Find information about the club, its very own glider – an LS28 thanks to some key investors – news, links, events and more! Check it out at [www.ajgc.org.au].

INTRODUCTION TO THE COMPETITION DIRECTOR



Adam now flies an Airbus A320 with Tiger Airways



Adam Woolley at 10 months old: a sign of things to come Photo: Courtesy Adam Woolley

My name is Adam Woolley, I have been fortunate enough to be brought up in a gliding family: being the third generation, which has given me the nickname of 'Woolley Pup Pup' among seniors, and 'Woolley Dog' among my younger mates!

I soloed on my 15th birthday in a Blanik(!) and have gone on to pursue a career in the airline industry, now flying an Airbus A320, with 4500 hours flying experience, of which 700 hours are in sailplanes. Highlights start with a fortnight 'Plane Soaring' course with George Lee,

who ultimately prepared me to win the inaugural JoeyGlide in 2004! Then shortly after, I was lucky to represent Australia at the Junior World Gliding Championships with my best mate, Dave McManus – we together achieved 15th out of 30 in Standard Class! I haven't done much gliding since 2005, but I plan to get back onto the world stage in the next four years.

I can be contacted by email [agwoolley@hotmail.com].

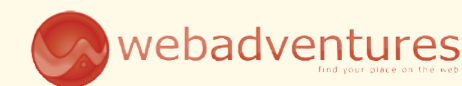
Bring on JoeyGlide 2011!



"To Foster, Promote and Develop Gliding throughout the Region"

JoeyGlide announces its first sponsor: Gliding Queensland!

We have an amazing culture up in Queensland due to the massive support we all receive from GQ, do go up and have a glide one day, month or year! Thanks to Dave Donald and his team for helping the juniors out this year. I assure you it will be one to remember! For all your news, info on Queensland clubs, development, history and heaps more – please check out [www.glidingqueensland.org.au].



Thanks to Heath L'Estrange for hosting the JoeyGlide website, his support has made my life much easier on the web front!

Web Adventures is an Australian business based in Adelaide providing specialised web hosting, design, and marketing services to customers. The business prides itself on providing a level of service that makes your website development project as pain free as possible. Please check out [www.webadventures.com.au].



Thanks for providing some great prizes and sponsorship for this and the following years' JoeyGlide, we'll be sure to announce what they are in the coming issues! Come and try your hand at flying a Boeing 737 simulator, Nick Kranenburg will make the simulator available at a special hire rate for any member of the GFA and HGFA when it's not being used by an airline academy! Check it out at [www.simjet.com.au].

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Setting and Flying Assigned Area Tasks

Terry Cubley

I REMEMBER WHEN WE HAD CATS' CRADLES AND POST TASKS. THESE ORIGINATED DUE TO AN INCREASING NUMBER OF PEOPLE WANTING TO GET AWAY FROM THE GAGGLES (AND COLLISION RISKS) OF THE NORMAL SPEED TASK, PLUS A DESIRE TO RETURN TO SOME FORM OF DISTANCE FLYING AND THE BELIEF THAT SPEED TASKS WERE NOT TESTING THE PILOT'S ABILITY TO SELECT WEATHER CONDITIONS ON TRACK.

The intent of these tasks was that the pilot selected turnpoints from a list and flew to these to maximise distance (Cats' Cradle) or maximise speed in a set time (Post). The biggest complaint was that pilots could fly in completely different weather conditions but the information available to make the decision where to go was just not available; so many times it came down to a lucky choice. Randomly pick the one good direction and you win. The other major complaint was that you could fly all day and never see another glider (the pure 'racing' pilots hate this aspect) and newer pilots would head off, get beaten by 20km/h and have no idea what they had done badly – no real learning opportunity.

The Assigned Area Task (AAT) removed or reduced some of these issues, and also overcame some problems with the fixed task in classes with a broad range of glider performance: where the high performance gliders flew for the best three hours and the low performance gliders had to struggle early and late just to get around.

The AAT has a restricted choice of directions, sets people into basically the same thermal areas (so reducing some of the luck), keeps the flow of aircraft in one direction (so reducing the random collision problem) and means that all gliders fly for the same period of the weather (three hours etc). New pilots see the better pilots for a part of their first leg and quite often see then again after they turn

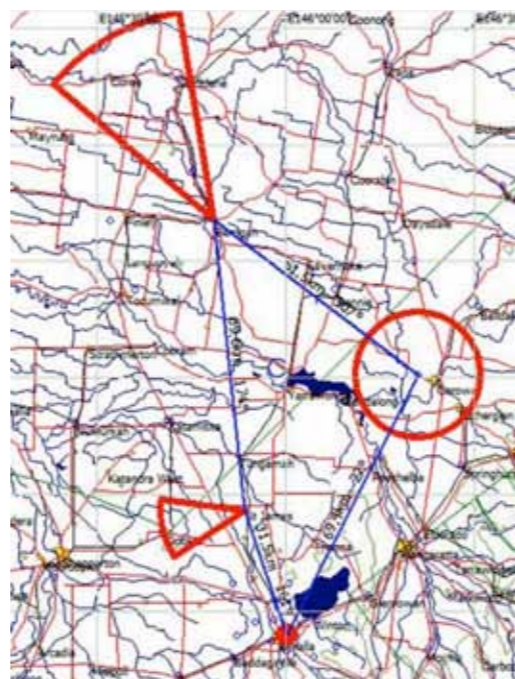
a little earlier in the sector – so opportunities for learning are much improved.

As we got better at the AAT we identified the problem of getting back as close to the allocated time as possible: so you don't waste time in weakening conditions and so the first glide and final glide are a bigger percentage of the flight, with increased speed. The problem is that you need to make a decision sometimes 150km away as to how long it will take to get home. If you find good air then you get back five or 10 minutes early which costs you many kilometres as you are just given the allocated time which reduces your speed.

I remember a Benalla Nationals where I was 130km from home with 50 minutes to go. I headed for home and the cloud streets just got better and better. I was home approximately eight minutes early. Not very happy!

SETTING AN AAT

In my view many task setters are getting a little lazy with setting the AAT. They are just setting a couple of points with huge circles around them to ensure that no matter what the weather the task is small enough and big enough. As a consequence, we are getting back to a huge difference in track based on little knowledge by the pilot and so increasing the luck factor again. New pilots are once again seeing no one on their flight so the learning disappears. They are not setting 'time soaks' so the pilot has to decide hundreds of kilometres away when they should



turn for home: with the ensuing traumas of getting home early or the day stopping when they are still 50km from home.

The aim should be to set a consistent task direction, provide scope to accommodate different glider and pilot performances, give some element of decision-making re meteorological navigation, and provide a time soak at the end of the task to allow for weather variation later in the day.

A suggested structure

1. First turnpoint is a small circle: ensures a common first direction with some variation/decision-making as to when to turn.
2. A second and possibly third segment (not a circle) to ensure that the lower performance and higher performance gliders have an ability to fit the task. (the better the tasksetter the smaller these segments can be).
3. A final circle or segment that can allow zero deviation or up to 15 minutes deviation as a 'time soak'.

The local weather and terrain may influence the order and size of these sectors/circles.

Example: A 2.5 hour AAT from Benalla (see diagram)

Minimum distance is 214km (85km/h)
Maximum distance is 353km (141km/h)

First turnpoint (Corowa) has a 15km radius circle; 30km plus variation yet all gliders are heading the same way for the first leg. There is some pilot choice re-dir-

ection – avoid irrigation areas around Rutherglen, go well north of the river?

The second turn (Berrigan) is a 50km, 20-degree sector so there is a limited choice of terrain but distance is certainly quite variable.

The 'time soak' is a 30km, 20-degree sector (St James). If time is okay you just keep coming straight, otherwise you can vary the distance by up to 20km.

FLYING THE AAT

The key factor is time, so I typically determine the amount of time I wish to fly on each leg: if the weather is good I therefore fly a good distance, if the weather is poor then I end up turning a little shorter. In each case the time is the same.

On this task:

- I would probably select 50 minutes for the first leg, 50 minutes for the second and 55 to 60 minutes for the last leg (two hours 40 minutes). A good run home will still leave some time available plus I can elect to use the time soak if required.
- These times can be varied depending on the conditions, but cutting the first leg short means that I have to fly deep in the last sector when I have no idea what conditions will be like when I get there.
- If the weather gets better and better, fly much longer than the minimum time to increase your average speed.

Key decisions:

- Planning the best tracks to take advantage of particular terrain or weather predictions,
- Deciding when to turn the first turnpoint,
- Always fly straight lines, in particular within the sector,
- An extra one or two kilometre in each sector will increase your speed by say 2km/h (important when with gaggles),
- Get better at predicting your speed on final glide; it is much faster than you think.

I would be interested to see some comments/opinions on this topic, Maybe we can help the task setter to set better, more enjoyable AATs? Maybe coaches can help people fly them more effectively?

Beverley Airfield, Western Australia...

...home of the Beverley Soaring Society suffered damage from the passage of a severe thunderstorm

front around 4pm on Saturday, 29 January. Fortunately no injuries were sustained and all club



Photos: Ross Richardson

aircraft were hangered in time. According to reports wind was around the 70kt plus mark and day went to night with the dust. The storm lasted 15 to 20 minutes and left the airfield looking like a war zone.

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Forbes XC Clinic, December 2010

Peter Bolton



JUST BEFORE THE FORBES 2011 INTERNATIONAL COMPETITION, ABOUT 10 OF US 'STUDENT' PILOTS TOOK PART IN FOUR-DAY COURSE TO HONE OUR CROSS-COUNTRY FLYING SKILLS, UNDER INSTRUCTION FROM TWO OF THE TOP GUNS: JONNY DURAND JNR AND CURT WARREN.

Launch marshal Rob van der Klooster giving the 'all out' signal to the Dragonfly tug for my launch. Meanwhile, Vicki Cain assists the next glider in line

This was the first such course I've been aware of and it was organised by Moyes. I knew that my comp flying was badly in need of improvement, so I was quick to sign up. At the start of the course, we

had pilots from all over Australia as well as overseas, but the largest group was four of us from South Australia.

The course started with the group split up into two, to learn how to get

more out of our instruments – each half using the same make of instrument as our instructor. Before long, we were out to Forbes airport for the first day's task.

Like in a comp, a cross-country task was set each day. Distances were generally 80 to 100km. This gave us practice with start gates, navigation, turnpoints and, for the best performers, making goal efficiently. Again, the class was split into two 'flocks' – each using the same radio frequency as our instructor.

I must confess that I didn't make any goals during the course, but there were a few highlights for me – eg, climbing above Jonny for a while (until he overtook me) and leading the field for a while on a task to goal in Grenfell. When I started climbing well under a big dark cloud mass, Jonny, Attila and others soon caught me up and left me behind. My instruments said I still needed 18:1 to make goal, but I still attempted to follow them and find out how to achieve such a

Course participants receiving a pre-flight briefing from Jonny Durand. Nearest to the camera is Miguel de Jong ('Flying Dutchman' from South Australia). On Jonny's left, under the A-frame of the glider is Roelov Brits from South Africa



Above photos: Jonny Durand Jnr

glide. To cut a long story short, they made it and I didn't! It was also good to see other 'student' pilots in 'Team SA' making some goals – including Gavin Myers, Miguel de Jong and Martin Sielaff.

One bonus during the de-brief sessions was the opportunity to watch our flights as a 'horse race' in real time on Davis Straub's PC – using 'See You'



Instructor Curt Warren also conducting the the pre-flight briefing with Jonny under the glider at Forbes airfield

All other photos: Steve Papai.

software on our tracklogs. Thanks to Mr Oz Report for this.

Thanks very much to everyone who made this course possible – including (but not only): Vicki Cain and Moyes Delta Gliders, Jonny Durand Jnr, Curt Warren; Rob van der Klooster (launch/goal marshal) and the tug owners and pilots, including Bob Bailey, Blaino, Steve McCarthy and Bruce Crerar. And last but not least, Steve Papai from SA, who gave up his chance to do his aerotow endorsement in order to drive for 'Team SA'.

At the end of the course, Vicki and Greg Cain invited us to their place for a

Mexican meal (and weak-link tying session for the main comp). Bill and Molly Moyes were also there and we found out that it was their 60th wedding anniversary! We got to watch a DVD prepared by the family with plenty of footage from the old days of Bill flying Rogallos.

I believe the course offered good value and for me it was refreshing to do something new and have a chance to learn from the leaders. What secrets to success did we learn? Well, that's classified, except for the tip which always works: "Get high and stay high!"



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Forbes Flatlands 'Steve Hocking' Hang Gliding Championship 2011



Alexander Cuddy
Photo: Jonny Durand

8 JANUARY, DAY 1, TASK 1

There was no chance of overdevelopment and thunderstorms according to the CAPE forecast, but weak lift in the afternoon and fairly strong winds in the morning, weakening by noon. Cloudbase was to start around 5000ft and to get over 7000ft later in the day.

The task committee didn't pay any attention to that. They called 184.9km south-west to Grong Grong, near Narrandera, with a turnpoint at Barmedman to keep us out of the West Wyalong restricted airspace.

At 10:30am smatterings of mid-level cloud with a few lower level cu's made it look like a very mixed day. As we set up the sky filled with cu's and there was shading from mid-level cloud. By the time launch opened all the fields for miles around the airfield were shaded.

Pilots on tow were searching for lift. My tug pilot took me to a nice thermal and I climbed to cloudbase at 6000ft. Now the task was to stay out of the clouds, base was low and there were few breaks.



Pilots at goal

Photo: Jamie Shelden

Davis Straub, OzReport

Soon the sky filled with pilots, almost all at cloudbase and everyone trying to avoid each other and escape the clouds.

Start time 1:20pm came and the race was on. I was at 6500ft and went on a 13km glide to find the next lift. Half the fields along the way were under water, but a small rocky outcrop was working, first 100ft/min at the outcropping, then 460ft/min further SW to 6700ft – cloudbase.

I was flying with Larry Bunner. Some dots of sun on the ground and blue sky above appeared. Still a very congested sky, but not totally blocked out like at Forbes, workable. In a little over two hours we covered 100km to the first turnpoint. As we approached Barmedman I saw shade ahead – it looked weak out there.

Our first thermal was a good 370ft/min, then Larry dove into the shaded area to the south-west while I headed south along the highway following a few spots of sunlight and weak sink and weak lift. Larry got lower, I stayed high and worked weak lift near Ariah Park where Larry and a few others came in below me.

Fifteen minutes later I left with 6400ft and headed 14km to a sunny forest. One glider was turning high over it, so I went in and caught the lift. Larry had worked up to 6000ft and joined me low over the forest. I climbed to 7200ft as Larry worked up below but lost the lift and left to glide low into another shaded area where he soon landed. I was able to climb again to 6300ft before heading on.

Further west there was sun and some dark cu's. I headed for a slice of sunlight which disappeared during the 10km glide, so I decided to go under the mashed cu's. In the middle of the shaded area I found a well-formed core, 180ft/min from 2000ft agl. I was 25km from goal, so I stuck with what the day offered and climbed slowly to 6300ft. With the 6030 telling me goal was made, I went on a 60mph glide with a slight tailwind. There were a few pilots at goal, Jonny won the day substantially.

9 JANUARY, DAY 2, TASK 2

A chance of rain and thunderstorms were forecast in the afternoon. RASP showed 16kt winds out of the east at the top of lift. Cu's would die in the late afternoon



Photo: Ricker Goldsborough

around Forbes. The task committee had us go 179.4km west and start as early as possible. The launch opened at 11:15am and the first start window at 12:30.

It was sunny and blue over Forbes and the airfield. The surface wind was strong and the start cylinder was set at 15km to accommodate the wind level. No one was eager to launch at 11:15 with no cu's near us, but soon some started appearing over our heads. Pilots started lining up and we got going. I launched a little after noon, got off at 1800ft agl and found the going quite difficult.

The lift averaged about 100ft/min when I found it and I was drifting quickly away from the launch area in the 10mph wind, often losing the broken cores. I went back toward the launch five times, only once getting over 4000ft. Finally Larry Bunner launched and reported 400ft/min over the launch area. I came in under him and we climbed together to over 5500ft.

The first start time had already passed and there was no way to get out to 15km in time for the second start time. Our job was to just stay in the air. Numerous pilots had already landed in the start cylinder and many were low.

We were back at 5500ft two minutes past the second clock, but six kilometres from the edge of the start cylinder, so we decided to wait for the last clock. Unfortunately, there was no convenient thermal so we headed out toward the edge and past it and now unable to reasonably make it back against the wind.

There were plenty of cu's and mid-level cloud now shading the ground in front of us. We worked what we could and after a 12km glide found 400ft/min to 5300ft under a nice looking cu with



Another goal field
Photo: Jamie Shelden

sunlit fields around it, yet most climbs were slower.

We could see pilots turning ahead and came in under a nice cu over a little hill. There was nothing, but we worked the sunny rocks on the back of the hill with a Wedge-tail. We just needed a little more to get to the next cu and left with 4400ft.

I found 1200ft/min down on glide as Larry kept left of my line, gaining 1000ft on me in a 4km glide. We joined four pilots climbing in the next thermal, a winner at 500ft/min, but being the lowest, I lost my flying partner and flew on alone, just hearing where he was getting lift ahead of me.

There were large areas of shade under cu's and mid-level cloud. The lift conditions were now improving and the cores were firm and constant. A large shaded area ahead was edged in sunlight and made up of cumulus development so it was possible to fly with light sink under the dark clouds. Larry was doing well just ahead with Lukas and Blenky.

I wasn't looking back, but rain started sprinkling at Forbes airfield an hour after we left. Forty kilometres out from goal two cu's showed some vertical development. I found lift on the edge of one and rode it to 7700ft making sure there was an escape if it got too strong.

I left with 30km to go. The sky had cleared a bit and more sun reached the ground with little cu's ahead. One last one 13km from goal was enough to get me in.

Larry had arrived about 15 minutes earlier. Twenty-five to 30 pilots made goal, many landing after me. Coming back toward Forbes we saw a massive storm with strong winds, blowing red dust and lots of rain behind us. It must have been 100km wide. In one 20km section of highway we saw well over 1000 birds that had landed due to high winds!

10 JANUARY, DAY 3, TASK 3

Our forecast for the day was for 25kt winds at 4000ft, light spotty lift, 4000 to 5000ft cloudbase and scattered rain in the afternoon. No chance of thunderstorms.

This is life in Forbes with La Niña. This day looked to be weak, with surface winds predicted at 16kt. But the winds were quite light with scattered upper level clouds – it didn't look as bad as forecast. It seemed that things were better after working well together the task committee hit a snag and Trent and Carl replaced two missing members for today. Given the iffy forecast the new committee called a shorter task than previous days, west to Tullibigeal, 112km.

Out at the airfield there are cu's, but mostly upper level clouds providing shade and thickening to the east. The winds above are 15kt but light on the ground. Things looked pretty reasonable and safe.

Peter Dall in his Atos gets towed up first to 4000ft agl and reports 400ft/min. I took off a few minutes before the first start time at 12:45 for a smooth tow hitting no lift to 2000ft agl where I get waved off. After a while I climbed slowly but drifted WSW at 18mph, at 2600ft too far downwind of launch to make it back if I wanted to.

I hooked up with Larry Bunner and three others and we climbed to 3500ft 10km out from the start point, but still inside the start cylinder. We just concentrated on staying up.

I lost the lift and four pilots I was with get a few hundred feet more. I decided to head north-west, crossing the start cylinder at 1:20, five minutes after the 1:15pm start time, the second last one.

I head for sunlit ground with misty cu's above and get down to 1000ft agl. There was lift, but so low it was quite rough in the high winds. I had no choice but to hang with it. I climbed to 2400ft, then 6100ft over a grass runway 25km

from the airfield. A mere 90km to go! The north component of the ENE wind is blowing us all south of the course line.

A small cu formed in front of me and I got 180ft/min to 5200ft. The ground was mostly shaded from the high clouds. I headed further west and a bit north to make up for the drift, staying between 3000 and 4500ft. Thirty kilometres from goal I found lift at 3700ft and vowed to get to cloudbase. There were small areas of rain to the west and one 10km to the north. As I climbed it rained, then stopped, started, stopped again. To the south of the course line it began to rain. At 6000ft I headed to the dark long cu that lined up to get me back WNW and to goal.

Twenty five kilometres out I got under the cu and just kept going. I was on final glide and kept going straight yet climbing to 6700ft. As I came out from under the cloud I was at 6000ft, 15km from goal. I pulled in and made goal. Maybe 15 pilots made goal.

A cell formed 20km south of goal as we packed up. A little bit of rain came from a cell to the north as we drove out of the field. The conditions in the air were gentle even with the 18mph wind. It was a day to hang on and drift when you were low.

11 JANUARY, DAY 4

The weather was too iffy for a task today. Moderate breeze on the ground and 40km/h (25mph) up at 3000ft. Rain during the day, clearing, then overcast. Nearby cu's, but no lift over the airfield.

We gave it a good go, but called it when I got too late without a good chance of improving for a fair task.

FINAL RESULTS – TOP 10

1	Jonny Durand	AUS	Moyes LS RS 3.5	2800
2	Carl Wallbank	GBR	Moyes LS RS 3.5	2460
3	Trent Brown	AUS	Moyes LS RS 3.5	2355
4	Steve Blenkinsop	AUS	Moyes LS S3.5	2266
5	Yasuhiro Noma	JPN	Moyes LS RS 3.5	2246
6	Tullio Gervasoni	ITA	WW T2C 144	2156
7	Grant Heaney	AUS	Moyes LS S 3.5	2063
8	Davis Straub	USA	Moyes LS RS 3.5	1953
9	Conrad Loten	NZL		1942
10	Roberto Nichele	SUI	WW T2C-144	1875



Jonny Durand at goal

Photo: Jamie Shelden

MY LAST DIAMOND - GLIDER FLYING IN THE USA

Ziggy Kusiak

MINDEN TAHOE AIRPORT - 'THE WORLD'S GREATEST SOARING SITE' SAYS ONE OF THE CLUB T-SHIRTS. YOU NEVER KNOW IT UNTIL YOU TRY. GETTING MY AUSTRALIAN PILOT CERTIFICATE CONVERTED INTO FAA GLIDER PILOT LICENCE COULDN'T BE ANY EASIER. I DOWNLOADED THE FORM FROM THE FAA SITE, FILLED IT OUT AND FAXED IT TOGETHER WITH MY CERTIFICATE TO OKLAHOMA CITY. AFTER A COUPLE OF WEEKS I GOT A LETTER SAYING THAT MY US LICENSE CAN BE PICKED UP AT THE LOCATION I MENTIONED IN THE APPLICATION FORM: FSDO (FLIGHT STANDARD AND DISTRICT OFFICE) IN RENO NEVADA. I MADE AN APPOINTMENT AND AFTER ARRIVAL MET A VERY NICE LADY WHO HANDED ME MY LICENCE IN PAPER FORM. THE PLASTIC LICENCE WILL BE SEND TO MY HOME ADDRESS. COST OF THE CONVERSION: US\$0. ALL I NEEDED TO START FLYING WAS A BFR (BIENNIAL FLIGHT REVUE).

NEVADA

Minden is located in the western part of Nevada, south of Carson City, the state capital, and Reno, the biggest town in Nevada. The famous Lake Tahoe and the border to California are just a few minutes drive away from the airport. Desert and lots of high mountain ranges in the vicinity create one of the best thermal and wave soaring conditions in the world. August is actually pretty late in the season for good long thermal flights and there are not many chances for a wave either. Locals say that the best soaring conditions can be found in June and July and the best wave in wintertime. Typical... but nothing was typical this year.

I arrived in Reno one weekend and had to stay there three more days for my appointment with FSDO to get my licence. Nevada is well known for gambling; there are not too many tourist attractions and all the tourists concentrate on gambling. Huge hotels with more than 1500 rooms each, casinos, restaurants, night clubs and shows are typical for this state. I never gambled and want to keep it that way, but it was fun watching others. Three days in a big city were just enough and I was happy to head to Minden with my fresh US glider pilot licence in my hands.

MINDEN TAHOE AIRPORT

Minden Tahoe Airport (KMEV) is a typical post-military field with two huge crossing paved runways. The third one is out of service, but landable in case of an emergency. There is a lot of private and commercial jet traffic. The powered traffic utilises one of the runways and doesn't collide with the gliders. The airport is uncontrolled and it works just fine this way, even with the large amount of traffic of all kinds. There is a tanker base for fire-fighting, private jets bring people to their houses, and golf courses and casinos surround Lake Tahoe, which is one of the most popular and very fancy places to have a house in the whole US.

There are two independent glider operations at the field: Soar Minden and

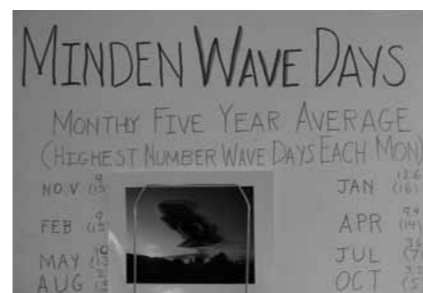


Minden Tahoe airport

Soaring NV. Numerous Piper Pawnees are ready to go every morning so are very convenient for private pure glider owners. There are also possibilities of glider rental. G103s, G102, Discus, Mini Nimbus, LS4 and Duo Discus are available but a bit pricey. The Soar Minden operation offers so-called packages, making the rental a bit more attractive. More info can be found on their website. Official observers for badges and record flights are also available on site. And not to forget - the Taildragger Cafe & Bar offers everything, starting with a very early breakfast and finishing with the after-flight beer.

LET THE FUN BEGIN

I managed to make a private arrangement and had a private SZD-55 which I could fly there. This had more advantages: I didn't have to deal with all the



Soar Minden giving the pilots some hope

rental issues and had the same glider I'm flying back home.

I received a site check-out, which was the aforementioned BFR at the same time, in a Duo Discus the first day I arrived at Minden. A short thermal flight and one pattern later I was good to go.

Getting a tie-down spot on a paved ramp was not a problem at all. Glider tie-down spots are located very close to the runway intersection where glider launches are commenced. This is very convenient because there is no need to drag the glider all around the airport to the launch area. All you have to do in the morning is untie your glider and push it just a few metres out to the intersection. The line crew will be more than happy to pull you out with a golf cart if you wish (included in tow price). Since there is a competition going on between the two soaring operations there is no waiting for a tow and you can always get a tow or an air retrieve. However, there are no air retrieves from paddocks. Soar Minden also offers auto retrieves so you don't really need a ground crew.

Minden is a great spot for thermal and wave flying. Sometimes you are able to experience both on one day. The main wind direction is pretty much westerly and hits the Sierra Mountain Range at the approximately right angle. Winds pick up in the afternoon and often get strong enough to create wave or at least some usable wavelets. There is nothing more beautiful than enjoying the smooth wavy air in the late afternoon after coming back from a nice thermal flight to the White Mountains.

The main cross-country directions are more or less in the sector 020° to 180° (north-west to south). There is the beautiful Nevada desert to the east cut in pieces by great mountain ranges in a north-south direction. Even though it is a desert with almost no landmarks you cannot get lost there. The mountain ranges define the directions and there are quite a few huge lakes almost always visible from pretty much every spot. No

Photos: Ziggy Kusiak

navigation required in fact. The valley floors have an elevation of CA 5000ft and the mountains reach up to 14000ft. On a good day the thermals reach 16000 to 18000ft and sometimes even up to 22000ft. Glider flying is permitted up to 17999ft (bottom of class A airspace).

The exclusion to the rule is the Minden Wave Window. This is a defined square piece of airspace over the Minden airport and the Carson Valley that reaches up to 30000ft or higher on a special request. It can be opened for gliders at any time, on request. A radio call to Oakland Centre is usually enough and a permission to exceed 18000ft is given within few minutes and effective for a few hours. This enables gliders to climb in the wave and all IFR traffic is diverted to keep the airspace clear for gliders. It works even without transponder requirement. It is even more amazing when you consider the fact that the Wave Window is located in the approach and departure sector of Reno International Airport. It is exactly on the extended centreline of the main Reno runway and CA 20 miles out. Airliners cross the window at around 11000 to 12000ft when it is closed for gliders. They all get vectors to avoid in the time glider pilots are having fun in the wave. How cool is that?



Ready to get pulled out and hooked up

CONCENTRATING ON THE GOAL

My main goal for Minden was completion of my Diamond badge. I went there to get my third Diamond for 5000m altitude gain. There are on average two wave days in the month of August so chances were there, but it was not certain that I would achieve my goal. These two days could have wave, but it still could be neither strong nor high enough. Since the airport elevation is almost 5000ft and the tows in wave (or just rotor) are usually pretty high I knew I would have to climb around 26000ft QNH.

Days were passing by and I enjoyed quite a few nice flights in the area. There were no two similar days. One day was nice with cumuli all over the place, the next one was blue, the third one had exactly three cumuli south of Minden and on the fourth day it all overdeveloped within half an hour and started pouring. As you can see the days were totally unpredictable. Everybody knew what my goal was and one evening Mike Moore (local instructor and tow pilot) said to me: "It looks like tomorrow might be



Weather on the day



Before launch, hoping for the best



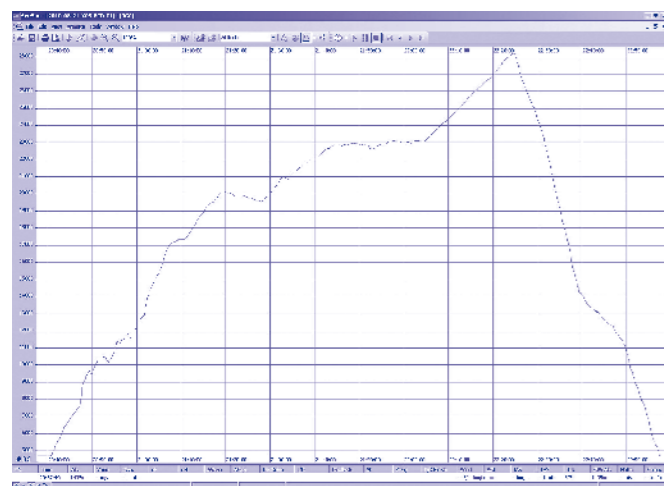
Ziggy with the glider and the Sierra Nevada range in the background

the day." I skipped the evening beer at the Taildragger (okay, I had one but only one!), prepared everything and got up early the next morning.

The wave in Minden is never the same. It can be nice, smooth and blue with well defined and average rotors or it can get brutal and unpredictable with closing up clouds spitting out hail. So there are no rules. There are some rules for the tow in case of radio communication failure though. Mike, who was towing me, said before we launched: "I'll tell you when it's good enough to release. In case we don't hear each other there are three release signs so please don't wait, pull the yellow knob immediately if you see one of them: I will waggle the wings; you will see me upside down; or you will see me making an abrupt 180-degree turn and flying towards you." That's how unpredictable the Minden rotors can be.

D-DAY

The winds started blowing early in the morning. Everything turned really hectic



The barograph trace

since the prediction was the wave was not going to last for the whole day and the wind would die down within two to three hours. I had to get ready as soon as possible. There was nobody else flying the wave so I was the first one to explore it. Off we went. The tow was bumpy but manageable and Mike put me in a nice steady lift at around 9000ft. Everybody on the ground was excited and kept asking me for updates on the conditions. Well, what was I supposed to say? I was climbing in the wave!

Considering my release altitude I knew I had to climb to about 27 000ft to be on the safe side and get my 5000m. I'd been climbing, enjoying the view and beautiful cloud formations, checking the oxygen flow from time to time and... stopped climbing at 22 000ft. I couldn't believe it, but the forecast seemed to be right – the wave was about to fall apart, soon. The winds aloft were already far from perfect regarding direction and speed and there was no gradient with the altitude. I had to be patient and figure out a way to survive the crisis and eventually find something to give me the desperately missing 5000ft. The 30 minutes of searching at a constant 22 000ft felt like an eternity, but I got rewarded. I hit one of the last wavelets that brought me straight up to 27 150ft. The feeling of being up there, knowing that I made it, is hard to describe. All there was

left to do was to pull the brakes, get down and land.

Easy enough I thought, till I got low enough to leave the Reno approach frequency and listened to the AWOS. Winds on the ground were gusty, blowing up to 35kt and, of course, not down the runway. I already knew it was going to be a tough one. The runway most favoured by the wind was the big 'jet-runway' 16. I picked this one and set up for landing. It always amazes me, but all the landings in tough conditions usually turn out beautifully; probably because of the high concentration level. Mike and Devin were on the runway in no time and pulled me out with a golf cart. Tony, my official observer, took the logger out of the glider and ran to his office to check if everything had been recorded. He came back shortly: "Congratulations Ziggy! You made it!"

Some five cold beers after I still couldn't believe that I had completed my Diamond gliding badge, just four years after I restarted flying gliders after a 26-year break. A truly great feeling.

And it has been proven once more: Minden is really one of the greatest soaring sites in the world. My next trip out there is already on my calendar: July 2011. The goal for this one is to explore more of Nevada's desert including the Owens Valley with the beautiful White Mountains, and eventually complete a big cross-country flight. Who knows? It is all possible in Minden, NV.

Thanks

Although gliding is a kind of individual sport you cannot succeed without the help of others. I call myself very fortunate to have people around me who are real friends. I am aware that my personal success wouldn't be possible without you and therefore it is also your success. Thank you Bogdan Kraskiewicz and Darek Pietraszkiewicz for letting me use your glider, Tom Stowers for all the technical and mental support, Tony Sabino for being my official observer, Mike Moore for the great wave tow, Mike Harbison and Devin Bergainnier for the whole entertainment and all your support. I also thank all my other friends out there for the great homey atmosphere and all the fun. See you all again in July 2011.

Sub-editor's note: Hope to read all about your 2011 trip Ziggy!

Waikerie Wanderings

John Hudson

JOEYGLIDE 2010

Following the successful 2010 South Australia State comps in November 2010, the Waikerie Gliding Club was preparing to send a small contingent of members to Narromine for JoeyGlide 2010, accompanied by the club's ASK21. A problem existed in as much as the ASK21 trailer construction was complete – including the fittings for the glider – but the glider had not actually been fitted to the trailer.

With only a few days before the scheduled departure for Narromine, a small band of club members were at Waikerie completing the fitting on Sunday, 5 December. Progress advanced until late in the afternoon when a thunderstorm arrived, with heavy rain and wind, resulting in a localised power failure which stopped work: no welder, grinder, lights.

Later on Sunday evening Terry Cubley called to enquire whether the Waikerie club could host JoeyGlide 2010, scheduled to start in less than a week on 11 December.

A few phone calls were made to secure the necessary help and the commitment was made to host the Junior Nationals. Here we are now early 2011 and the trailer still isn't finished. The first Junior entrants arrived on Wednesday, 8 December.

JoeyGlide was a memorable event. We had the opportunity to meet a great bunch of people, including Gus Stewart (Competition Director), Grant Johnson (Safety Officer) and Neville Donald, Paul Mander plus all of the contestants. After two practice days there were six straight days of competition.



Ailsa McMillan at JoeyGlide 2010 held at Waikerie March 2011

The thoughts of the group at Waikerie were regularly refocused back onto the eastern States where continued heavy rain and flooding was taking an increasing impact on people, property and infrastructure; not to mention gliding activity.

After a great week, Andrew Maddocks was declared the contest winner in a tightly fought race. Congratulations to Matthew Scutter and Laim Donald who got so close. Our congratulations to all the JoeyGlide entrants for a great week. Around 65 people attended the presentation dinner on Saturday evening.

SOUTH AUSTRALIAN COACHING WEEK

With a few days break for Christmas, the SA Coaching Week commenced on 27 December. A group of around 12 sailplanes entered this event under the direction of Cath Conway.

Many pilots achieved their established goals during the period with some first cross-countries, attainment of 50km flights and C certificates. Coaches for the event included Bernard Eckey, Cath Conway, Swaantje Geyer, Dereck Spencer and Terry Cubley.

The Waikerie Gliding Club has a large number of Japanese members who arrived on 26 or 27 December for their annual pilgrimage. These members, who largely do their own thing in respect of the flying, participated in the discussions and briefings.

After a week of variable weather, coaching week wound up on Saturday, 1 January after a great New Year's Eve celebration.

SA 2011 STATE GLIDING CHAMPIONSHIPS

Sunday, 2 January was scheduled as a 'practice day' for the 2011 South Australian State Gliding Championships; yes, soon after the 2010 SA State comps.

Monday 3 saw the competition get underway in earnest, with the following entrants/sailplanes,

Graeme Parker (AS G29), Craig Vinal (AS G29), Colin Stauss (Mosquito), Bjorn Rechinger (LS-3), Grant Hudson (LS-4), Greg Jackson (LS-4), Peter Paine (LS-7), Tom Leach (DG1000), Matthew Scutter (LS-4), Michael Scutter (Discus).

Weather conditions for the competition ranged from mediocre to excellent resulting in some memorable flights. The last day was abandoned due to a shower or two of rain. In the eastern states,



Gerrit Kurstjens and John Buchanan at Waikerie in January 2011. John broke several National records during his visit

Photos: John Hudson

and particularly Queensland, the rains continued to fall in unimaginable volumes across large areas.

The impacts of the earlier eastern states rain is now evident in the River Murray at Waikerie and the towns downstream, all the way to the Murray mouth. Water now lies in areas where water has not been seen for 15 to 20 years.

The scoring was again very capably undertaken by Joy and Tim Shirley, to whom we extend our sincere thanks.

Graeme Parker won the competition and received the winner's trophy. Colin Stauss from the Balaklava Gliding Club was awarded the most Meritorious Effort Trophy.

VISITORS

There were a number of important visitors to Waikerie during this period

- Simon Hackett (Internode), the major sponsor of JoeyGlide visited during the Junior Nationals.
- Nev Donald and Grant Johnson with the JoeyGlide organisation.
- Paul Mander, also with the JoeyGlide group.
- All the JoeyGlide entrants, plus Nick Gilbert, Adam Woolley and those who attended in support.
- Mrs Lee Badcock (whose father assisted with the construction of the Pelican in years past) visited and donated photographs, press cuttings and various items of memorabilia to the club.
- Werner Van Euw and Dean Ward visited for a week with their DG500 from Camden.
- Queenslanders Gerrit and Pam Kurstjens, and John and Pam Buchanan.
- Mac McTainsh called in from New Zealand. Mac is a past member of the club.
- Rob and Reg Moore.

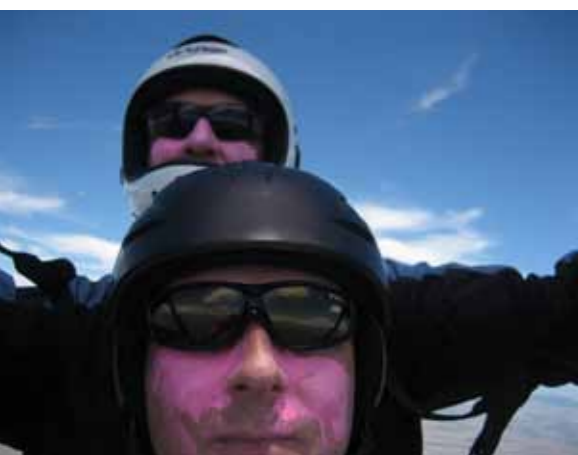
As we headed home after a busy few weeks, our thoughts and concerns returned to Queensland and Victoria. On behalf of all Waikerie Gliding Club members, and all of the South Australian gliding community, I extend our best wishes for a speedy recovery from what must be a very traumatic period.

Two to Tandem, Roast Lamb and Carrots

Are you ready? Not Yetman...

Simon Houston

WHY DO WE FLY? I KEEP ASKING MYSELF THIS QUESTION TO TRY AND JUSTIFY THE INCREASING AMOUNT OF TIME I AM SPENDING FLYING, AND I THINK THE ANSWER MAY HAVE SOMETHING TO DO WITH THE UNSOLVABLE THREE-DIMENSIONAL PUZZLE OF HEATING AND FLUID DYNAMICS IN THE SKY. EVERY TIME A PIECE OF THE PUZZLE FITS INTO PLACE, ONE REALISES THAT THE PUZZLE JUST GETS BIGGER. WHEN YOU ARE A BEGINNER ITS ALL TO DO WITH FLYING THE GLIDER. WHEN YOU GET GOOD, FLYING THE GLIDER IS LIKE DRIVING THE CAR OR RIDING THE BIKE, THEN YOU REALLY CAN DEVOTE YOUR ELECTRO-CHEMICAL CPU TO THE REAL TASK AT HAND... "WHAT IS THE AIR DOING TODAY?"



Simo and Al high

Photo: Alan Deering

I spent a week at Manilla around about the time of the XC Camp and experienced some flights of epic proportions. I think I can safely say that it was the best flying I have had at Manilla, probably anywhere.

My mate Alan Deering, who has recently been signed off, came along to fly in the mornings and afternoons and I thought, what better way to explain cross-country flying than by example. Lets go tandem. Conditions looked really good, moderately unstable on launch and as I saw all the gliders climbing out from Borah, I wished I was in my Peak 2. Fortunately for me, Cranny had loaned

me his Sol Kangeroo 3 which is a DHV 2 glider. It has quite a high aspect ratio and provides a lot of feedback. I was very impressed with its performance and handling. Pity it wasn't also Cranny's harness as Al puked all over it!

We flew with Cranny, JJ and Adam on and off. Myself and Al are not the smallest in terms of mass, Al being more massive, so the wing was loaded up and when I let the trimmers off the after burners kicked in. We were going as fast as the 2/3s – it was a hoot. I had my first full frontal in a tandem in the turbulent thermals, she popped straight out. We observed JJ only 100m away being shaken around like a rag doll. I was letting Al fly periodically, but I snatched the controls back when we kept falling out of thermals. I kept him occupied with weight-shifting, glider spotting and regular updates from the instruments. As the flight progressed, Al slipped into goof out mode which is why I think he started getting motion sickness. It's quite hard to get a passenger to puke at the appropriate time in the 360 and as a result of his commitment to the flight, my harness and flying suit were suitably garnished. I would have been cringing,

but to be honest, I was more concerned with pushing on.

We eventually decked it north-west of Barraba, nearly 50km linear distance from Borah. I was not willing to drift low over a hill to snag a climb and risk having to punch headwind to the closest paddock with passenger safety in mind. We got drilled, but landed safely. We were well off the road and it was a very hot day. As Al gathered himself, I started to pack up. A large tractor started making his way towards us, so I prepared to thicken my fine Irish accent and complement the farmer on the prowess of his machinery, the copious volume of water in his dams and comment on the variety of shades of green not seen in these parts for years. We slung the glider in the bucket, I joined the farmer in the airconditioned cab and listened to the ABC commentary describing the dismantling of our National test cricket team. We left Al clinging onto the outside, just in case he decided to conduct another misdemeanour.

We were ushered into the house, shown the renovations in progress and forced to drink cold beer. They must of liked what we had to say about the latest additions to their residence as we were soon presented with cheese, crackers and

salted cashew nuts as a nice entrée to the roast lamb dinner. If you think things couldn't get any better from here, we got dropped to the bitumen and only waited 10 minutes for an old fella to pick us up in a Holden Statesman for a lift back to Godfrey's with plenty of time for Al to have a nice flight off the east launch. Little did I know that our actions over the next few hours would put the icing on the cake for what was ahead the next day.

Dave Ramage and Michael Bass had both just flown PBs of 128km and 180km respectively and were stranded in a pub in Warrialda. All they could do was drink beer, eat counter meals and were forced to interact with the cute girl behind the bar. I volunteered our services to retrieve them and since I had already consumed a few beers while on the radio to Al as he was flying, I nominated him as the driver. I loaded up the esky with ice and beer and off we set on our merry way to Warrialda. About three beers later we arrived at the pub. My first analysis of the situation was that the two boys were going to require plastic surgery to remove the smile from their faces. We had (another) beer and Dave offered his services for retrieve the next day. The game was afoot. There was not a moment to loose. We got back to Godfrey's about midnight and, yes, you guessed it, consumed more beer whilst in transit.

Now it's time for me to enlighten you on the prerequisite for a successful long cross-country flight. Drink plenty of German beer the night before. Marvellous race, the Germans, great footballers, fantastic card players and innovative beer brewers... not so hot at world wars. The 'Reinheitsgebot', the German purity law of 1516 ensures that only the four natural ingredients – water, hops, barley and yeast – are in the aforementioned beverage and as there are no preservatives to give you a hangover, you can drink as much as you like. Couple that with the fact that a case of Oettinger German Pilsener was on special from BWS at \$24 a case, and the more you drink, the more you save!

I set up on launch early, my body cleansed with German pilsner. I took off followed by Michael Bass and Gareth Carter and got smoked by both of them. Things were not going according to plan and dwelling on it was not helping. Straight into survival mode: Go UP. I eventually cored a climb and got through that annoying progress inhibitor known

as an inversion. Base. Bar. Things were now really starting to happen and I just skipped from cloud to cloud, thermalling when I had to and 1/3 bar the rest of the time. When I arrived at the south end of the Bingra valley, out in front and low were about four gliders. They were scratching over the big brown paddocks, but the whole area was over-clouding big time and shutting down. I was comfortable at base around 2300m. Handbrake. I hung at the downwind end of the cloud and as I watched all the gliders deck it, I was able to climb out and around the leeward side of the cloud and top up with an extra 300m. Money in the bank. Spend it wisely. Munched on a carrot.

I could see the clouds beginning to dissipate by observing the holes in the shadows on the ground. I must have hung back for about 20 minutes or so. Time to go. I didn't think the clouds were going to be much help in their decaying state, but there were three good options ahead. First a brown paddock, no luck there. Second Bingra, obviously not my kind of town. I wasn't super high when I got to the little hill on the ridge north-west of Bingra, but got a stonker back to base. After I got nice and snug in the lift, I started processing other matters of more pressing urgency. Where's the next climb and what happens after that? There were good clouds over the west side, but they were way off my course line. They just looked too far and I didn't feel like getting low and having to work hard. Then, as if in a fairytale, I saw wisps forming out in front. (I wasn't even wearing any of Godfrey's fancy sunnies, which I hear are highly recommended!) Time to go. Time for another few bites of juicy carrot to help me on the way.

When I got north of Warrialda, approximately 120km out, I was not super high. There were plenty of landing options. There was cold beer below. I had a PB. I nailed 100km. I was mentally tired. I wanted to land. It was so tempting. It would be so easy to give in, but I was still drifting in weak lift. Then I realised that this was the psychologically low point of the flight. This is what puts everyone else on the ground. I quickly scoffed my last half of a carrot and was joined by two wedgies. Hang in man, it can't be that bad if they are here. There was lots of over-clouding behind and the cloud was drifting and catching me up. I was a bit uncomfortable as the cloud shadow behind me was huge and I could see massive overdevelopment back south near



Al with our Host and retrieve driver

Photo: Simon Houston



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Tractor retrieve

Photo: Simon Houston

Barraba, but the clouds to the east and west, while having a bit of vertical height, were not towering.

I followed the brown paddocks north, getting climb after climb, not massively strong or high, but they just kept appearing downwind. I only realised after the flight what was causing it. The shadow of the big cloud following me was causing the temperature differential at ground level to trigger all these little suckers off. On I pushed. I looked at my flight

computer, I was 136km north of Borah. I could make 150km and so I did. Man, 162km is 100 miles. I could make that too and so I did.

The day was winding down, cloud spacing was increasing and they were not vertically developed. The next cloud just seemed so far away. I was getting low. I went for a paddock that was as black as the night. There was a little hill downwind of it. Text book stuff. I must have been 400m off the ground, but refused to

think about that word beginning with 'L' that puts you on the ground every time. Then I jugged it, all the way to base.

That was the last time I visited condensation level on this flight. I could see Yetman way out ahead, about 20km away I reckoned and on the other side of a forest crossing. I headed downwind once again, picking up any scraps that were on offer. I had a good look at the forest, it seemed like such a long way across as I was only at 1300m and ground level was high. I spotted a little comms tower on a tiny hill and I milked about 170m off it. My Flymaster said I was 187km out – I'm going for it! So I commenced my final glide of the day. I naturally headed for the narrowest part of the forest which was cross-tail and my Flymaster was making that wonderful 'you're in lifting air, try a bit harder' sound between -0.8 and 0m/sec. I was getting such a buoyant glide across the gum trees, that it wasn't long before I altered my course directly downwind along the longest axis of the forest. End of forest. 197km. Out in front I saw marshes and cotton. I have read a million times how thin layers of water in marshes are good sources in late afternoon/evening and it didn't take much encouragement for me to test this theory. What a glide! Hands off controls, arms folded down inside pod, weight-shift only, one eye on my glide angle and the other on the linear distance: 199.6, 199.7, 199.8, 199.9, 200.0. Better be sure. 200.1. I must have had about 200m agl to spare. No acro over goal. I loaded her up and wound her down. My Pajero just pulled up as I touched down on the dirt road. Al, Dave and Michael were all there with smiling faces. I dropped my kit and received an ice cold beer. What a day! Seven hours, 200km, 28.5km/h.



A huge thanks to Al, Dave, and Michael. Thanks as always to Godfrey for Mt Borah and thanks to Coxy and FARQ. Congratulations also to Jason, Ivan, Wolfgang and Hans who all flew big distances over 200km around that time. Wolfgang spent the night sleeping under his glider pestered by mozzies.

You find details of my flight on the following link: [\[www.xcontest.org/australia/flights/detail:simonhouston/23.1.2011/01:01\]](http://www.xcontest.org/australia/flights/detail:simonhouston/23.1.2011/01:01).

A Few Things To Keep In Mind

- NEVER EVER give up
- Have confidence in yourself
- If you want to fly big kilometres you need to be in the air as soon as you think you can stay up.
- When you are very low, go into survival mode. Absolutely nothing else matters except UP.
- Have the confidence that the climb will be there. Search for it if its not. Have Plan B ready just in case.
- Boot it under cloud streets, it's a free ride. Only turn when you are low.
- Slow down when it's blue ahead and as the day winds down.
- Eat on every transition. Carrots for me, juicy and robust.
- Look everywhere. See everything. I learned recently that there is a big difference between the two.
- Do task based comps or at least set yourself a task on every flight. You earn every kilometre flown on task.
- When the real good guys talk and we all know who they are, listen. Ask them questions, you will be surprised how much they will share with you.
- Fly lots, way more than you are flying now (Andy McMurray excluded).
- Giving up work and getting divorced may help... (You think I'm joking?)
- Read and study.
- Have fun, stay safe.

RIGGING ADVISORY

John Chapman

A COUPLE OF INTERESTING TOTAL MALFUNCTIONS WERE FOUND DURING THE RESERVE PARACHUTE REPACK NIGHT HELD BY THE NE VICTORIA HG CLUB EARLY THIS SEASON. A TOTAL MALFUNCTION IS ONE WHERE IT IS IMPOSSIBLE TO EITHER PULL THE HANDLE, OR TO EXTRACT THE RESERVE BAG FROM THE HARNESS.

One involved a old harness with mating Velcro on the top and bottom flap of the reserve container. The reserve had been left closed so long that pulling on the handle could not separate the Velcro on the flaps and the reserve bag could not be extracted. This kind of assembly has long been out-moded in harness construction and is one good reason to replace your harness with a newer model, at least every 10 years or so! A lot has been learned by harness manufacturers over the years and newer harnesses are better made and offer better protection. If Velcro is used on your system for any part that needs to come apart for the reserve to work, check that it operates with a peeling action and not by shear, when Velcro can be really, really strong.

The 2nd total malfunction involved a harness that uses two yellow cables that pass through the two closing loops. The long cable should only pass through the furthest loop, and the shorter cable through the nearest loop.

When assembled correctly moving the handle about 75mm pulls the cables simultaneously from the closing loops and releases the bag. There is also a cloth channel to protect the cables from being caught on something and being extracted accidentally. (Correct assembly – see Figure 1)

The rig at the repack night had the two cables both routed through the nearest closing loop, with the long cable continuing though to the 2nd closing loop, as in fig 2. When the pilot tried to pull the handle the link attached to the reserve bag came tight before the handle had moved far enough to free the long cable from the near loop. This locked the system closed. Note also that the cables were also routed outside part of the protective channel.

All modern harnesses carry a placard requiring that after each repack the system should be test pulled to discover exactly this kind of problem. If you feel confident to pack and close your own reserve container then it is a simple step to test the operation by popping the

handle out and see the container open to allow the reserve bag to come out (you do not need to pull the bag completely out). Then reclose it using the same method as previous. If you already have the packing manual (or download one from the manufacturer's website) all this is much easier. This is the simplest insurance that you have a functional reserve.

After 15 years of running swing and fling repack nights, this kind of general problem (involving wrongly closing the container, both HG and PG) is by far the most common cause of reserve failures that I have seen. The parachute will usually work if you can get it out there, but an easily avoided failure with the handle operation can make a bad day much worse.



Chappo has been packing parachutes since the late 60s and was the Technical Officer of the Australian Parachute Federation for 10 years.



Figure 1: The handle correctly assembled



Figure 2: Both cables routed through the RH closing loop – wrong!

Thinking about Australia's Sailplane Fleet – Part 4

Emilis Prelgauskas

OVERVIEW

This series continues to review the sport's characteristics reflected by its airframes. And to place beside these, the expectations which have been expressed about past, current and emergent user sectors.

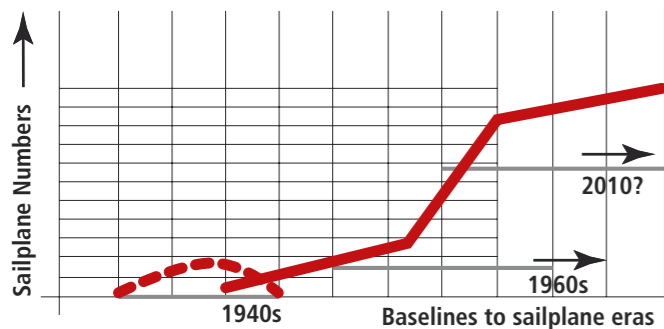
More and more, the content of these notes arises from conversations which the thinking in previous notes has triggered amongst others, for whose reactions by contributing to these notes I am very grateful.

AIRFRAMES AS ASSETS

In Part 3, a diagram was offered, depicting the gradual accumulation of airframes over the decades across the sport until now. In the process it ignored those airframes across that time span which came and went, restricting itself only to the current asset cluster of airframes now existing overall.

In this text (Part 4), the approach taken is a different tack, and to do this recasts the previous diagram to emphasise as shown: what are the assets which are seen as appropriate and meet solely the needs of each particular era, as the sport moves forward?

The diagram in this note suggests:



First, at diagram left, in the self help era, the airframe asset was perceived as being built, used and disposed of; in effect a baseline of 'zero' in on-going asset terms.

Then next, in the mutual help era which followed, this mindset was turned upside down. Every airframe was seen as building onward toward an on-going overall growing asset. Whereby operating care, maintenance, and inspection the

hardware was kept as long life gear. Available then both for use by successive owners and then forming, at the time of sale, a partial payment toward the newer replacement.

The diagram suggests, however, that the available asset base which grew during this 'golden age' was more subtle than simply 'all the bought airframes'.

At the time, the sport had a broad widely-encompassing view about itself, which permitted many of the airframes to be directed for effective use toward individual sectors within the sport overall; or be re-directed from one category to another as user-perceptions changed.

Example: A new FRP ship might begin life as a competitive unit, then devolve to a top-of-the-line club offering, then general member hack, then first solo offering, and then not worth getting out of the hangar.

In effect, as a result the baseline for the assets of that era moved up the scale, with the effective asset being the airframes aggregating above that line, where these could be put to those use categories.

An interesting side matter is that while this approach within the sport also accepted the substantially increasing capital cost of the replacement

new long service life individual airframes; across the same period other newly evolving aviation sports (HG, PG and trike) arose which, instead, chose to follow the past approach of lower capital cost for airframes with shorter operating lives.

And inevitably, there are within the sailplaning sphere those airframes which sit between these descriptions, neither short nor continuing operating lives: those with stated maximum operating lives, both metal and FRP.

TOWARD A MODERN SPORT

A modern sport, as characterised in previous notes in this series, is the sport the Federation has (knowingly or not) positioned itself.



Emilis Prelgauskas

The thinking about modern airframes suited to consumer outcomes, when now projected forward, means the diagram baseline needs to rise again to set aside all the airframes 'unsuitable' to that focus, as the sport focus is cast narrower than in previous eras. In effect, the airframes below the baseline, whether long life or of stated operating life, are cast aside at zero value.

The hope in the real world of course is that there are other iterations of sailplaning which will be interested in picking up at least part of the asset bulk thus being dispensed with; as already canvassed at the end of Part 2.

But to stick to the preferred evolution, in the coming modern sport only those with current thinking level equipment need bother to apply to play. To quote a coach of my acquaintance: "now that we all fly at 40:1 or greater..."

The baseline thereby moves up to eliminate below itself two-thirds of what in our mind's eye we assume is available asset. At which point, the Federation reflects a much smaller remnant sport and its involved numbers of pilots (600?) and clubs (30?) than we may have previously considered our low point; or possibly vanishing point.

This does substantially reduce the re-equipment capital costs needed against those assessed in earlier notes, where the thinking was about bringing forward the majority of the existing sport into the new era.

The prognosis continues, a fact already underway since 1984. As the Federation has in the last quarter century declined in member numbers, some of those people unsuited to the modern sport have moved to 'other' pilots' status.

There is already evidence that, arguably, interested people numbers haven't necessarily declined per se, instead these 'other' pilots, as well as moving to other aviation sports, are also in sailplaning segments other than what the Federation is geared to look after.

KEEPING PEOPLE IN GLIDING

The Federation has recently suggested a change in focus from new member recruitment toward existing member retention.

In a previous note of this series, mention was made of the issues in retaining corporate knowledge in the sport for hand on to follow-on generations, where that wisdom exits along with people leaving.

This section of this note canvasses the other half of that matter: the barriers to the current elder statespersons in the sport being able to hand-on knowledge.

In a prescriptive focused system, the focus moves away from ethic, understanding, and skill, and toward making the paperwork look right. The former is about a constant background interrogation of safety in conduct. The latter is about fear and domination.

That latter emphasis trends away from dispersing information and empowering individuals. Instead it might be characterised in heraldry terms as 'egos rampant on a vermilion background'.

So, along with the move toward a modern sport and the reduced participant numbers outlined above, not only do costs to the individual rise, but there is a loss in corporate knowledge as people depart a sport which doesn't suit them, and they take the expertise with them because no succession has been planned or implemented. Nor is there any repository in a sport focused on rote answers for hard won knowledge by real world experience.

COMPLEXITY AND CORPORATE KNOWLEDGE

At the same time as this exodus has been underway for several decades, sailplanes continue to be more diverse with new types entering the asset mix. These now range from the traditional materials types and construction/maintenance of interest to enthusiasts through to new emergent electronic inclusions and complexity for

which no routine processes have yet been developed.

This creates a double headed barrier: loss of wisdom from the past at the same time as innovation enters a system which has become prescriptive edict driven.

FELLOWSHIP

The reason to exist for the sport has no business drivers, no 'releasing shareholder value', no direct ROI.

It is entirely triggered about people satisfaction, nothing more. Every participant, from interested public looking to an AEF through to the seasoned competitor, is attracted by what the sport can provide in human terms: fun, emotional response to the sights and sounds, satisfaction in skills applied.

Responding to these drivers, the description of the structure of the Federation set in the late 1940s are paraphrased here, drawn from a transcript of a 1983 public presentation by Jack Iggulden (my thanks to people who are following this series of notes and have pointed such material toward me).

The Federation's original structure encouraged goodwill and collaboration across the layers of the sport: pilot, club, region and Federation because without this, nothing would get done. Advice, mentoring and encouragement were the key words.

In heading toward a modern sport, while the word 'Federation' is still used, the structure has progressively changed to today to be a top down-driven edict and mandatory compliance based approach.

Noticeable, out at the coal face, is that there is now confusion between layers of the sport, as to which variant of regularly amended mandates are actually in force. It is noticeable that even Federation officers don't keep clear in their own heads what is advisory and what is mandatory.

From such confusion comes resentment. From the edicts, instead of advice and encouragement comes resentment. From highlighting problems but not securing solutions comes resentment. The most blatant form of this is misogyny: "you're just a girl, what would you know?"

That is quite a shift from not that long ago when robust discussion was a means to establish acceptable common ground, because differing view points shared mutual respect and mutual willingness for the best outcomes for the sport as a whole.

And thus people are leaving. Not just new entrants repelled by the acrimony and unconscionable conduct by people inside the sport and not just pilots unable to advance or achieve independent status after years within the sport where better paths are achievable in other adjacent aviation sports.

The sport also is losing its elder states-people, those with irreplaceable decades of coal face learning which isn't replaced by new rules and edicts, but simply constrain freedom of action which would guide appropriate to the individual circumstances affecting safety.

Edicts don't work unless:

- mutual goodwill is in force
- all parties stay in fellowship mode
- hierarchy and process remain subservient to fellowship and goodwill.

Where readers feel this discussion takes us a long way away from airframes, it is worth reflecting that the operating and maintenance processes for these indeed depend on the ethic and human conduct which drive the airframe processes.

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Map Reading

Matthew Cameron

THERE IS SOME DEBATE AS TO WHETHER MAP READING IS AN ART OR A SCIENCE; PERSONALLY I DO NOT THINK THAT IT IS EITHER, MERELY ONE OF SEVERAL TOOLS TO ASSIST THE CROSS-COUNTRY PILOT TO ACHIEVE THE INTENDED TASK. IN THIS ELECTRONIC AGE THERE IS A TENDENCY TO DISMISS CHARTS AS AN UNNECESSARY PIECE OF PAPER IN THE COCKPIT. THERE ARE SEVERAL REASONS WHY I DO NOT AGREE WITH THIS LINE OF REASONING.

Compare the use of maps to the physical task of flying a glider. When you began your initial flying did your instructor tell you to forget all the theory and just do it this way? Did your instructor ask you to do a 300km cross-country flight after just a couple of dual flights? Do you really think that it would be possible to become a competent cross-country pilot under this sort of 'training'? Like most of man's achievements flight is a continual learning process that never ends, we continue to build experience based on exposure and knowledge. Unfortunately with the rise of electronics in all facets of today's living there is a great tendency to ignore the basics at all levels. This is fine until things go pear shaped, there is nothing to fall back on, the accumulated experience and learning are missing.

PLANNING

Map reading is not rocket science and is based on common logic, it is neither difficult to learn nor with preparation does it require excessive use in the cockpit at a time when you should be looking outside. A very famous glider pilot once told me that the secret to a successful cross-country flight was intense preparation, a statement that I fully agree with.

The first area that people fall down on with maps and charts is that they do not take the time and effort to understand the various symbols on the chart. The WAC charts that we use in aviation are very specific in this regard. You should know instantly what each different symbol or mark stands for, the different signs, symbols and markings are printed along the bottom of each and everyone. Time learning what each stands for is time well spent.

Charts can become expensive items if we do not look after them. Perhaps the simplest way is to laminate that portion of the chart that you are likely to use most frequently; an A4 sheet is a convenient cockpit size. Then you can draw on the laminate using china graph pencils or use a thin permanent marker that may be erased with acetone. I always have a plain sheet of paper on the back inside the laminate to write relevant external information on. What you write depends on our own requirements; using such a system the chart is re-useable. Personally I note distances between standout checkpoints, radio frequencies and the shape of timbered areas on the ground. In addition the surface and upper winds are noted together with the relevant heading (M) to steer on each particular leg of a cross-country flight.

For the purpose of the exercise let us assume that our glider pilot is interested in spreading his/her wings and would like to become a proficient cross-country pilot. Most probably the first one or two of such flights would be with an instructor on board. It is also possible that bigger clubs run specific cross-country tutorials. The starting point has to be the selection of the task, is it out and return or a triangle? How far do we want to go? It is unlikely that you would tackle 300km first up. Perhaps a smaller triangular task about 100km or so, at the planning stage, exactly what are we looking for?

I suggest that the first requirement is to select the flattest terrain available, preferably over an area with good outlanding paddocks, remember the old stanza: if you fly cross-country you will outland!

Perhaps our triangle should have sides that are roughly equal, about 35km each or one side that is 50km or more to qualify for the Silver C distance requirement.

Other than the aerodrome of departure the other two turning points should be easily identified; a largish town or a standout physical feature such as a large lake or even another aerodrome. The next step is to draw our triangle and ascertain what standout features are available to assist us to navigate on each leg. At the planning stage all measured directions and distances should be double checked.

Towns of reasonable size whether on track or not are valuable tracking aids for pilots, particularly so for those of us in gliders as we often divert from the proposed track to find lift. In similar fashion roads depicted on WAC charts that parallel the proposed track are invaluable; one quick look in flight is all that is required. Many larger ground features are visible at distance if you are high enough! It is often claimed that WAC charts are not sufficiently detailed for accurate navigation, I disagree. You do not want the fine detail, what you are looking for is a standout feature(s) that is easily recognisable.

As an example, in the area that I fly in there is a large lake, it is usually dry but because of its size, 12 by 6km, it is visible at long distance depending on your height and the visibility on the day. The first checkpoint along this 80km leg is a town 26km distant from my home aerodrome, shortly after passing this town the outline of the lake is in view from at least 30km away. No need to refer to the chart any further. The lake is a point of reference whether we are on track or have diverted to find lift. Many larger rural cities or towns are built on rivers; the tree lines associated with them are visible at vast distances.

On a cross-country last summer I could see a major river from some 70km away simply because the trees on the edge of

the river were green and everything else in between was brown, yes the fine detail was missing but at that stage it was not required. Almost all of the areas within Australia that are used for gliding have sufficient surface detail for glider navigation. Where such detail becomes a little sparse we can improve our navigational requirements by planning to use the most advantageous standout surface features.

Google Earth allows you to ascertain exactly what type of terrain you propose to fly over, you can draw in the proposed track and measure the distance. The WAC chart would not show the shape of smaller forests or patches of timber that can be an important navigational aid. The other very valuable feature of Google Earth is that it allows you to view your proposed routes from various altitudes, this assists in spotting standout features that will keep your head outside the cockpit.

There are a couple of other items that provide both a safety check when planning and are of great use in the air. Many years ago I was taught to estimate chart distances and direction, the ability to do so provides a backup to precise measurement of both items.

IN THE AIR

All the planning in the world is fine but the real problem arises in the air when we need to keep our eyes outside the cockpit. How do we attain maximum awareness and navigate at the same time. The most important requirement is to note the time when you pass over your start point, it is not necessary to write it down but do remember it. Using the compass (we'll come to the electronics later) steer towards your first checkpoint, it should be visible from over the top of your home airfield and easily recognisable, 25km or so is ideal.

You should not need to refer to the chart on the initial part of the first leg. If you have to deviate off track for lift the preferred option is to divert on the upwind side. Knowing the wind direction from the forecast or your navigational device will tell you where you will drift when thermalling.

Let us assume that your planned track indicates that you should pass within a couple of nautical miles to the right of a well defined dry lake/town/storage dam, etc. Possibly chasing lift or maybe the wind has drifted you to the left of the same feature, obviously a correction is needed but you do not necessarily have to scramble for the chart to see

where you are. Rivers almost invariably have trees on either side, in farmland, particularly during summer months; they stand out for considerable distances. In addition many major roads other than highways on WAC charts run in a northerly direction are in fact within one or two degrees of magnetic north. The same reasoning can apply to fence lines, a large percentage of rural paddocks are square. People get lost because they simply lose track of where they started from and start looking for detail on a WAC chart that is simply not there.

If you become unsure of your position (lost?) rule number one is climb as high as you can and look for large standout features preferable in the direction you are proceeding in. Secondly, at the planning stage you would have ascertained the magnetic direction of your initial track (you did I hope), steer in this direction on the compass. Now, if we cannot see our next checkpoint; depending on height, we must be either one aside or the other in relation to our planned track. We either flew off track deliberately (thermalling) or the wind may be stronger than forecast and has caused the problem. We need to ascertain our position in relation to where we would like to be. You have to proceed from one known position to the next, when over a positively identified feature you should be aware of the next stand out ground feature that may already be within visible range. This assists in keeping your head outside the cockpit.

Rivers/towns, the direction of major roads and stand out features, ie, a range of hills, lakes, grain silos and the type of terrain all provide some navigational information plus a good dose of common sense and logic. If for instance we were running parallel to a major road some distance off to our left either we have crossed it and it must now be on our right-hand side or we have in fact drifted to the right to a distance where we can no longer see it, this may be because of a reduced visibility. Most highways are bordered by trees so that the shape of the highway/road becomes very distinct and is visible at distance. The shape of large wooded areas should be noted on laminates, they are invaluable, particularly when you are high. Remember, the higher you are the easier to navigate.

Some mental arithmetic is also handy in relation to speed. If we have done a long run without thermalling for lift this can assist in the process; 60kt on the

airspeed indicator is roughly equal to a nautical mile per minute and ignoring the difference between indicated and true airspeeds we must be approximately the same distance along track as the time from the last positive position (fix). If you think in metrics for a rough distance in kilometres, double the distance in nautical miles and subtract 10%, it's not exact but near enough. This may be more or less depending on the wind strength and direction. Practice estimating chart distances in the air and then check them when back on the ground.

Mental arithmetic can also be invaluable when you do not have access to a calculator; know the performance of your glider and practice until you can do the maths in your head. There is obviously more to map reading than what is encompassed in this article, however you have to start somewhere. I am sure that with increasing experience your instructor will encourage to proceed just a little bit further from your home aerodrome at every opportunity, good advice, and don't forget the chart!





Lake Keepit Soaring Club is the perfect place to glide... if you are learning or want to extend your cross-country experience.

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Breakneck Ridge Lake St Clair

– History, Upgrade and Fly-in 12-13 March

John Harriott



Lake St Clair
Photo: Jeff Terry

BEAUTIFUL LAKE ST CLAIR IS LOCATED 20 MINUTES FROM SINGLETON IN THE HUNTER VALLEY AND WAS FORMED IN 1983 BY A DAM. IT PROVIDES A 285 MILLION-LITRE WATER SUPPLY TO SINGLETON, ALONG WITH RECREATIONAL SPACE, AND

IS REGULARLY RESTOCKED WITH BASS, PERCH AND NATURALLY OCCURRING AWESOME THERMALS.



Paragliders at the lake
Photo: Hayden Leeke



Gorgeous views
Photo: Javier Alvarez



View of the spacious landing zone

Photo: Javier Alvarez

Rated as safe for novices (subject to conditions on the day), this inspiring site has been flown when road conditions permitted for more than 30 years. The access road to launch has recently been upgraded thanks to funding from the NSWHPA and the pilots of the Central Coast Sky Surfers and Newcastle Hang Gliding Clubs.

Take-off 'Breakneck Ridge' is several kilometres long and delivers extensive ridge lift in light to moderate westerlies. In summer the site is thermic, heights of 8500asl and flights to the upper and lower Hunter and back to the coast have been reported. The expansive landing zone is in full view from launch and reached in an easy 3:1 glide.

The upgrade access track is strictly 4WD, but is now suitable for lower clearance vehicles such as Subaru and Honda. We negotiate and retain permission to fly this site with the State bodies, owners and lessees based on their trust in our commitment at club level to manage its use. To fly you must be a current HGFA member, sign a waiver and be accom-



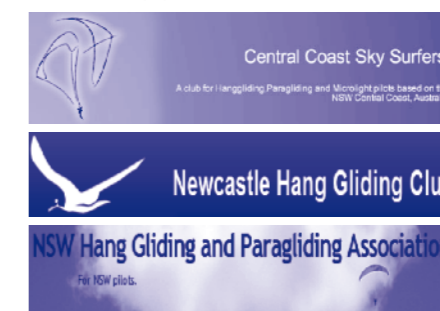
Breakneck Ridge take-off

panied by a CCSS or NHGC member.

Accommodation is available in Singleton or you can take advantage of the low cost, excellent family camping at Lake St Clair Recreational Park with full amenities and only five minutes from the landing zone. You can camp next to the water, swim, build a fire and tell great stories about the day's flying. (For camping bookings call Marie on 02 65773370. BYO food, drink and firewood.)

Welcoming all wing types, para and hang gliding, this month we are organising a free to all fly-in on 12 and 13 March. We ask you to pre-register your intention to attend for logistics, safety and catering purposes. Sponsor prizes from Moyes and Airborne have been donated, we hope to have a spot landing contest and informal tasks, a potential thermalling clinic, demo wings and a few personal bests! Go to [www.centralcoastskysurfers.com] for registration, contacts, more information and on Thursday 10th 7pm a go/no go decision on weather conditions for the event.

Our thanks for encouragement and funding go to:



Access road upgrade: First switchback remedied



Widening the slippery section



Second switchback widening at 3km Photos: John Harriott



Photo: Javier Alvarez
Soaring Australia 23

JOCKY SANDERSON DOWNUNDER

Shanta Woodhall

HE WAS ENTERTAINING FROM THE WORD GO... ALL NIGHT HE HAD US FLYING FROM OUR SEATS. HE MADE YOU FEEL THE WISPS OF CLOUDS ABOVE YOUR WING AS YOU THERMALED TO CLOUDBASE, EVERYONE WEIGHT-SHIFTED IN THEIR SEAT AS HE DESCRIBED RECOVERING FROM ASYMMETRIC TUCKS, TWISTS AND STALLS. THE 'HE' I TALK OF IS PARAGLIDING FILM GURU, SIV INSTRUCTOR EXTRAORDINAIRE AND TOP RATED WORLD COMPETITOR AND PARAGLIDER PILOT JOCKY SANDERSON.



Jocky arrived fresh faced, but limping off an international flight into the Harbord Bowling Club on the Northern Beaches in January. He met 50 enthused pilots from

all over Sydney, the Blue Mountains and Central Coast at the Northern Beaches monthly paragliding soirée. He says *"I am fond of life, adventure, people and*

places." His limp was the result of his latest adventure of ice climbing, but it wasn't curbing his keenness to get up and flying on his next course in a couple of days.

The international guest appeared to not suffer a fraction of jet lag as he kept his audience hooked and entertained with flying stories from all over the world, each story with a lesson to be learnt. Like, if you have an emergency tree landing and you set off a flare, make sure the surrounding area you are hanging over isn't going to catch alight when the flare returns to earth.

His knowledge and description of launch sites kept everyone enthralled, we travelled from the UK into France, across to Brazil and back home to Godfreys door step Mt Borah. Jocky exclaimed, *"Borah is such a surprising launch, from maps it doesn't look like much... but when you fly there it offers so much to all pilots."* He was talking about flying the flatlands, the heights and distances you can go are astounding. Jockys trip to Australia wasn't to simply come talk to the mere mortals in Sydney, but to take students cross-country on the Manilla flatlands, he says *"it's a perfect and versatile little site."*

During his stay in Manilla he enjoyed 11 out of 12 flying days with flights of 20km in 30 minutes and booming to a base of 8300ft.

Jocky has an immense amount of energy and his calendar is sky high with courses every month across the world. It also includes a couple of months of adventure touring for children in Borrowdale, *"Britains most beautiful outdoor adventure playground,"* an

enjoyable and rewarding camp educating kids in respect for the environment and adventure challenges in canoeing, mountaineering and survival training. Though his next destination wasn't to Borrowdale but across the Atlantic Ocean to Brazil, Valadares, internationally known for World Paragliding championships held at Ibituruna Peak. This peak rises 1123m above sea level and is known to be one

of the best places in the world for hang gliding and paragliding.

Whether you are flying in South America or Australia, if you get to fly with Jocky you will see his passion and enthusiasm is contagious. Many pilots scramble to launch at the same time as him, or others look on in awe as he gracefully launches off the south side of Mt Borah and up, up and away.



THE BLANIK SITUATION

Dafydd Llewellyn

Concerned Blanik owners and users may be interested to know that there has been an answer to the Blanik fatigue-life issue for the last 32 years, in the form of the modification designed and given a CASA Supplemental Type Certificate in 1979. I am at a loss as to why so many people are running around like headless chickens over the matter; the problems are administrative, not technical, since application of this modification would address the current concerns about fatigue lives.

I write this as the original designer of the modification and current STC owner, keen to see a resolution of this grounding in a fashion which assures continued airworthiness at a reasonable cost.

By the way, I'm an authorised Australian aircraft design signatory, under Civil Aviation Regulation 35 (since 1974).

HISTORY

In 1978, the Czech authorities let it be known that the calculated safe life of the L-13 was 3000 hours. This caused absolute consternation in Australia, because we did not ignore fatigue issues with light aeroplanes or gliders; and had at that time one L-13 with 7750 hours, one with 5500 hours, and a number between 3000 and 4000 hours. As a result of the squawk from Australia, the Czechs then performed a series of endurance tests of portions of an L-13 airframe, which allowed them to extend the life to 4000 hours. This did nothing worthwhile to ease the situation in Australia, but it did identify the critical locations.



The Motor Blanik modification that was done by Bill Riley at Tocumwal (David did the structural design), flown by Bert Perssons, with wool tufting on the side of the engine cowl to try to locate the source of buffeting on the vertical tail. Bill Riley was flying the camera aircraft and David took the photo. Unfortunately, the added mass of the engine would have halved the fatigue life of the aircraft. However, it was an absolute delight to fly

Photo: Dafydd Llewellyn

So the importer, Riley Aeronautics (Bill Riley), asked me to design a life extension modification; and since it was obvious that there was little difference in the labour content of modifying the aircraft for a life of 8000 hours, to modifying it for 12000 hours, we chose to do the latter. The rest of the world took no notice; for the most part the rest of the world, at that time, did not consider fatigue issues for light aeroplanes, let alone gliders as such matters were thought to be significant only for airliners.

This was a rather illogical point of view, because almost all aircraft materials, except wood, are subject to fatigue (a progressive loss in strength due to repeated loading cycles), and even wooden gliders have metal fittings in critical locations. The Blanik, like all gliders and most light aeroplanes, is a 'single load path' structure, for which the concept of a 'safe life' applies. The 'safe life' of an aircraft was in those days based on a probability of avoiding failure of 99.9% (or, putting it in more understandable terms, the chance of a fatigue failure will have risen to one in 1000 per flying hour at the point at which the aircraft is retired from service).

The simple answer to the current Blanik problem is that the designer did not put sufficient material in certain critical places, to give an adequate life for any usage other than the original one, ie, a fairly short-life military trainer. There are two critical parameters in regard to the fatigue life of an aircraft wing, they are: (i) *the per-G stress level in the tension load path of the main spar; and* (ii) *the loading spectrum to which the aircraft is subjected.*

Aerobatics consume the fatigue life at something like 10 times the rate of normal flying.

The original design had approximately 6000psi per G tensile stress in the lower wing spar cap; and it assumed that aerobatic usage did not exceed two per cent of the total flight time (figured on the basis that the whole of any flight on which aerobatic manoeuvres occur is counted as aerobatic flight time). This means, in effect, that the Blanik may be used for spin training, but apart from that one should use an L-13AC or a glider explicitly designed for aerobatics, if you want to let off steam. The Austrian crowd

who do mirror flying two-up in Blaniks are, frankly, suicidal.

To extend the fatigue life to 12000 hours, on the same assumption that aerobatic usage did not exceed two per cent of the total, it is necessary to add material to the lower wing spar cap at the critical point, such that the 1-G stress level is reduced to less than half its original value. Obviously, that means adding more material than was there in the first place. Also, it is not sufficient to consider only the wing; it is just as lethal if the tailplane fails or the fin falls off, so all the critical areas identified in the Czech report have to be addressed.

This is not a small job, and it needs to be done under controlled conditions, by a qualified aircraft maintenance shop, with accurate jiggling to get the new wing root fittings in exactly the right place. It is not, therefore, a case of purchasing a mod kit and installing it in the back of the typical gliding club hangar. The cost of it needs to be assessed against the cost of a new replacement training glider. We are currently in the process of (once again) setting-up a shop for this work in Australia; the best present estimate of the cost to fully modify an L-13 for 12000 hour life is around \$25000.

For that you get a known safe life of three times the current permitted fatigue life of an unmodified Blanik; ie, currently 12000 hours (11250 hours if launched mainly by winch), less whatever the aircraft has already flown. This compares favourably with, say, a new Puchacz, I believe.

The Blanik mod went through the supplemental type certificate process, and the STC was duly issued in 1979. Eight aircraft were modified at the time, however the cost was considered too high back then (we did not have CNC machining, for a start), and the drawings etc simply sat in my drawing cabinet ever since. Ownership of the STC has since passed to me, as Riley Aeronautics no longer exists.

THE CURRENT SITUATION

The cause of the current consternation is that the Austrian Blanik failed at what at face value appeared to be about 2300 hours; ie, well short of the predicted 4000 hour life. That may be due to excessive aerobatic use or to inaccurate logging of flight time (or both); however

on the face of it it sheds doubt on the validity of the 4000 hour Czech figure, and the EASA authorities presumably need to satisfy themselves on whether the failure was anomalous or whether the permitted fatigue life needs to be reduced. The generally poor standard of logbook keeping in some parts of Europe is evidently also a concern.

When the current problem erupted, I dug out the paperwork, and found that the silverfish had not eaten it (well, not much), and I set about attempting to have it accredited by EASA and the FAA. I have also (on 9 November, 2010) applied to the Australian authority, CASA, for it to be accepted as an AMOC (Alternative Means of Compliance) against the EASA Airworthiness Directive, for the eight aircraft that were modified back in 1980. That has been interrupted by the festive season, however I have paid CASA's cost-recovery charges and expect the AMOC to be approved in the not too distant future (depending on whether any more Qantas A-380 engines blow up, I suppose).

The difficulty with EASA and with the FAA, lies in the area of bilateral airworthiness agreements between EASA and CASA, and the FAA and CASA. Australia simply does not have any bilateral agreement with EASA, so there is no regulatory

mechanism by which they can accredit an Australian STC. I sent a data set to the EASA structures man, Laurent Pinsard, who found it 'impressive', but that really does not help. To get the mod into Europe, I would have to go through an EASA-approved aircraft design organisation and they would have to submit the package to EASA and obtain an EASA STC, at which point I would totally lose control of the situation. I'd prefer to sell the European rights to it outright to somebody over there, but they all seem to be waiting for LET to pull a rabbit out of the hat, or something.

Given the nature of the problem, I consider it unlikely that LET will produce anything worthwhile. One would hope that common sense must eventually prevail, and low-time aircraft will presumably have the AD lifted; however, this seems to be taking an inordinate time, and we do not know what conditions will apply.

The situation is almost as bad with regard to the USA, however Australia does have a bilateral agreement with the FAA, which covers FAA acceptance of Australian STCs for both Australian-designed and American designed aircraft, but not for aircraft designed in Australia nor America. If you can make sense of that, I'd be pleased to hear about it, in

the meantime, American Blanik owners should not burn their Blaniks, but should light a fire under the FAA instead.

So, I have been waiting to get the AMOC from CASA for the original mod, as the first step. As soon as I get that I will submit a slightly updated data package, for a new STC under the current Australian regulations, which will allow a production certificate to be issued to the company who is interested in manufacturing the parts, and the process of modifying Australian Blaniks will be able to re-commence.

In order for a Blanik to be eligible for the modification, it must be accompanied by valid and accurate log books, completely up-to-date. The initial process of the modification is an inspection to check for incipient fatigue cracking in the wing spar cap angle; if cracking is found, the wing will not be eligible. The risk of this obviously increases with the total flight hours, however the highest-time examples originally modified had 7750 hours and 5500 hours, and they tested crack-free, so provided the aircraft has not been abused by aerobatic usage, the chances appear to be quite good.

So there is some progress, at least for Australian Blanik owners, but the bureaucratic wheels turn slowly.



Speed Week 2011

Paul Mander

Having just come back from Benalla Club Class Nationals, I can report that all Speed Week 2010 alumni who competed acquitted themselves wonderfully in the event.

Congratulations to Alan Barnes and Tobi Geiger, who flew like champions and deserved their first and second placings. But loud cheers to Richard Frawley who got himself onto the podium in his very first Nationals. Well done, from all of us fellow Speedsters.

Richard and all the other alumni were very gracious in mentioning that their speed week experience had helped their performances. Thanks for that.

And so, energised by the excitement and goodwill, it's time to look ahead. Next season's 'Speed Week' has been set for 16 October, at Lake Keepit, running from that Sunday through the following Friday, 21st with a wind up dinner that I hope we can persuade Jan Dircks to do again; last year's was so good.

March 2011

The timing is aimed at making this an entrée to competition for the less experienced, and a season starter for the old hands.

I'm excited to announce that Ingo and Judy Renner will be our guests for the week, and Ingo will bring his glider and fly with us.

The theme is 'how to' fly competitions, and we'll follow a regatta format.

Mornings will be taken up with formal presentations. Marshalling and flying the task (all AAT) will take up the middle of the day and early afternoon. Flight analysis and scoring will take place from about 5pm.

Evening meals are planned to be collective, we'll organise that, so that we can have evening discussions. I'll do Michael Parkinson, no, I think David Frost, and guess who will make the first guest appearance? Evenings with Ingo, sounds good, doesn't it along with questions from the audience.

The interest has already been substantial and I can see numbers being limited

by tug availability. Ian Downes has promised (right, Ian?) three tugs again, so 18 participants sound sensible, possibly stretching to 21. We will probably utilise the super winch to augment things and provide a bit of interest.

Newcomers to competition are particularly welcome, but we're pitching at experienced pilots too. The only requirement is to have an Independent Operator's certificate.

I'm budgeting for \$150 per pilot.

First in best dressed, firm entries only please. Maybes accommodated if there's space at the end. Contact Paul Mander, <paul@mander.net.au>, ph: 0417 447974.



Speed Week 2010 participant Richard Frawley took out the Novice trophy at the 30th Club and Sports Class Nationals 2011



30th Club and Sports Class Nationals – Benalla 2011

Tim Shirley – Contest Director

The 30th Club and Sports Class Nationals were contested at Benalla from 10 to 21 January 2011. We had 48 competitors, with 32 in Club Class and 16 in Sports Class. There were four overseas competitors, from the Netherlands, Canada, Germany and Poland, and every state was represented except Tasmania. There were eight female competitors, which may well be a record, at least in percentage terms.

We were fortunate in many ways. We were able to attract two major sponsors – Tallis Wines of Dookie (a small local family winery which provided daily prizes and Magnums for the championship winners) and Benalla Rural City Council who provided some financial support as well as assistance with airfield preparation and marshalling aids.

The airfield itself is a major asset. It is large, well drained, and maintained in excellent condition. Gliding is the main operation on the airfield and this allows us considerable freedom in planning the operation.

The Gliding Club of Victoria (GCV) has a well established clubhouse which was originally built for the 1987 World championships, and this allows us to hold all the competition and social activities in the one place.

GCV is also fortunate in having a large pool of experienced club members to call on for help in running a major competition, and this made my job as contest director very much easier. We also have many facilities available on site – a fully equipped workshop, weighing scales, four tugs, and many other assets.



Kerry Claffey

All tasks were AAT, and on every day at least one waypoint (and sometimes all) were set as wedges rather than circles. This allowed a lot more flexibility in task-setting, especially as the task area was limited by the amount of water on the ground. The wedges proved very successful, and pilots soon adapted to them.

The weather turned out to be impossible in the first week, but in the second week it came good. We flew six of the last seven days in a wide range of conditions – there were some weak days and a couple of classic Benalla skies to finish the event. David Wilson provided his usual consistent forecasting.

Most aspects of the organisation worked well, though as always there are things we learned which will go towards making next year even better. I feel that most pilots went home satisfied that we had done our best, and that is all we could have hoped for.

PRACTICE DAY: 10 JANUARY

The skies were cloudy and unstable, but a short two hour task was set and we marshalled for practice mainly. However, a clear window opened and we launched the fleet, not really expecting much to happen. After launch, there were rainstorms evident to the north and no Club Class gliders attempted the task. Peter Temple (one of the first to launch) was the only one to attempt and complete the task.

11 TO 14 JANUARY

A trough lingered in Western Victoria delivering flooding rains in the area west of Bendigo, as well as the even worse conditions experienced in Queensland.

At Benalla there was relatively little rain (only about 50mm), but the skies were overcast and there was no possibility of flying. On Friday 15 January the trough moved rapidly eastwards delivering about 25mm of rain on that day alone. By late evening the skies were clear and the forecast looked good for the next few days.

15 JANUARY: DAY 1

The day dawned bright and sunny, a complete contrast to the previous five. Given the amount of rain the previous day, most pilots arrived at briefing expecting another day off, but were surprised to find that a task had been set, around 200km to Katamatite, Corowa, Winton and Benalla. Benalla airfield is well drained and recovers rapidly after rain, so with a delayed start and the use of only the driest parts, it was possible to launch and complete a two hour task for both classes. Daily winners were Terry Cubley in Club Class and Peter Temple in Sports Class.

16 JANUARY: DAY 2

A three hour AAT task was set to Tocumwal, Coreen, Winton and Benalla. Thermals to 5000ft were predicted and generally achieved, and the day was won by Lisa Trotter in Sports Class and Allan Barnes in Club Class. Many pilots commented on the large areas of wet country in the north of the task area, and some struggled, though there was only one outlanding.

17 JANUARY: DAY 3

Conditions were forecast to be similar to the previous day, and a three hour task to Dookie, Berrigan, Coreen and Winton was set. Unfortunately the day turned out to be poor, with thermal reaching 3500ft at best, resulting in a huge struggle for all. There were 18 outlandings, and the best illustration of the conditions is that Peter Temple won Sports Class with a speed of 73km/h, and Paul Mander won Club Class at a similar speed.

18 JANUARY

The day was forecast to be good but with strong south-westerly winds. A three hour task was set, but after launching Sports

class it was clear that the day was going to prove extremely difficult and perhaps dangerous for outlandings given the wind and the wet countryside. The day was cancelled.

19 JANUARY: DAY 4

The weather was good and winds light, though thermal heights remained at about 5000ft all day. A fairly conservative two-and-a-half hour task was set to Rennie, Balldale and Winton, which all but two pilots completed successfully. Winners were Lisa Trotter in Sports Class and Craig Collings in Club Class.

20 JANUARY: DAY 5

This turned out to be the best day of the event. Forecast temperature was 33°C and thermals to 7000ft under cu. A four-and-a-half hour AAT was set, including Mt Buller, Euroa, Tocumwal, Corowa and Winton. As it happened the thermal heights in the early part of the day were lower than expected, and pilots struggled in weak thermals and low cloudbase in the hilly country towards Mt Buller. However, the rest of the day was as expected and most pilots had a good run later on. The day was won by Scott Lennon in Sports Class and Tobi Geiger in Club.

21 JANUARY: DAY 6

A good day was forecast, with cu and heights of 8000ft with isolated thunderstorms. A three hour task was set to Oaklands, Rand and Moyhu, but after gridding there was some cloud over the airfield and the launch was delayed.



19-year-old Matthew Scutter took out the Junior trophy

At about 1:15 the skies cleared and launching commenced just in time to do the A task.

Unfortunately a thunderstorm on task resulted in five outlandings, which made a few pilots late for the final dinner. However, it proved to be the fastest day of the contest with Allan Barnes winning Club Class at 101km/h and Matt Gage winning Sports Class at 100km/h.

CHAMPIONSHIP RESULTS

Allan Barnes is the Club Class champion, followed by Tobi Geiger and Craig Collings. Peter Temple won Sports Class followed by Lisa Trotter and Tim Wilson. Richard Frawley won the novice trophy, and Matthew Scutter (who is only 19 years old) won the Junior trophy, coming a very creditable 12th. Queensland was successful in the teams' trophy.



Fourth placegetter Scott Lennon



Tom Gilbert in his Standard Libelle



Simon Brown

Photos: Tim Shirley

SPORTS CLASS RESULTS – FIRST EIGHT PLACINGS FROM 16 ENTRANTS

No	CN	Pilot	Team	Glider	Total
1	XLG	Peter Temple	SA	LS 8	5752
2	PNL	Lisa Trotter	QLD	LS 8	5616
3	OKZ	Tim Wilson	VIC	LS8	5423
4	LSL	Scott Lennon	NSW	LS 8	5306
5	Q7	Matt Gage	NSW	LS 8	5246
6	XGG	Greg Schmidt	QLD	LS 8	4787
7	KTC	Kerrie Claffey	NSW	ASW 28	4526
8	FQF	Rolf Buelter	VIC	LS 8t	4472

CLUB CLASS RESULTS – FIRST 16 PLACINGS FROM 31 ENTRANTS

1	GMF	Allan Barnes	QLD	LS 1 f	5605
2	HDL	Tobias Geiger	VIC	LS 4	5450
3	XOR	Craig Collings	VIC	ASW 20B	5243
4	XGO	Paul Mander	NSW	SZD 55	5124
5	GJE	Brian Hayhow	NSW	Discus	5067
6	WVX	Terry Cubley	SA	LS 3	5058
7	IIC	Peter Trotter	QLD	ASW 20A	5058
8	FQN	Richard Frawley	NSW	Mosquito	4962
9	GNG	Swaantje Geyer	Germany	Standard Cirrus	4862
10	GZZ	David Pietsch	NSW	ASW 20	4794
11	GCK	Tom Gilbert	NSW	Standard Libelle	4741
12	IZE	Matthew Scutter	SA	LS 4	4565
13	GOT	Stephen O'Donnell	QLD	Standard Cirrus	4561
14	GCX	Mick Webster	NSW	Standard Libelle	4419
15	WQF	Jarek Mosiejewski	VIC	PIK 20 B	4318
16	GKO	Richard Hoskings	QLD	ASW 20C	4281



The grid, with VH-GNG and pilot Swaantje Geyer in the foreground

Safeskies Seminars To Feature At Airshows Downunder 2011



ASAC

At the invitation of Airshows Down Under and as a lead up to its 2011 Conference in October 2011, Safeskies Conferences Australia is to deliver a pair of short seminars at the Avalon Air Show on the mornings of Thursday 4th and Friday 5th of March 2011.

In recognition of the 90th Anniversary of the formation of the RAAF on 31 March 1921. Thursday morning will be devoted primarily to GA issues, with papers presented by Mr Roger Weeks, CASA Manager of Flying Standards and by Captain Steve Tizzard AM, CEO of RA Australia, veteran military and civilian flight instructor and former CASA FOI.

Friday morning seminar will have a strong military component with a presentation by the Directorate of Defence Aviation and Air Force Safety. There will also be a paper by a senior ATSB air safety investigator.

These seminars, free to all Air Show attendees will start at 10:00 and finish at 11:30 on each of the two days and will not impinge on attendees' time for the industry exhibitions nor on the afternoon flying programs.

Program for the Safeskies seminar at Avalon.

Thursday 3 March 2011:

10am – Introduction by Mr David Forsyth, Safeskies Chairman (Chairman Airservices Australia)

10:15am – Presentation: Dr Stuart Godley, Manager Research Investigations and Data Analysis, Australian Transport Safety Bureau (ATSB) – 'Civil Aviation Safety Trends'

10:45am – Questions, Interval & Introduction of next speaker: Mr Geoff Gwilym, CEO, Transport and Logistics Industry Skills Council (TLISC)

11:00am – Presentation: GA Safety/Training: Captain Steve Tizzard, OAM MAP JP, CEO RA-Aust – 'Back to the Future'

11:30am – Questions

Friday 4 March 2011

10am – Introduction by Mr David Forsyth, Safeskies Chairman (Chairman Airservices Australia)

10:15am – Presentation: GPCAPT Alan Clements RAAF, Director of Defence Aviation & Air Force Safety (DDAAPS) – 'DDAAPS: Current Role & Direction'

10:45am – Questions, Interval & Introduction of next speaker: tba

11:00am – Presentation: Flying Standards

Mr Roger Weeks, Civil Aviation Safety Authority (CASA) – 'Flying Instructor Training and Standards'
11:30am – Questions

Any program updates will be published on the Airshows Downunder website [www.airshow.net.au/avalon2011/]

Ray Pearson, Executive Officer, ASAC

Skywings 'Wings Over A Cloud' Award Winner

Our congratulations to Helen McKerral for this overseas acknowledgement for her article 'Let Nothing Stop You' which appeared in Soaring Australia, October 2009, under the title 'Letter To A New Female Hang Glider Pilot' and has been awarded the 2010 BHPA's 'Wings over a Cloud' award as the best Skywings feature article of the year. Here's an excerpt from Skywings editor Joe's email:

"The 'Wings Over A Cloud' winner for this year is awarded for a very different type of feature. 'Let Nothing Stop You' by Helen McKerral is, I believe, a very important contribution to safety and the enjoyment of free flight. Written in two parts, primarily for women hang glider pilots, it has universal significance for both men and women hang glider and paraglider pilots. It is the sanest and most helpful advice to pilots who don't consider themselves to be sky gods that I have ever read. Thank you Helen McKerral."

The award, in the form of a silver brooch, was originally initiated to encourage good writing in Skywings by pioneer sailplane pilot Ann Welch who was then Honorary President of the BHPA. Ann died a couple of years ago, but her award lives on.

Congratulations! Although I have nothing to do with making the award, I heartily endorse it.

Joe Schofield (Editor, Skywings)



5th Encuentro Amistoso Carnival

The 5th Encuentro Amistoso is all set to take off on 17 March 2011 and continue flying high until 20 March. The event will be held in Cuba's second capital, Santiago de Cuba, famous for its musicians and cultural life, but more importantly one of the best flying areas in Cuba.

This carnival of flying brings together pilots from all over Cuba and also offers

a warm welcome to all visiting pilots from overseas. Following in the tradition of previous events, this is an opportunity to meet old friends, make new ones, compete in a spirit of friendship and have fun! You don't need to be a skygod or have the latest equipment, but you do need to bring a passion for paragliding.

The festival starts on the 17th with a non-competitive day of XC flying. The following day there will be two tasks and on the 19th a groundhandling skills event followed by non-competitive, relaxed flying around the Puerto Boniato area. The award ceremony and prizegiving takes place on the morning of the 20th followed by even more flying!

So if you would like to join us at our Free Fly party, let us know. You'll love this event and don't forget to bring your party clothes!

More information at [5ea@fcvl.de] and [http://fcvl.de].

NEW PRODUCTS



Advance Releases New Intermediate Class Sigma 8 – LTF 2 With A First Ever 10:1 Glide!

Advance (Switzerland) has just released its ground-breaking new fully certified LTF2 intermediate sports performance glider to take a clear lead in the class. It is the first ever in this class of paraglider that achieves an L/D of 10:1. Very importantly it is not a 'hot' LTF 2 glider like many others and achieves this exceptional performance through extensive R&D and a modest aspect ratio of 6.0! As a result it has the highest level of passive and active safety possible.

The Sigma 8 comes after two years of intensive R&D from two of the world's best designers at the helm, Thomas Ripplinger and Bruce Goldsmith. Both were assisted with test flying by World champions Chrigel Maurer and Andy Aebi. It combines sportiness and dynamic handling, paired with performance,

enriched with the latest technology, all reduced to minimum weight.

The Sigma 8 is a true three-liner with much less drag and the best possible compromise of performance/handling and aspect ratio. The noticeable balanced pitching quality allows the glider to operate at a glide ratio of 10 and a top speed of 55km/h even in turbulent air. The reduction to three-line levels also means that the Sigma 8 can be more easily and efficiently accelerated.

The origin of the sporty handling lies in ideal lift distribution combined with the specially selected new profile. This also makes the Sigma 8 behave more quietly in pitch and roll as well as providing nicer turning and improved circling. The result is more direct and precise manoeuvring in all dimensions.

The newest technology is included inside the Sigma 8. An analysis of the structure, with a focus on weight reduction and the inclusion of Nylon leading edge wires, make the Sigma 8 the lightest of its class. The end result has many flow on benefits – less canopy inertia, therefore even better pitch control and ultimately more passive safety. It also partially uses the unique Advance hybrid line concept, and has the well used SPI (Speed Performance Indicator) and 2-Phase-Speed system.

The Sigma 8 is built to industry leading quality standards with attention to the smallest details. For example, the unique specially developed hybrid micro lines are all double coated and sheathed at the loops to ensure longevity – typically saving the pilot \$1200 plus over the life of the glider. Available in four sizes for weights 65 to 130kg, the Sigma 8 is ready for any test flight by suitably experienced pilots.

For more info contact the Australian importer: Manilla Paragliding, Godfrey Wenness. Ph: 02 67856545, email <godfrey@flymanilla.com>. For tech info and a video on the web [www.advance.ch].

The Zion Speedwing Puts An End To Parawaiting

Recently released by world-renowned paraglider manufacturer Niviuk, the Zion speedwing delivers freedom like no other wing on the market today. Now, when the conditions make it impossible to launch your paraglider, you can pull out your Niviuk Zion and launch into some serious fun.

Designed for pilots who are looking for the next challenge, the Zion is the result of



an evolution in the modern flying world. The wing will appeal to those drawn to expanding their flying experience and partaking in the expressive nature of flying. The Zion offers extreme stability and precise flying. It is the ultimate wing for those pilots addicted to the real pleasure of speed and maneuverability.

Available in three sizes; 15, 17 and 19 m², the Zion will satisfy the most versatile of pilots and will broaden the horizons for those pioneering new experiences in the world of extreme sports.

The Zion from Niviuk is in stock at Central Coast Paragliding, who are based one hour drive north from Sydney. For more information contact Paul Cox on ph: 02 43342222 or visit [www.ccpargliding.com.au].

Nova Release Its First Harness, The N-10

The N-10 is constructed deliberately simple, but highly functional and versatile. When groundhandling, it allows plenty of freedom of movement. After launch, the pilot slips automatically into the ideal position. And during flight, the N-10 supports the back, delivering plenty of comfort for many XC hours and nicely transfers the feedback from the wing to the pilot. The Nova N-10 offers a very wide range of use – from instruction to ambitious XC flying.

A new feature is the innovative 3D multi-blade rescue container. It is located

under the seat board and works with very strong magnets instead of Velcro. Due to the magnets and the 3D-cut of the container, the pilot can pull and throw his rescue system in several directions – (unlike a Tube container system.)



Other Features:

- 17cm foam safety protector, tested to the latest ENLTF standards with high passive safety
- Easy access to rear storage compartment
- Clear arrangement of all locking components
- Lightweight and secure PT-lock buckles
- Two side pockets with easy access during flight
- Integrated return system for the accelerator
- Two sizes: SIM (to 1.80m) and MIL (1.80 to 2.00m)
- Weight 4.9kg (Size SIM)

One might wonder why Nova hasn't started earlier with harnesses. CEO Wolfig Lechner explains: "In the past, we exclusively focussed on paragliders. Now, we have become very professional with our CFD simulations (Computational Fluid Dynamics) so we are able to provide resources for other projects. Additionally, we have more manpower and, of course, plenty of new ideas on harnesses."

The Nova N10 is available in black/red or white/black at paragliding schools, dealers and international Nova distributors. It retails for approximately 660 Euro (suggested retail price; which may vary in different country due to customs and tax regulations). Find out more at [www.novawings.com].



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AUSTRALIA

Victorian State Gliding Comp 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/~vicsoar/events/events.htm]. Contact Maurice Little on 03 93510964.

Women With Wings II 7 to 11 March 2011

Bright, VIC. A fun, inspiring skills clinic for Aussie women HG and PG pilots of all experience levels, registration on the evening of Sunday 6th. Mentors include Brian Webb, Andrew Horchner, Tove Heaney, Craig Collings, Tony Barton and Olli Bathemeles. Flying in the Owens and Kiewa Valleys. Cost: \$95 earlybird registration; \$120 late. Information, payments and registration [http://womenwithwings.clinic.blogspot.com/] or contact Helen McKerral on <hcmckerral@adam.com.au> or 0427 656545.

Breakneck Ridge Lake St Clair Free Fly-in 12 and 13 March 2011

Lake St Clair, NSW. Come along to the fly in 20 minutes from Singleton in the Hunter valley. This event is designed to attract all wing types and pilots from novice to advanced rating. Come along, be mentored or be a mentor. Motorised, sailplane and microlighters have been invited. Take-off 'Breakneck Ridge' delivers extensive ridge lift in light to moderate westerlies. In summer the site is thermic - heights of 8500ft asl and flights to the upper and lower Hunter and back to the coast have been reported. Senior safety officers (HG and PG) will be available for support and advice on launch, in the air and in the LZ. Format for the two days: Morning briefing at campground for weather, road and carpooling 9am sharp, mandatory waiver signature and helmet sticker issue for use of the site, an informal task around the lake with scoring adjusted for wing types, a spot landing contest, first to launch and last to land, a low cost BBQ with drinks at the campsite, T-shirts to celebrate the event. The recently upgraded access track is strictly 4WD but now suitable for lower clearance vehicles. You must be accompanied by a CCSS or NHGC member to use the track. Accommodation: Stay in Singleton or use the low cost, excellent family camping with full amenities available at the lake itself, five minutes from the LZ. Bring the family, camp next to the water, swim, build a fire and tell great stories about the day in the air. For camping bookings call Marie at Lake St Clair Recreational Park 02 65773370. BYO food, drink and firewood. Please visit [www.centralcoastskysurfers.com] to register and for further information and confirmation/cancellation advice based on weather that week. A go/no go decision on weather will be made and posted by 7pm, Thursday 10 March. Requirements: HGFA current licence (to be sighted), novice or above with some inland experience, recently packed parachute, UHF radio, signed waiver and display of helmet sticker. Pre-register your intent to attend for planning and catering at [www.centralcoastskysurfers.com]. Contact: John Harriott 0412 442705 <jharriott@bigpond.com>.

Australian Qualifying Grand Prix

19 to 25 March 2011

Lake Keepit, NSW. Further details from Ross Mclean <rossmcl@bigpond.net.au>.

2010 NSW State Gliding Championships

Rescheduled: 26 March to 2 April 2011
Lake Keepit Soaring Club, NSW. All classes including Club Class. For further information see [www.keepitsoaring.com].

Dalby Big Air 2011 10 to 16 April 2011

Dalby Airport, QLD. It is on again! Conducted from the luxurious Dalby Hang Gliding Club hangar. Practice day Saturday 9 April, comp days Sunday 10th to Saturday 16th (seven-day comp). Entry fee: \$150, tow fees (including practice day) \$200 - total \$350. AA Rated, Category 2 Civil Rating. What do you get? A free presentation dinner under the stars and the legendary "Barfly" T-shirt; big cu's, big distances, "Big Air Time" and a permanent smile on your dial; the opportunity to improve your flying with terrific blokes in a fun environment. It is important for you to register by 30 March, do so via <daron@aclad.com.au>, all entrants will be notified and updated with the pilots list prior to the comp. Our website is presently down. Anyone just turning up on the day without prior registering by 30 March will tow at the end of the line all week. You must be a member of the HGFA, hold your aerotow endorsement and currency, ie, if you have not towed in three months, please make yourself known to the organisers, so we can assist and assess. Contact: Comp Director, the lovely Annie Crerar, email <annie.bruce@bigpond.com>, assistant Daron 'Boof' Hodder <daron@aclad.com.au>, phone 0431 240610.

GQ Easter Competition 2011 16 to 23 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 16, then \$300 for late starters. Details, including expressions of interest and entry forms, at [www.glidingcaboolture.org.au/Easter11].

Skyhigh Easter Fly-in 22 to 26 April 2011

Bright, VIC. Skyhigh's annual Easter fly-in - extra long weekend this year! Team flying, landing field games, paragliding, film/photo festival and social events. We'll be staying at and operating from The Outdoor Inn (Camp Krusty). See [www.skyhighparagliding.org.au/index.php?p=1_21].

Paragliding State of Origin 22 to 24 April 2011 (Easter)

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 <jamesfls@gmail.com>, [www.hunterskysailors.org.au/soo] for info and pilot pack.

NZ vs Australia PPG Championship

22 to 25 April 2011 (Easter)

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.ppgaustalia.com/AussieKiwi/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.

Gawler Easter Regatta - A Fun Flying Regatta

22 April to 26 April 2011 (Easter - five days - Anzac Day inclusive)

Adelaide Soaring Club, Gawler Airfield. Club and airfield information at [www.adelaidesoaring.on.net/]. Good accommodation is available in Gawler township and some camping is available on the airfield. Catering and entertainment will be provided! Contact Andrew Wright on 08 83034648, 0427 976779 or <andrew.wright@adelaide.edu.au>.

2011 Flatter than the Flatlands 22 to 26 April 2011 (Easter)

Birchip, VIC. Hang glider pilots are invited to the 19th Flatter than the Flatlands cross-country towing competition. The event will be conducted over the four-day Easter long weekend and Anzac Day. Entry fee is \$80 and includes map, daily prizes, presentation BBQ, scoring, goal beers and lots of fun. GPS and parachute required. Discount available for teams with a first time pilot. Contact: Wesley Hill on 0408 305943 or <wes.hill@yahoo.com.au>.

OVERSEAS

5th Encuentro Amistoso 17 to 20 March 2011

Santiago de Cuba. Famous for its musicians and cultural life but more importantly one of the best flying areas in Cuba. This carnival of flying will bring together pilots of the Cuban Free Fly Federation from all over the country and offer a warm welcome to all visiting overseas pilots. Following in the tradition of previous events, this is an opportunity to meet old friends, make new ones, compete in a spirit of friendship and have fun together! You don't need to be a sky god or have the latest equipment but you do need to bring a passion for paragliding. The festival starts with a non-competitive day of XC flying. On the following day there will be two more tasks and on the 19th there will be a groundhandling skills event followed by non-competitive, relaxed flying around the Puerto Boniato area. The award ceremony and prizegiving will take place on the morning of the 20th followed by even more flying! If you would like to join us at our Free Fly party, please let us know and don't forget to bring your party clothes! More information at [5ea@fcvl.de] photos and video at [http://fcvl.de/http://foto.fcvl.de] and [http://video.fcvl.de].

International events can be found at [http://events.fai.org/].

Review: PlayGravity 2 - The Other Side

Adam Stott

THE WINNER OF THE COUPE ICARE LAST YEAR AND THE SEQUEL TO THE BEST-SELLING 'PLAYGRAVITY'.

I find when I talk to paraglider pilots that they are pretty interesting people. I cannot think of a time at a party full of pilots that I got stuck in a conversation about interest rates, house prices or office politics. Pilots are pretty interesting, most of them have a parallel interest in, surfing, skydiving, speedflying, kitesurfing or something that makes them interesting to me.

'PlayGravity 2 - The Other Side' is about interesting people. It delves into the lives of extreme sports athletes and gives us an insight into what drives these unique people to take their sport to the next level.

PlayGravity2 is the work of Ueli Kestenholtz an Olympic snowboarder and Lorenz Roten the brother of the late Mathias Roten who created the original film 'PlayGravity'.

The video is a beautifully shot montage of paragliding, speedriding, snowboarding, skydiving, BASE jumping, surfing and kitesurfing. The camera work makes full use of modern HD cameras to give the viewer a pilot's eye view of the action, whether it is from a BASE jumper's point of view in those seconds before exit or a speedrider touching down on the face of a ridiculously steep slope, the movie manages to convey that vertigo feeling which is so familiar to paraglider pilots before launching into big air.

While some of the interviews in the movie may have had me coughing 'wanker' under my breath, most are honest insights into the motivations of these people. Some comments, like those of skydiver Fred Fugen, are downright insightful and strike a particular chord for us as pilots: "If you think about flying. Go Fly! And don't wait! It's going to take you a lifetime to explore anyway. You're late already..."



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PlayGravity2 is a video for pilots. So often you unwrap your new DVD, but are then forced to sit through a 20-minute lecture about how thermals work and what a paraglider is. I have videos that I only ever watch from halfway through!

This whole movie is watchable because it was made by people like us for us.

Orders are available online from [www.xcshop.com] for £24.50. A trailer and out takes are also online for viewing.

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HOW NOT TO DO 300 KILOMETRES CROSS-COUNTRY

Ray Ash

During the Christmas period at the end of 1985, our syndicate – Fred Brown, Brian Hemming and I – took our Ka7, Golf Papa Golf, to Narromine in central west NSW in the hope of doing some cross-country flying.

For those not familiar with the Schleicher Ka7, it is a 16m span tandem two-seater having a steel tube fuselage and wooden wing, of moderate performance, a gliding angle of 25:1 and although used mainly as a club trainer, was quite capable of 300km flights and, given the right conditions, up to 500km.

On 29 December it was Fred and Brian's turn to fly while I rested in the caravan park. They declared an out-and-return flight to Coonamble and back, a total distance of just under 300km and they were shortly launched and on their way. I wandered across to help a friend, Peter King, who had arrived by himself with his own Ka7 hoping for some cross-country experience also. I mentioned that the others were on their way to Coonamble and back and his immediate response was to offer me occupancy of his rear seat and that we should follow them. I accepted his offer and in no time we were on our way.

I had known Peter for a number of years; he was a competent pilot, but this was to be his first attempt at cross-country flying. It was an excellent soaring day, Peter insisting that I could thermal better than him, so we settled into a routine where I would climb in the thermal, hand over to him, he would push off on course until he found the next thermal where he would hand it back over to me. About half an hour into the flight I casually asked him to hand me back the maps. "What maps? I don't have any, I thought you had them!" First mistake! Never mind, I had made the trip to Coonamble at least twice before and knew the area reasonably well so we pressed on. Second mistake!

Coonamble is almost directly north of Narromine so it was just a matter of staying on this heading and all would be fine as there was negligible wind. Third mistake! The area north of Narromine is



VH-GPG at John McCorquodale's home after rigging it for the first time following its 40 yearly. You can see what mode of transport takes priority at John's place

Photos: John McCorquodale

typical flat farming and grazing country almost devoid of recognisable landmarks, until about 60km out you cross the Oxley Highway that runs west to east from Warren to Gilgandra and you pass almost directly over the tiny village of Collie. From here on to the east you can see the Castlereagh River and its adjacent road and railway line which gradually converge on our course and all eventually meeting at Coonamble. So no worries Peter, been there, done that, just head north, piece of cake! I was so confident it was going to be an easy flight that after handing over control to Peter each time I relaxed back in my seat and closed my eyes until he handed back over to me.

About an hour out I thought we should be crossing the Oxley Highway by now, but on looking out could see no sign of it. Thinking we had probably already passed it I relaxed back into my stupor.

I simply cannot explain my attitude over the next couple of hours, except to say I was so complacent and confident in my knowledge that as long as we maintained a northerly heading Coonamble would simply appear, so I did nothing to confirm our position.

After about three hours out from Narromine I said, "We should be coming up to Coonamble soon," but on looking out to the right where I expected it to be I could not see anything recognisable.

Hmm that's strange. I looked over to the left and could see miles of stunted trees and scrub and a glint of sun on water. WATER! As far as I could see, mile after mile of WATER. Where ARE we?

A quick look to the right again confirmed dry land in this direction so we made a quick 90-degree turn onto what, hopefully, was an easterly bearing and put the water behind us. By this time I was wide awake and my brain was working overtime. Coonamble is in the midst of wheat, sheep and cattle country and although the Castlereagh River flows through the town it is normally bone dry with only a few scattered pools along its length. There is nothing else even resembling water within coo-ee of the place.

I was desperately trying to visualise the area north of Narromine on the map and the only large area of water I could think of was the Macquarie Marshes, an area of several hundred square kilometres where the Macquarie River spreads out over the low lying flood plains on its journey north. But, but, but, the Macquarie Marshes are at least 60 to 80km west of Coonamble and we couldn't possibly be that far off course, COULD WE?

"Are you sure you have been heading north Pete?" I don't know how many times I was to ask him that question but the answer always came back the same, "Yeah mate spot on."

No time to figure it out; when in doubt aviate, navigate, communicate, the first priority was to fly the aircraft. The soaring conditions were near perfect and from memory we were between six and 7000ft above ground most of the time. Peter was flying so there was no anxiety on remaining airborne. This left me to solve the navigate part of it which up to this time I had failed miserably. We soon noticed a small town underneath us but there was nothing about it that I recognised and having no maps there was no way we could identify it, so we pressed on. The town was later identified as Quambone.

Some time later I thought I noticed a change in the landscape ahead; it was still at least 25km away, but: "That has to be Coonamble." By now, however it was mid-afternoon and we were probably still about 150km from Narromine so I said, "We had better forget about Coonamble and head for home before we run out of day."

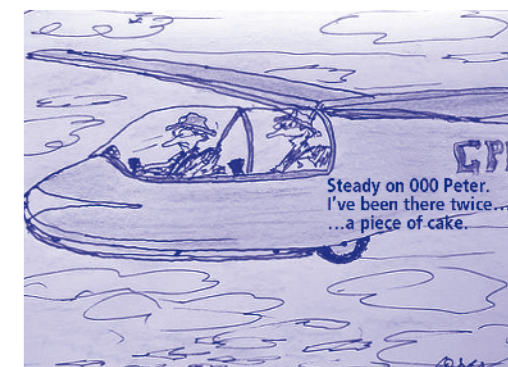
Another 90-degree turn to the right and hopefully on to a southerly heading. I still had no idea where I was except for the vague notion that we were about 25km west of Coonamble and that was by no means certain. The day was still good and we progressed steadily. Then I saw in the middle distance to my left a jumbled mass of low mountain peaks. "That has to be the Warrumbungles." A broken mass of ancient volcanic cones jutting westward from the Great Divide. I then noticed a faint white line running north and south paralleling our course about 20km distant. "That has to be the dry bed of the Castlereagh River."

I was starting to feel confident in the knowledge that at least I knew approximately where we were and if we kept this heading we should be approaching Gilgandra. Gilgandra is some 60km north-east of Narromine so we altered course about 30-degrees to hopefully head in this direction.

Conditions were starting to fade, however. Thermals were getting weaker and lower until finally we had to concede defeat, picked a large stubble field with an adjacent house and outlanded. We had been airborne over seven hours and later measurement of our probable course indicated a distance covered of somewhere around 300km.

Peter elected to walk to the house, about half a kilometre away and confirmed that we were somewhere west of Gilgandra but still about 40 to 50km from Narromine. He also rang the airfield and organised an aerotow retrieve but could only give an approximate location. When he arrived back at the glider we pushed it back to the far fence and sat down and waited. It wasn't long before we heard the sound of a Pawnee and saw it approaching, however the pilot wasn't heading in our direction so we called him up on the radio, managed to change his course and in no time he was on the ground next to us.

The anxieties of the flight had not finished yet. After a wing down take-off we were on our way but it was now evening with long dark shadows on the ground, the sun sitting well down on the horizon and us towing directly into its eye. Peter was doing the tow which left me anxiously watching the gathering



darkness and wondering how long it would take to get to the airfield. By the time we released the tug the sun had disappeared completely and although the landing was straightforward by the time we were pushing the glider into the hangar there was total darkness.

Where had we gone wrong? Although the prime cause of the problem was not my fault as it turned out, I have to accept full responsibility for my total complacency, verging on stupidity and a 'she'll be right mate' attitude in assuming the flight was going to be a simple 'walk in the park'. How wrong did this turn out to be?

But what had gone wrong? The answer came soon enough when the next day we pushed the glider out away from the influence of the hangars and swung it around until the compass pointed north. It was pointing nowhere near where we knew north was supposed to be. A quick check with a prismatic compass showed an error of over 20-degrees and a ruler on the map on this heading pointed straight at the Macquarie Marshes. Peter had installed the compass not realising that the tubular steel fuselage caused the compass to be affected to this extent.

My only saving grace was that although we were unknowingly lost for the first half of the flight when the sight of the water brought me back to earth with a thud, I think from then on my assumptions and decisions regarding where we might have been, were, in most respects, correct ones. I even think that had we been able to stay airborne for another hour we possibly may have even made it home.

Incidentally, Fred and Brian enjoyed an uneventful trip to Coonamble and back and wondered why they hadn't sighted us somewhere along the track.



Arie van Spronsen taking a friend for a flight in the Ka7 VH-GPG



HOW TO DO 300KM – IN A WOODSTOCK

Peter Raphael



Peter and his trusty Woodstock

Kerang-Donald-Return and would amount to 314km. A light north-north-easterly was predicted and this would mean I would have a slight tailwind on the second leg and a crosswind back to Raywood on the last. Cumuli were predicted over in the north-east of the state but this was too far away to be viable for me so I elected to fly out to



The 300km task

full Lake Buloke shone like a beacon in the distance with the town of Donald residing, but not yet visible, at its southern end.

As I passed Charlton I recognised features from my previous flights out of Donald, the Wooranook Lakes, now full and entertaining a water skier, and Mt Jeffcott, perhaps the only prominent hill in the area which had been the source of a thermal on an earlier flight from Donald to Raywood where I had then scored a single climb to 10000ft over it.

Now with the prospect of the Donald airfield available if necessary I decided to sacrifice some additional height to gain the turnpoint. The air seemed softer as I approached and I was acutely aware of the potential for a lake shadow to exist. I was therefore determined to take a good climb before I moved too far away so I ended up wasting a little time backtracking over the town looking for the thermal I had seen break away from the wheat storage depot on the way in. It was at this point that I spied Patrick below me, having caught up with me in his IS29. My speed over this leg had been better, 39kt, testimony to the tailwind that was expected helping me along.

As we pushed out towards Raywood Patrick and I were able to share a few thermals until we eventually lost touch approaching Mt Korong. With the sun behind us the shadow of the cirrus was cast across the country ahead and this was probably the first occasion that I felt that I was going to be too late. Tiptoeing around Mt Korong I managed to work back to 6400ft and derived some comfort from the fact that I was now aligned with the Bridgewater-Raywood road and even if I just continued on toward the field a retrieve now would be a simple affair.

to the west, 'in the blue'. As the day was looking good early there was a mad rush to grid, but having only one tug meant that launches would take some time. As it happened I occupied third last spot to launch and as I had estimated that I may need about six hours to complete the task my eventual departure time of 13:49 meant that I would be cutting things close.

The gods were smiling on my launch and we had barely diverged from runway heading 36 when we were flying through lift. The second thermal was contacted at 1500ft QNH so I released at 1700ft and thermalled away. Once I had sufficient height I flew to the south to position myself behind the Raywood start line for the first leg and turned on track for Kerang.

Flying toward Kerang and abeam Mitiamo I received a call from Patrick advising he was climbing over Raywood as I worked my way up to 6000ft climbs. I steadily progressed to operating within a six to 4000ft height band, determined to push down to the lower limit unless I encountered six to eight knots and beyond that to take the next reasonable climb. This worked well for me and it discouraged me from lingering too long at the top of the thermals in weakening lift.

I turned Kerang after 1:44 and with a groundspeed of 29kt I knew I would have to make better time if I wasn't to run out of day, as also now looming in the distance was a band of cirrus moving in from the north-west. The run to Donald was otherwise straightforward, looking ahead to the most likely thermal sources and concurrently potential outlanding sites. Aside from the map and GPS, the navigation here was easy as the now

While I would not categorise this as being an exceptional flight in terms of surprises or even the distance flown, it is the first time I have taken the Woody around a 300km triangle.

Last year at the Geelong Christmas Camp, also hosted by the Bendigo Gliding Club, I managed a 200km triangle and extended legs thereafter to complete an OLC distance of 341km in just over six hours so I knew that 300km and even more was very possible. Many great flights and achievements had been logged this year also and it is hard not to get caught up in the enthusiasm the Geelong members bring with them.

Encouraged by my pseudo coach for the task, Frank Van der Hoeven, and supported by Patrick Roberts, who indicated that he would also fly the same task, I prepared for the flight, hopefully to take place on 6 January this year. The car was connected to the trailer and the glider was prepared with all the requirements for a day's flying and a possible outlanding.

After a brief discussion relevant to the met prognosis the planned task was to be



Peter about to launch

Photos: Peter Raphael



From The GFA President's Desk

Phil McCann

Floods

I am writing this in late January at a time when large areas of Queensland, Northern NSW and Victoria are emerging from catastrophic flooding and beginning the slow process of recovery. At this time I have heard no reports of major damage to clubs or facilities although I know many are having to deal with repairs and major clean ups of gliders, buildings, trailers, caravans and the like. Many of our members will also be facing difficult times personally as they deal with the impact of the floods and I am sure the thoughts of all our members are with those continuing to suffer hardship as a result of the devastation.

Competitions

Another impact of the summer weather patterns being experienced over much of eastern Australia has been the difficulties experienced by the organisers of many local, regional and national competitions. It takes a lot of work by a lot of people to run a gliding competition and can be extremely frustrating to watch as day after day of rain sees the competition abandoned or reduced to a very bare minimum. Irrespective of the outcome in any particular case I would like to acknowledge the efforts of the organisers and their support crews and also encourage all members to support the sponsors of our various events.

GFA Membership And Valid Maintenance Releases

I would like to take this opportunity to remind all clubs and members that our legal authority to operate gliders, and our insurance arrangements (and those of the clubs) are based on pilots being members of the GFA and flying aircraft which have a valid maintenance release. Clubs are expected to monitor their members to ensure that they comply with the rules governing our activities.

When hosting visiting pilots, clubs, or the organisers of any event, should require presentation of proof of GFA membership, check the visitor's log book for qualifications and currency and if they have their own aircraft check that it has a valid maintenance release. If the status



Phil McCann

of either the pilot or their aircraft cannot be positively confirmed they should be refused a launch until the matter is satisfactorily resolved. In fact it is good manners and good airmanship for pilots visiting another club to take the initiative and offer the documentation required on arrival. The possible implications for a club in the event of damage or injury being caused as result of an incident involving an illegal flight should be self-evident.

Soaring Australia Magazine

Following a survey of members some time ago and a lot of discussion over an extended period, the Board has taken a decision to separate our magazine from the arrangement we have had for some time of sharing our publication with the HGFA. The parting has been amicable and both organisations will now develop publications targeted solely at their own membership base. The new arrangements are expected to take effect from July this year and for GFA one option being considered is a bi-monthly full colour magazine focussing on general entertainment, information and discussion while the more immediate communication issues will move to some form of electronic system involving the website, an electronic newsletter and/or broadcast emails. Our aim is to reduce costs slightly, reduce the frequency, but increase the quality and content. More on this as it develops.

Safe Soaring



New Australian Gliding Records

On 7 January 2011 at Waikerie, South Australia, John Buchanan of Kingaroy Soaring Club completed a 300km triangle at 150.73km/h in his ASG29/15m.

He has claimed the following records:

Open Class and 18m Class National records, formerly held by Harry Medicott at 149.18km/h; 15m Class National record, formerly held by Terry Cubley at 143.32km/h. These records have been homologated.

Pam Kurstjens, Records Officer

Australian Qualifying Grand Prix

Due to the continuing poor weather in Queensland the decision was made to move the 18m Australian Qualifying Grand Prix venue from Boonah in Queensland to Lake Keepit in NSW and run it the week immediately preceding the NSW State Gliding Championships (to be held at Lake Keepit).

Lake Keepit will provide a spectacular venue for the grand prix and you are encouraged to apply for a spot in the competition. Entrants are limited to a maximum of 20 aircraft and the top two placings are guaranteed an entry to the FAI World Grand Prix. Further information [www.glidinggrandprix2010.com.au/].

WAGA 2011 State Gliding Championships

Beverly, WA – 4 to 14 January 2011

First 15 placegetters from 29 contestants:

RESULTS

1 Don Woodward	9 Allan Phelps
2 Greg Beecroft	10 Kevin Saunders
3 Dave McManus	11 Paul Oakley
4 Daryl Mackay	12 Ashley Boyle
5 Dave Wellington	13 Chris Runeckles
6 John Orton	14 Dick Sasse
7 Rod Carter	15 NGNA/J Arthur & Kenny
8 Dennis Macneall	

OVERSEAS NEWS

News from the Schleicher factory

Despite the well known reduction in demand for new gliders the Schleicher factory is as busy as ever. Strong demand for the ASG 29 and the new ASH 31 Mi guarantees a high workload for the foreseeable future. Currently almost two aircraft per week are being dispatched from the Poppenhausen factory in Germany.

Michael Greiner is Schleicher's recent design recruit and can't believe the enormous success of his first design. ASG 29 pilots are occupying the podium of almost all major competitions. The first eight places of the French nationals went to ASG 29 pilots and a similar picture emerged at



The ASH 30 Mi prototype in the factory

the British championship where seven ASG 29 pilots finished in the top 10. But also the last few World championships and numerous National championships were won by pilots flying the ASG 29 – often with unprecedented margins. No wonder the demand for this glider remains very strong indeed. The combination of a recent design upgrade and a new wing construction method has reduced the shrinkage in the area of the wing spar to an absolute minimum. Extensive tests, measurements and comparisons have confirmed that the new design has resulted in wing stability second to none.

As a contribution to safety Schleicher, is now offering anti-collision lights in the leading edge of the fin. This location avoids any aerodynamic penalties and still provides a powerful visual warning especially in critical near head-on situations. The light intensity of the latest generation of LED-based flashlights has now reached a point where they can be compared to conventional aircraft strobe lights despite their comparatively low power consumption. In conjunction with optionally-available solar panels this new technology can now make a real contribution to enhanced safety in our sport.

The new self-launching ASH 31 Mi is well on its way to match the popularity of the ASG 29. This glider not only offers total independence but it also provides unrivalled flexibility by allowing pilots to compete in two different classes. In the standard 18m version the glider can be entered in any 18m competition but after the fitting of longer outer wing panels the wingspan is extended to 21 metres. This makes it possible to compete successfully even in open class. In fact early European competition results have confirmed that the ASH 31 Mi can match it with any open class gliders currently on the market. This is quite remarkable given that the glider has six or even seven metres less wingspan. The advantages in terms of ground handling are obvious but the agility of the ASH 31 and the

proven performance of the new wing section even allows this new aircraft to compete with much larger gliders on equal terms. It features the same outer wings that have proven so successful on the 15m and 18m version of the ASG 29 and a very powerful fuel injected rotary engine. Several fast 1000km flights have already been performed in central Europe. Production is sold out two years in advance but several Schleicher agents have booked slots on the production line and can offer much shorter deliveries.

Late last year the new open class two-seater was finally assembled for the first time. It is called ASH 30 Mi and by the time this article goes to press it will have undergone its maiden flight. Compared to the ASH 25 the cockpit is significantly roomier and very comfortable in both front and rear seat – even for the tallest of pilots. Forward visibility is further improved by an enlarged front canopy and easier access to the rear seat is also ensured. Automatic control connections throughout the aircraft are factory standard and so are winglets and a PU paint finish. The maximum all-up weight was increased to the current JAR 22 limit of 850kg giving pilots a much wider spectrum of wing loadings and enables them to fully explore the performance potential by an easier adaptation to different conditions.

The photo shows the ASH 30 prototype after it was assembled for the first time in the factory. Although the aircraft will be available as a pure sailplane all fuselages will already be prepared for an engine retrofit at a later stage. Readers of this magazine are one of the first to know that the aircraft will be equipped with an improved and even more powerful fuel injected rotary engine from Austro Engine. This new engine has a power output of 75hp (55kW) and will make the ASH 30 Mi the most powerful self-launching glider ever built. A new tailor-made propeller will also contribute to giving the ASH 30 Mi impressive take-off and climb performance.

The ASK 21 remains an evergreen – especially since the motorised version was introduced. Several clubs around the world are setting a new trend and train new glider pilots by making exclusive use of the aircraft's self launch capabilities. Recent sales in Australia and New Zealand have increased the number of ASK 21s in the region to over 25. It is still as popular with students and instructors as it was



New flashlight integrated in the leading edge of the fin

when first introduced more than 20 years ago. It also remains the only glider on the market certified for 18000 hours of service. As such, the resale value is second to none and the ASK 21 is clearly the most cost-effective trainer in the medium to long term. With a measured glide ratio of 35:1 it might not be in the running for too many world records but it is already the most successful and most popular fibreglass two-seater ever built.

In recent times concerns were raised by a large number of glider pilots in regards to an involuntary service contract forced onto customers by another manufacturer. Because it was wrongly claimed that their competitors will also adopt this approach it has become necessary to clarify the Schleicher policy on this matter and publicly state that Schleicher has no intention to introduce any form of service contract. This applies regardless of whether a glider is relatively new or whether it was built over 60 years ago. Provided the necessary materials are still available Schleicher undertakes to manufacture and supply spare parts for all their gliders in an attempt to guarantee a continued operation and allow low cost flying for young pilots and average income earners.

Accelerated product development has long been Schleicher's answer to a gradually shrinking market and we can look forward to more exciting designs in future. Please stay tuned to this channel. Best wishes to our ever growing number of customers for ongoing success, lots of sheer gliding pleasure and always smooth landings.

Bernard Eckey

FAI NEWS

FAI Gliding Badge Report to 31 January 2011

B BADGE

Faithfull, Douglas Lloyd	11594	NSW Air TC
Jennings, Kristoffer	11612	SA Air TC

C BADGE

Albrech, Christophe	11622	GCV
Hoch, Ladislav Karel	11081	Caboalture

A, B & C BADGE

Sheeran, Ceon	11624	GCV
Herrmann-Wyk, Sandra	11652	Southern Cross
Young, Phillip Allan	11653	Southern Riverina
Talbot, Ben	11654	Mt Beauty
Willis, Daryl	11655	Narrogin
Taylor Burdow, Samuel R	11656	Adelaide University
Ebeling, Thomas Charles	11657	Alice Springs
McDonnell, Steven Robert	11658	Canberra
Lloyd, Stephen John	11659	GC of WA
Howard, Tom	11660	Bendigo

SILVER C BADGE

Adda, Christopher	4750	Geelong
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GOLD C BADGE

Evans, Andrew John	1166	Mt Beauty
Shearer, David Craig	1167	Narrogin

DIAMOND GOAL BADGE

Evans, Andrew John		Mt Beauty
Shearer, David Craig		

DIAMOND HEIGHT BADGE

Villiers, David Alan		Canberra GC
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FAI Sailplane Grand Prix 2011

Winner of the FAI Sailplane Grand Prix 2011 held in Santiago, Chile from 22 to 29 January was Sebastian Nagel from Germany. Second place was taken out by Rene Vidal, Chile, followed by Thomas Gostner from Italy.

FLARM Mandatory Update

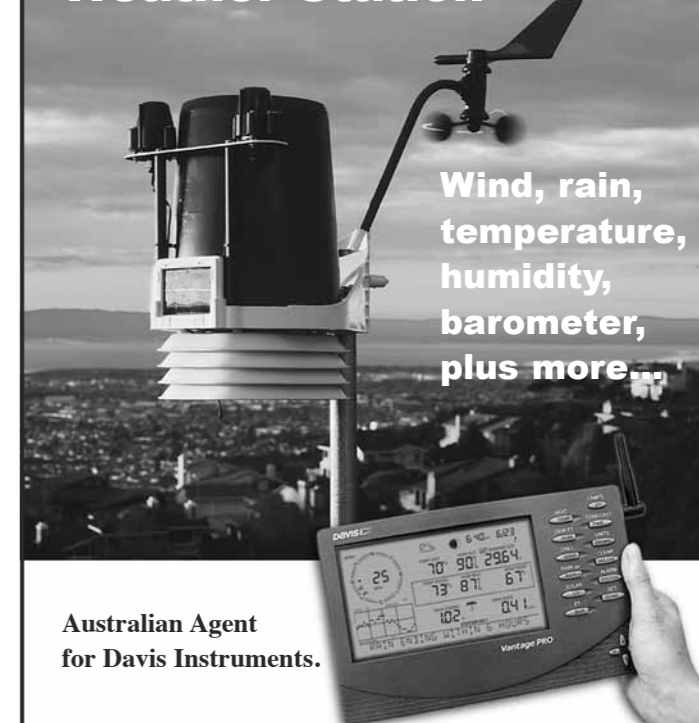
A mandatory Flarm update is due at the end of February 2011.

If you have not updated your Flarm firmware by this time your Flarm will be inoperable until you do.

Please visit the [www.swiftavionics.com.au], or [www.flarm.com] for details.

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GOING CROSS-COUNTRY

Guy Harding, reprintd courtesy of Airborn NZ

NEW ZEALAND PILOT GUY HARDING IDENTIFIES AREAS FOR PILOTS

WHO WANT TO IMPROVE THEIR CROSS-COUNTRY SKILLS



Guy Harding

BUILDING A PICTURE OF THE DAY

It is important to come to grips with how the day is working as soon as possible. If you know certain things are happening, good or bad, you can use the information to make more accurate decisions. It's like a game whose rules change every time you play, and the sooner you become aware of them the better you can play.

Some of the changes are things like:

- cloudbase height,
- expected thermal strength, how smooth or rough they are, sharp or mellow edges,

- distance between thermals (especially if it's a blue day and you're on flattish terrain),
- how long the thermals last,
- what the cloud associated with a good thermal looks like,
- does the lift taper off close to cloudbase or is cloud suck likely,
- does the wind change with height,
- is there streeting,
- is a seabreeze likely,
- is it only working in the hills or are the flats working too, etc.

There are many more, but the important thing is to make sense of the day ASAP!

TO STOP FOR LIFT OR NOT TO STOP; AND SEARCHING

As I have mentioned above, experience teaches us when it's worth stopping to search a promising chunk of air and when it's not. What I'll try and do here is give you the benefit of what experience I have and add some info from the books I've read.

The most reliable tool to tell you whether to stop and search when you've registered a few beeps on the vario is your subconscious memory. At least when you have one to draw from. Every time

Paul Stuart flying Moyes RS at Rex Lookout, North Queensland with cloud forming over the Great Barrier Reef

you fly you add to it. The inputs you felt, what happened to the glider as a result of them and whether they had a positive or a negative result. Every time it happens it goes in the 'potential lift' folder of your subconscious memory.

After a while your subconscious starts to recognise similarities in the texture of the air over multiple experiences and begins to tell you whether it's worth stopping for a look.

To begin with there's not much info to draw from so it may start out not all that reliable. But as it's added to, it becomes more and more reliable. It begins to recognise the air you're flying through (as it's been there before) and gives you a probability (a gut feeling) of whether to make a search or not. The short of it is that the more flying you do the better you will get at whether to search or carry on gliding. I am very envious of the pilots who have many hundreds of hours under their belt. They have so much subconscious memory to draw from, and so have a greater probability of getting the 'to search?' question right. (Of course they still have to decide to recognise what their subconscious is telling them and use

it.) But the moral is; get out there, go flying and start building on your experiences!

The other side to this coin is to think of things is a more logical way. In practise we probably use both. Each pilot will use intuition (the subconscious) and up front logic in different proportions.

So here's the logic of it. You've been on a glide for a while, you're half way to the deck and something that resembles lift would be really nice. Here are a few basic scenarios of what can happen on glide;

- You start flying into greater sink but it very soon gets better and keeps building until you fly smack into the middle (or side) of a wall of rapidly rising air that has you stuffing the bar to stop from flaring your glider at 3000ft. If I have to tell you what to do here you may as well sell your glider now!
- In the midst of a long glide and a general sink rate of 200 to 300ft/min the vario suddenly beeps at you a few times, then falls silent again going back to the previous 200 to 300ft/min down. In this situation I will normally keep on gliding. What I have come to associate with this (as the result of generally fruitless searches in such a situation) is an isolated and very small pocket of lift that will probably be gone by the time you circle round to fly over it again, and will probably result in a net loss of altitude.

What we are looking for, if not a solid core is a general area of turbulence in otherwise general sink. Hopefully (and it's never a certainty), it will mean one of two things. The first; that there is lift in the general area and the second that you are above a rising core of lift and have to actually wait for it to reach you. More on the second later.

In the first instance the turbulence may begin with the vario not even beeping. This may mean we are further from the core of lift or that it is only weak lift. We will only find out if we search. If you are high you might forego the search and glide on for something more solid. It will depend on the day and what the thermals have been like up to that point.

You're more likely though to find lift if you get positive up surges (the vario beeps at you) in amongst the general turbulence.

In Oz I began to recognise an area of turbulence sometimes lasting 10 seconds while gliding before I would hit the core of the thermal. In Oz because the thermals were quite strong (1000ft/min plus) the turbulence around them could fool you into thinking that this was the actual thermal or core, albeit a ratty one. You could thermal up in this ratty thermal and remain ignorant of the beautifully smooth and powerful core not far away. What you had to do was fly straight through the turbulence and into the core proper.

If you don't get a wing lifted in either direction I will often begin by gliding straight through the turbulence until I either hit the core (hopefully) or fly out of it. In which case, if it seems promising, I will go back and initiate a search pattern. Flying through the turbulence slowly gives me time and enables me to feel the textures of the air.

If a wing gets lifted at any stage through the turbulence, I know which way to turn to begin the search. I may just turn the glider 45 to 90 degrees and continue gliding on the assumption that this new course is more likely to find the core. Or if the wing gets lifted strongly and I feel this may be the core I will of course keep tightening up.

This brings me to quite an important point when first finding thermals; when you first find that shot of lift that you decide is worth turning in; bank the glider in aggressively at a reasonably steep angle. In the first turn or two you are not necessarily trying to max your climb but find the centre of the core.

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Thermal Flying The best ever thermalling and XC text book (for PG/HG) by German expert Burkhard Martens. Great diagrams and explanations	\$99.00

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Sam Clark launching from CityView, Geraldton WA
Photo: Mike Annear

away. The way he does this is to be very aware of his yaw/roll and pitch motions. You need to have a light grip on the glider, so it must be tuned to fly perfectly straight (several world class pilots emphasis this point in detecting thermals). If you are constantly fighting a turn you will never feel these subtle movements. Also the slower you are going the more you can feel these movements. A thermal does not just effect the air directly above or beside it but quite a way from it, the bigger the thermal the further away its effects can be felt.

When you have the core you can flatten the bank to optimum and slow down (carrying extra speed initially limits getting chucked out of a thermal). By beginning aggressively you are less likely to lose the core. This is especially true if the day's thermals have been strong and tight (this is common when under high pressure systems).

One technique for getting into the core when you have one wing lifting and your weight-shift is not really doing the trick (the wing is sticking), is to push out slightly while weight-shifting, then pulling back in once the wing has 'unstuck'. How much you can do this depends on how close to stall you are and how confident you are that you're not going to fall out the side of the thermal. If you do so, you may deeply stall the wing and lose a lot of height in the process. You are also more prone to a tumble if you get some nasty air at this moment, so use it with caution, especially when low!

Most newer pilots don't bank their glider enough in a turn. It only takes a small flattening in bank to dramatically increase the radius of a turn.

I read an interview with Rohan Holtcamp who says he is able to detect big thermals up to one or two kilometres

The way Rohan thinks of it is as imagining a small model glider on a table cloth on a table. Now if you were to hold the centre of the table cloth and lift it from that point (like a thermal pushing through the air) the glider would yaw and roll slightly away from the lifting table cloth (thermal) while drifting sideways slightly, toward the centre. In reality, if you feel this, you are in a portion of air that isn't part of the thermal, but in nearby air that is being entrained into the thermal. It is obviously easier to detect the sideways drift when closer to the ground, but the good pilots say they can sense the motion even higher up. This is a point I'll have to work on!

Next time you are at a thermal site but not planning to go anywhere, try leaving the thermal early, fly away from it for a short time then turn around and aim to miss the thermal by 20, 50, 100m,... to see if you can detect this entraining flow and in general to feel what the air is like around a thermal. You may just add a very important sensation to your subconscious memory. Instead of having to fly straight into a thermal, you may be now able to detect them from off to the side.

A question relating to searching for the core that I have become more aware of, is whether to be satisfied with what you're in or whether to initiate a big search pattern (A big search pattern is going further afield than centering on your current core).

On any given day thermals tend to exhibit similar characteristics to one another. Provided you remain in the same air mass (don't pass through a front) and remain over similar terrain (don't go from mountains out to the flats). This is because they are pushing up through the same lapse rate (the rate at which air cools with altitude) with similar ground based heating potential. So as you encounter more thermals on a given day you should form a picture of what to expect.

If you have been getting 500ft/min climbs in reasonably smooth cores for example, and you come across a weaker climb in a broken core, you should be more willing to search around the area for a better core. This is all part of 'building the picture' that I've mentioned earlier.

LOW SAVES

One of the more tense situations pilots can find themselves in, is coming across broken lift when low, say under 1000ft. The lower you are the more tense the situation! The big decision to make is whether to search or glide on.

Obviously there are endless situations to find yourself in, but here are a few generalisations to think about;

If you're down really low, say 500ft, there is obviously not much further to glide. So if you come across broken lift at this point, unless there other very likely thermal triggers within the short glide radius you have, you are probably best to search the broken lift.

You are very unlikely to come across a solid core at such a low altitude, so be prepared to constantly shift your circles to stay in the best lift. Quite often you may get a couple of circles with a net gain which then disappears, forcing you to search again.

Generally start your search in the direction of the strongest portion of lift that you were circling in. Sometimes you have just got to flatten your circle right out and cover some ground.

Something I tend to do in this situation is fly a little faster because things are tense, and I have to keep reminding myself to slow down. By loosening my grip a little on the base bar to help me slow up (you can feel the pitch

pressures of the glider better) it actually helps me to relax at the same time.

While trying desperately to find a decent core you should be building a mental map of what the particular thermal is like. Where the bubbles are, how long each bubble lasts, where the general hot spots are. And try to keep in mind where you are in relation to them as you move about. Even if you are not climbing for some time, you are still getting a better picture, enhancing your chance of finding the lift and finally climbing. So don't give up!

Most people have a point at which they accept that they are too low to get back up again, even in the broken lift situation. They focus on the landing paddock. As soon as you divert your

attention to the landing paddock, the game is over. I think that early xc pilots 'give up' at a lot higher altitude than they have to. (I know I certainly used to, and I think it ended some flights prematurely). I'm not talking about compromising safety here, but of organising yourself to allow the maximum amount of altitude to search. Each person will have their own limits, the more experienced you get the lower you can go before setting up an approach. The biggie is to have a paddock and an approach sorted out thoroughly so you can then concentrate totally on the search.

You need to do this ideally while gliding. Believe me, when you are very low you will need absolute concentration and a strong will to get up. I think more

often than not, the difference between one person getting up and the other landing, when in the same piece of air, is their determination to continue the flight and think 'UP', rather than having a 50/50 attitude. Don't underestimate it! It really is no exaggeration to say that when very low you have to fight to stay up.

If you have climbed 100ft or even 50ft, that is a reason to be positive, and to shift your mental attitude to one of backing yourself to climb out.

If there is one thing I have learned from the interviews I've read of good pilots, it's that the mental side plays a far larger role in flying than the mechanics of it. And attitude plays a large role in the mental side.

...to be continued 

HGFA Operations Manager's Report



the form of a 'Powered Paragliding Sub-committee', this sub-committee is making a valuable contribution to future Operation Manual amendments.

A similar sub-committee will assess wheel-based and powered hang gliders, I would be happy to hear from members interested contributing in this sub-committee.

Operation Manual

As reported last month the Operation Manual will be submitted to CASA for approval mid February, there is very little change in this amended submission compared to our current Manual. However, the objective over the remainder of 2011 is to incorporate elements of ISO standards and CASA Self Regulation Standards and comply with contemporary management practices. It is worth noting many of the requirements and privileges developed over many years of HGFA experience will not change, rather the methodology the HGFA manages processes will alter.

Special Thanks...

Would like to acknowledge and thank Dawson Brown for his work re-formatting our on-line membership renewal pages. The project is well underway and the objective is to ensure all pilots enter their hours flown to complete the renewal process. Dawson has already done considerable work and there is more to do!

Membership Renewals


Please remember, if you do not have your membership card and you renewed on line, the card is probably in the office waiting for your 'hours flown'. Please contact the office and let us know your hours for the last financial year, it is needed to release member cards and meet our obligations.

RAA

HGFA recently commenced discussion with RA-Aus aiming to develop a Memorandum of Understanding between the two organisations to address elements such as certification, training and various standards. The objective of the MoU will be to assess our respective standards and procedures, merge where appropriate those elements in common with RAA and eliminate disparity between our respective operations.

Office News

Four years ago on 13 February Trene started with the HGFA. During that time Trene has seen many changes and 'comings and goings' yet has been able to provide solid office support for all HGFA members. Thank you and well done!

John Olliff 

HGFA OPERATIONS MANAGER

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South Australian Gliding Association
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0427 977218.

Victorian Soaring Association
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03 8385340, 03 93355364.

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

NSW Gliding Association (NSWGA)

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C/- R Sheehan, 176 Macquarie Grove Rd, Camden
NSW 2570, 0427 977127, 02 46553171.

Bathurst Soaring Club
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02 63371180 (weekend), 0427 470001.

Byron Gliding Club Incorporated
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Canberra Gliding Club
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Cudgong Soaring Pty Ltd
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02 96357966.

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Hunter Valley Gliding Club Co-op Ltd
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Lake Keepit Soaring Club
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02 67697514.

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

Narromine Gliding Club Inc.
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02 68892733, 0418 270182.

Orana Soaring Club Inc.
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02 68897373, 0418 270182.

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

RAAF Williamtown Gliding Club
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NSW 2318, 02 49829334.

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

Soar Narromine Pty Ltd
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02 68891856, 0419 992396.

Southern Cross Gliding Club
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02 46558882, 0417 705997 (emergency).

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

South West Slope Soaring P/L
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0488 531216.

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

Gliding Queensland

2 Wing AAF 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 21521321, 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 677877.

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
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0417 514438.

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

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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.

Beverly Soaring Society
PO Box 136, Beverly 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
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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

John Olliff 0417 644633 <operations.
manager@hgfa.asn.au>.

Information about site ratings, sites and
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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:
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Sec: Mirek Generowicz <mgenerow@
optusnet.com.au>; Trs: Colin Brown 0407
700378, <cobrown@bigpond.com>.

NSW HG and PG Association
PO Box 3106, Nyah VIC 3594, 03 50376688.
[www.nswhpa.org]. Pres: Bruce Wynne
0417 467695, <president@nswhpa.org>;
V-Pres: Brett Coupland <Vice-President@
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nswhpa.org>; Trs: Graeme Cran 0414
668424, <treasurer@nswhpa.org>;
Committee: <executive@nswhpa.org>

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North Queensland HG Association
PO Box 608, Kuranda QLD 4881. Pres: Bob Hayes
0418 963796 <flying@cairnshanglidingclub.
org>; V-Pres: Daniel Keech <dkeech1@hotmail.
com>; Sec/Trs: Tracey Hayes, PO Box 608,
Kuranda QLD 4881, 0418 963796 <info@
azurephotography.com>.

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.org.au]. 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@igant.net.au>; Sec: Nick Abicare
0418 104506 <nick.abicare@gm.com>; Trs:
Stephen Leake 0409 553401 <slcak75@gmail.
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speedrs4@gmail.com>; Sites: Mark Pike 0408
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bert.skypig@hotmail.com>, Jan Bennewitz
0423 139923 <Jan.Bennewitz@gmail.com>,
Tony Hughes 0417 379847 <thughes@gordon
tafe.edu.au>, Anthony Meechan 0407 163796
<meeks65@yahoo.com.au>.

The Pico Club (National Paramotor Club)
Pres: Brett Coupland 0409 162616; V-Pres:
Rob Van Riswick 0428 290462; Sec: Grant
Cassar 0416 269894 <grantcassar@iinet.net.
au>, 59 Empress Terrace Bardonia QLD 4065;
Trs: Chris Drake 0414 505455.

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[www.bmhgc.org.au]. Pres: Kacper Jankowski
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Gregor Forbes 0421 376680 <forbes@virgin
broadband.com.au>; Sec: Alexander Drew 0423
966677 <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.
centralcoastsksurfers.com]. Pres: Frank Warwick
0409 468337, <president@centralcoastsksur
fers.com>; V-Pres: Anthony Scurrah 0427 000410
<vicepresident@centralcoastsksurfers.com>;
Sec: Philip Wheen 0414 357928, <secretary@
centralcoastsksurfers.com>; Trs: Geoff Bednal
0418 468065, <treasurer@centralcoastsksur
fers.com>, 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
Causar 0418 433665 <timcau@ozemail.com.au>.

Kosciusko Alpine Paragliding Club
[www.homestead.com/kapc]; Pres: Michael
Porter 0415 920444 <Michael.Porter@apj.l
com>; V-Pres/SSO: James Ryrie 0417 491150
<James@Micalago.com>; Sec: Mark Elston
0428 480820 <elston.mark@gmail.com>.

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:
Adam 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.
nrhpgc.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_mv@yahoo.com.au>; Trs:
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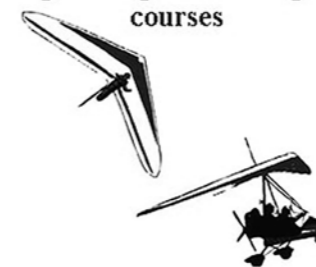
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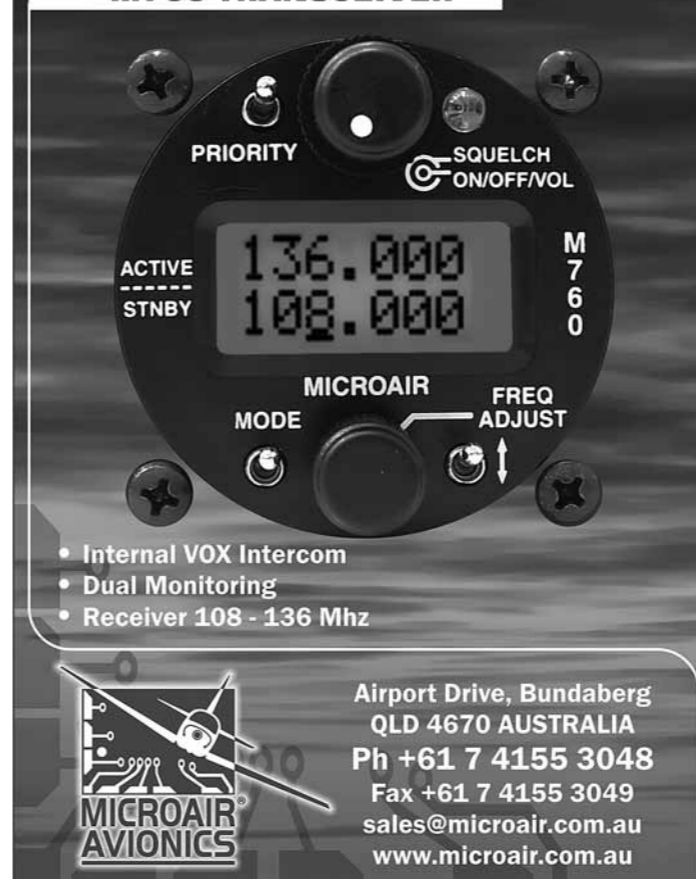
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