

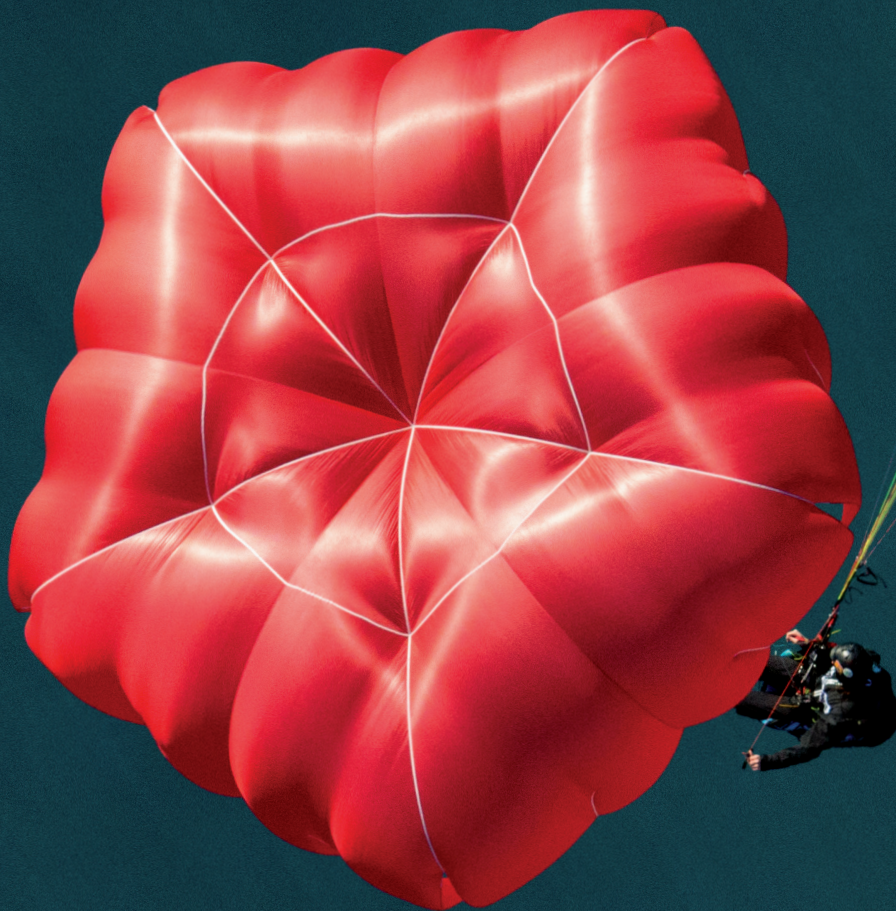
ISSN 1832-4849

# SKY SAILOR

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September | October 2022



## PENTAGON – The five-sided parachute with high pendular stability.

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Marie Sophie Attagniant on landing approach in tandem at Bright, VIC

Photo: Anthony Geremia

## September | October 2022

President's Update	4	Rules of the Air	41
Aussie Pilots Welcomed Back for Paragliding World Cup	6	Contacts	42
My X-Pyr	10	Clubs	44
From AFL star to hang gliding thrill seeker – Jim Wynd's rise to the sky	20	Schools	46
Successfull first Hike&Fly X-Slovenia 2022	23	Impressum	47
Events Calendar	26		
Coming Changes – Civil Aviation Safety Regulations Parts 149 and 103 (and 91)	28		
News & Products	32		
AIRS Safety Wrap-up – August 2022	35		



### On the Cover

PWC in Macedonia  
 Photo: Moshen Mansouri  
 Editor/Design: Gneist Design  
 Web Conversion: iSonic

**Next SkySailor Submission Deadline:**  
**15 October 2022** (for November/December issue)



# President's Update

by Paul Green

## Part 149 Exposition

In this edition of SkySailor, SAFA Safety Management Officer Iain Clarke has penned a plain English article explaining the whys, whats and hows of our journey to become an Approved Self-Administering Organisation under Part 149. As previously advised, it's a significant undertaking comprising many lengthy documents, but it's also a 'stay in business' issue for SAFA because we must meet our obligations by 2 December under the new aviation regulatory regime to remain legally able to fly. We are on track to complete our process in early October.

The Board will meet at our Melbourne office over the weekend of 10 and 11 September to conduct an in-depth review/assessment of our submission and to ensure we remain on schedule to meet our internal October deadline. I encourage members to read Iain's article, and if anyone has any questions, please contact us [here](#).

## Automatic Dependent Surveillance Broadcast (ADS-B)

This technology significantly improves safety for all aviators by allowing aircraft to be tracked by air traffic controllers and other pilots without the need for conventional radar. There has been some member interest in the ADS-B, driven in part by publicity around a Federal Government Grant Program to facilitate the purchase of the relevant technology. However, the eligibility requirements for the Grant Program apply only to owners of Australian-registered aircraft flying VFR. Whilst some of our SAFA aircraft may meet the eligibility requirements under the program, it does not apply to our regular hang gliders and

paragliders. SAFA Operations staff wrote to the relevant Federal Government department, who confirmed this. However, the department also acknowledged that it's common for programs such as this to undergo mid-term reviews, and assurance has been given that our submission will be considered if/when such a review occurs. The department has also acknowledged the advantages ADS-B technology offers our members, regardless of whether they are flying registered aircraft or not. SAFA will keep members informed of any developments as they occur. The following links may be helpful for anyone interested in obtaining further information about the technology.

- [Video about Automatic Dependent Surveillance](#)
- [Resource kit about CNS/ATM](#)

## SSO/SO First Aid Certificates

We are a sport that relies heavily on volunteers in various areas. With a new flying season about to begin, our Senior Safety Officers and Safety Officers will again be in great demand. SAFA is acutely aware of the increasing demands placed on this group of members and is actively considering ways to improve the recruitment and retention of these key volunteers.

The current appointment process requires the gaining and renewing of an appropriate First Aid Certificate (FAC). This is written into our Operations Manual documents, so it cannot be changed without approval from CASA. However, as part of our Part 149 Exposition, we will be requesting some changes as

it is apparent that either gaining or renewing the Certificate impedes some of our members from remaining a SSO/SO. In the interim, we can extend the FAC expiry date for existing SSOs/SOs, so we ask that any volunteer who has received notice of an expired FAC please contact the Operations Team to take advantage of this arrangement.

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**To renew your membership,  
visit SAFA's website, log into  
your account and renew!**

[www.safa.asn.au](http://www.safa.asn.au)

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### **New Flying Season**

With a new flying season about to start, members are reminded that it's a perfect time to carry out maintenance tasks on flying equipment, do a rescue chute repack and generally make sure that all our equipment passes muster. Arguably, however, the most important element of our flying is a well-informed, appropriately skilled and responsible pilot. It makes sense, therefore, to take the time to do some personal maintenance. Ensuring memberships are current, checking the Operations Manual documents and site rules for any changes, for example, should be just as important as any other maintenance performed.

I wish everyone a great 2022/23 flying season. Fly safe.



Photo: Tina Thorburn



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# Aussie Pilots Welcomed Back for Paragliding World Cup



**Australian pilots have returned to the international skies this year with the Paragliding World Cup back on the agenda for many of our country's top paraglider pilots.**

After such a long absence, it was encouraging to see so many Australian pilots competing in the World Cup gaggles, flying above the fields and mountains in Clopotiva, Romania and Krushevo, Macedonia in June and July.

The competitions were attended by 121 and 123 pilots respectively with Aussies Gareth Carter, Peter Slade, Phillip Mansell, Felipe Rezende, Tim Marshall, Wally Arcidiacono, Geoff Wong and Zane Priebbenow taking to the skies. Their skills clearly shone through with some of them finishing in the top 10 for several tasks.

## **Clopotiva, Romania**

The skies came to life over the rural town of Clopotiva with five days of competition from 27 June to 2 July. Pilots flew high above the small, rustic town where horse and cart can still be found as a mode of transport.

Zane had already made his mark on Clopotiva with a resounding win in the Skytribe Open the previous week. It was great to see the Aussies maintaining their lead at the front again in the World Cup, with Gareth winning task four.

Gareth made a valuable contribution to the task committee by using his experience to assist with tasking in a tricky area which had not been used before, and for which the arena was not well understood. Tasking was made more difficult with limited options due to the leeward wind and daily storms in the higher ground.



**Krushevo launch**  
**Photo: Emilia Górska**

**Left: Clopotiva, Romania**  
**Photo: Courtesy PWC**

**Right: PWC Macedonia**  
**Photo: Moshen Mansouri**

Felipe brought with him the very latest in paragliding technology.

This is what he had to say about their new wing after testing it in two World Cups:  
*“Our XCRacer2 RFC proved to be extremely competitive at a PWC level, allowing us to stay with the lead gaggle in glide and top speed.”*

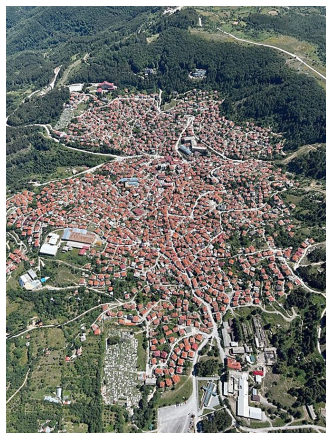
*Despite its amazing performance, we found the most remarkable quality the level of comfort and solidity, I personally have never experienced a performance glider to be so easy to fly,”* he added.

### **Krushevo, Macedonia**

Ten days later, the Balkan skies were once again filled with Australian pilots with Wally Arcidiacono, Phillip Mansell, Peter Slade (top 10 in task 5), Gareth Carter and Felipe Rezende (both top 10 in task 7).



## Aussie Pilots Welcomed Back for Paragliding World Cup



The beautiful mountain town of Krushevo (1350m) played host to adventure seekers from far and wide. The town is like stepping back in time, with giant green watermelons sold directly from

farm lorries on the street corners, dogs sleeping in the shade and owners of the bazaar style shops sit outside sipping coffee.

Pilots enjoyed seven stunning days flying from 15 to 21 July, including untried routes off the task board and corridor tasks to Greece. Whatever your preferences, from straight lines to triangles, there was something for everyone. There were days when pilots skimmed into goal with 2m to spare, others when they arrived, skied out, with 2000m altitude.

The fields below Krushevo, and far below the pilots, are a patchwork of smiling sun flowers, tall green sweet corn and tobacco plants. From the sky, the most picturesque task was undoubtedly task six, as Baba Mountain came into view, and lakes Ohrid and Prespa stretched out below the pilots.

Following these two successful PWC events, the top 15 overall, top three ladies and task winners of fully valid tasks qualify for the Super Final, to be held in Mexico in December this year.

**To see the live scoreboard visit <https://live.pwca.org/scores>**



### 2023 World Cup Calendar

Castelo, Brazil	18 to 25 March 2023
Pegalajar, Spain	6 to 13 May 2023
Sacele - Brasov, Romania	24 June to 1 July 2023
Aksaray, Turkey	29 July to 5 August 2023
Targasonne, France	26 August to 2 September 2023
Superfinal, Baixo Guandu Brazil	5 to 16 March 2024



pilot: François Ragolski  
altitude: 8201m  
location: Pakistan  
instrument: **sys'nav XL**



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Australian Government  
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Articles should be between 450 and 1000 words.

If preferred, your identity will be kept confidential. If you have video footage, feel free to submit this with your close call.

*Please do not submit articles regarding events that are the subject of a current official investigation. Submissions may be edited for clarity, length and reader focus.*



# My X-Pyr

by Kinga Masztalerz

After spending a season hiking and flying through New Zealand, Kinga re-entered the European scene once more by participating in the X-Pyr this year.

Weather was better than expected, it didn't really rain. Hike & Fly at its best, five flights, heaps of hiking, including 3200m up... Camping in the hills, well positioned for the next morning's glide.

## Day 2 - Wet!

Still, our awesome team pulled off three flights which saved me heaps of road walking.

We started with a morning glide, the only flight of the morning, and finished with an edgy wet glide of a pass where all three supporters were holding my wet wing before I flew out through the rain. Most light



## Day 1

Starting with the run from Hondarribia to La Rhune, 20km on the road and 800m up, what a start of a 600km, seven-day long race! I arrived at the first turnpoint around 12th place, happy with my 2:55 hours.





Left to right:  
 In-flight over the Pyrenees  
 The X-Pyr competitors  
 The world at my feet  
 Photos: Kinga Masztalerz



racing wings fall out of the sky when they even see drops of water, my Scala definitely doesn't.

In the evening, Ross and Jesse dried my shoes and backpack in a tumble dryer.

### Day 3 - Rough day, bad timing

First, we hiked up the mountain which was in cloud, because we believed it would open soon.



However, we ended up above a thick layer of clouds covering the whole valley. It didn't stop another athlete from taking off, but it's against the rules and simply unfair towards athletes who decided to hike instead. Richie,

Nico and myself first waited, then hiked down to cloudbase and flew from there.

After slope landing, I hiked to Accous take-off which was just starting to work, though still low. Some flew out and landed in the valley, I tried harder and farther, but it was very slow progress and ended up with a dodgy landing in rotor. It's moments like this I truly appreciate my Scala.

All this put me at the edge of airspace just when the day opened and I spent the best part of it hiking into Spain. Very frustrating, after 2.5 days of awful weather - finally a great flyable afternoon and I'm grounded while





## My X-Pyr

those in front who had already crossed into Spain, are flying epic distances! Not to mention that I had a near death experience when a truck squeezed me against a brick wall.

I finally made it to Col de Somport at 7:30pm. A quick decision to climb, we even convinced Patrick's team to come. We all had a fantastic flight with a beautiful evening thermal, strong tailwind and overtook seven teams who gave up on flying – either too exhausted to hike up or believing it wasn't worth it.

I landed going backwards in a weird katabatic, couldn't quite get out of my harness so I just collapsed on the field like an injured penguin. (BTW, I damaged my harness today, which Chris sewed back up on the spot!)

It was 15 minutes until the mandatory night break and we were on a good camping spot so with nothing more to do, and I gave myself five minutes to fall apart, cry and release the stress of the day. Of course that's when a race media crew came to interview me!

Rough days are part of racing. To hold it together when it all goes to sh\*t, it's never too late to climb, and the day isn't over until you gave it all.

### Day 4 - Windy day

I hiked with Chris up Punta de la Espata. Richie, Patrick and his supporter were hiking the same mountain on a different trail, 15 minutes



From top:  
 Above the clouds  
 Another take off  
 Making a turnpoint  
 All photos: Courtesy Kinga

From top:  
Amazing views  
Moments on the road  
Camping with Edouardo

ahead. At the top, I saw them walking quite a bit down, they took off, pointed headwind and sank into the valley. They didn't seem comfortable in the conditions and I can't blame them, it was very windy.

However, I live in New Zealand, we know windy. I waited another half hour for some thermal activity, took off, and after some searching got a lift to 3200m, joined the main ridge for a while, but didn't feel right out there with barely any penetration, so I went a bit out... It took forever at single digits and often no speed, once you hit the sink, you basically fall out of the sky straight down, so it was slow and technical flying in search of the best lifty lines. I crossed Tena Valley and kept going, finally landing close to Broto. It was a good day, I saved heaps of walking and skipped up a few places in the ranking.

I hiked out of the valley, chasing Edouard who was now only 1km ahead. On the way, I hiked Punta Aguilar on Sierra de la Corona, flew from the narrow spur into the valley using some nice ridge lift, caught Edouard, and after hiking another hour, found a perfect camping spot by the river. Not a soul around, so I went topless to wash myself in the river and of course that's when the media crew arrived. They have perfect timing every day!

### Day 5 - Disconnected

In the morning, despite low clouds, I hiked up to Santa Marina with Chris. Nice hike to kick off the day, but difficult to find a take-off, and hard to imagine how I would clear the very shallow, never-ending ridge with a sea of trees on one side and no road and no landings on the other, which was also in the airspace...





## My X-Pyr

Chris helped me take off. I restarted breathing when I got to the place where I could clear the trees. I then took a little thermal with a vulture, then another, and slowly, with strong headwind, cruised around the ridge, crossed the valley, hooked onto a windy corner of Peña Montañesa and surfed it all the way to tagging the turnpoint in flight! I was so happy and flew so well!

However, that was as far as I would go, low top of lift and strong SE wind put me in my place immediately when I tried to fly around the corner to the south side, rodeo of sink and no penetration, I flew out and landed in front.

The day went way better than we expected, neither Ross nor I believed I would tag the TP in flight in these conditions, so we had no real plan now, in the weird place in front of the massive rock face with strong headwind and the sky shutting down.

Ross found a second take-off on the way, only 200m and traversing – so why not go check it out? If it doesn't feel right, I could just keep hiking around Peña Montañesa. But fatigue caught up with me, the wind was cross and very strong. Chris volunteered as a wind dummy, but I missed the memo and instead of waiting for him to probe the air, we took off together and it was all wrong. The air felt wrong, if the wind was less crossed, I could have soared the south face, but I was in the rotor of another ridge. What's more, I got into

From top:  
Too many trees  
En-route under blue skies  
Selfie posing  
All photos: Courtesy Kinga

An amazing 605km  
of adventure



the harness the wrong way, nothing dangerous, but it should have been a serious warning I ignored. In the air, it was rodeo and not much progress, I decided to fly out and on approach I took my first ever proper collapse on Scala. A good one too, Chris said it was 70%, 10 to 15m above the ground.

I've done 200 hours on Scala and took her into some gnarly places and never, ever had a collapse, was always able to catch any deflation before it actually happened. However, this time I was a moment too late, clumsy handling, shouldn't have let it happen. Scala dove to the right, then my muscle memory took over, massive weightshift, arm down, up, shake, other brake and a second later I landed softly pointing into wind, like nothing had happened. Thanks for being so gentle with me, Scala!

However, altogether it was a mess, a stressful waste of time which put me further back than I would have been if I'd just hiked! I was annoyed at myself, this flight didn't feel right in my guts, at take-off I should have packed and kept hiking, instead I ignored warnings, had a massive collapse close to the ground and in the end landed farther from my goal of the day, adding extra road hiking!

Ross asked me if I was able to do 25km to Campo before 9pm and I treated it as a challenge, something to take my thoughts off the last flight. We were all tired, yet none of us stopped for a moment to touch base with my level of fatigue, mental state and especially, to consider the best strategy for tomorrow's good forecast. I hiked 25km to Campo, mostly because Ross bribed me with a promise of a hotel room and a real steak dinner.

In the hotel room, I looked into a mirror for the first time since the beginning of the race and didn't recognise myself. I felt disconnected, like my body didn't belong to me. I know this can happen when you push yourself beyond your limits and it's okay if it's only physical, like some big ultra-marathon. However, in X-Pyr the most crucial is to fly well on good days, and tomorrow I was about to pay the price for the stress and exertion of today. I just didn't know it yet.

### Day 6 - Frustrating

I woke up exhausted. The morning hike up to Cervin was slow but there was no rush. Chris and Jesse drove up and waited with yummy pasta while Ross volunteered as a wind dummy today. We cruised above take-off, waiting for the day to turn on. I could have slept two more hours. I was so nervous from the previous day's drama that I top landed to pee.

Took off again, tired and stressed. After yesterday, I didn't trust my glider handling, nor my decisions, whatever I tried, wherever I went, it felt forced, no flow, nothing seemed to work. What's more, Campo was a bad take off choice for the day, Peña Montañesa that I came from was higher and a closer crossing, I could have simply stayed there and saved myself yesterday's dodgy glide, massive collapse and 25km of road jogging... Sounds easy but when you're racing, to simply say, 'just sit and relax for the next 16 hours'... nah, wouldn't happen!



## My X-Pyr

have to hike it. It might have been the most challenging 40km in my life, but there I was, soaring the sheer rock faces and finally gliding high over the low clouds covering the north side of the Pyrenees.

I glided well and hoped I could figure out how to progress further against the strong northerly valley wind. The gaggle had already landed on the last reasonable field, but I hooked onto a spur and tried to decipher the puzzle. I love puzzles like this and was stubborn, tried different ways, but every time got flushed back, couldn't figure out anything worth committing into the valley with absolutely no landings. Finally, I turned back and landed on that last good field, two hours behind the gaggle of six who had been well behind me that morning.

I was pissed that I flew badly and lost much time, it would take me a while to understand what I'd achieved, in the state I was in after yesterday's stress and exertion, I flew the same flight as the gaggle of these great pilots, mostly alone, crossed the main ridge of the Pyrenees low over the committing terrain, in rough air, and held it together all the way. It might have been one of the toughest flights of my life, but I stuck to it and made it work. It's easy when you're rested, happy and in the flow. Holding it all together when nothing works and you're mostly scared and exhausted, and other pilots (you had put so much energy and good decisions in to leave behind) just fly in front of you... Well, the push is what racing is all about. With my five minutes of whining over, it was time to hit the road and chase the boys!

The topography is one issue, another is that I flew like rubbish, crossed the valley twice, lost heaps of time, even when the gaggle that took off from Peña Montañesa, caught up with me, I couldn't stay with them. Actually, I wanted to take a deep line straight north, but didn't trust my guts, instead, I deviated with the others, crossed to Castejón de Sos and we all got stuck there for ages with easterly wind. Where the heck was this wind coming from? I didn't understand the air and felt like a beginner.

I chose my own scenic route, talked to myself, breathed, sang, set small goals, used all the techniques I've learned over years, and kept going. I made some mistakes that put me very low, close to the main ridge of the Pyrenees, fighting in the strong valley wind and turbulence, but there was no way I would land, I was flying to France today.

I made it work and soon surfed the main Pyrenees ridge. It was quite pretty, even if it took me four hours to fly 40km, I did it, I didn't

## Day 7 – Reward

There was an obvious mountain Pic d’Escales on the way to Arbas TP, so we hiked up. Inigo and his supporter were 2km in front, overtaking them was a fun goal for the morning, on the 7th day any extra motivation was welcome. Chris and I cut all the road corners and flew of Mont Sijon, I also pushed quite deep into the leeside of Col de la Béne – I wouldn’t have done it if it wasn’t for racing, but I survived.

The hike to Arbas TP had looked way closer on the map. On the ridge, I saw all the guys from yesterday’s gaggle sitting on Pic de la Paloumére waiting for thermals and when I got there, I still saw them fighting in low, weak lift, some progressing, others landing, but they marked the air for me and I took off and chased them... sounds aggressive, but these conditions were more about not bombing out!

It was slow flying, but I did well. The crux putting pilots on the ground was crossing the La Garrone Valley. Again, I spent quite a while trying to figure out how to reascend after crossing, but in the end I landed anyway. No regrets though, I always learn a lot trying to solve puzzles like this.

Ross asked if I wanted to hike and fly off Tourroc on that last evening. Of course I did – 10km and 1000m up. Chris paced me like a boss and I unleashed, my feet were killing me, but there was no holding back, it took less than two hours. We came out of the forest to the clearing on the top and it was... perfect. Stunning evening light, calm air, mighty Pyrenees on our left, vast flatlands on our right, sheep gently ringing their bells, perfect grassy slope to launch, with light square wind. It was

a hell of a week and to get this piece of perfection at the very end touched me deeply.

We took off and glided through the smoothest air into the sunset, using last bits of evening lift together with a couple of vultures. The whole week of exertion came down to this magical moment. I flew over two other athletes, milked this glide until the last metre and slope landed, this time on a nice, big field.

It was 20:45, the road ended here, both literally and metaphorically, there was nowhere else to go, no need to rush any more. I layed on the grass and closed my eyes. Past days browsed under my lids, the best and the worst, ups and downs, emotions, limits and push, great choices and mistakes, friendship and teamwork, rain, wind, heat, unlandable valleys, tree covered hills and razor-shaped rocks... You name it, X-Pyr delivered.

Was it really only seven days ago when we left Hondarribia for that first gruelling 20km run up to La Rhune? Would I do it again? In a heart beat.

## Epilogue

Chrigel did it again, even though in the morning of the 6th day, he said he gave himself a 10% chance...

Then he did what he always does and flew just a few kilometres short of Santa Helena. Maxime came close behind, then Pierre and Simon, after a fantastic race, closed the field of the athletes in goal.





## My X-Pyr

It was a brutal race, from 42 athletes at the start line, 10 did not finish. No bad accidents, no reserves thrown, but a ridiculous amount of hiking and very demanding conditions made some of the fittest and best athletes pull out, either physically or emotionally incapable to continue. I congratulate all athletes made it to the end of the race, either to the raft in Port de la Selva or still chasing a competitor in front, fighting to jump one more place in the ranking, no matter if it was 3rd or 30th position. You're all heroes.

The prizegiving was fun and chilled, with fancy food and wild stories. Every team travelled a unique, mind-blowing journey, which is hard to comprehend unless you've been there.

We had a good debrief, especially with Ross, he was a great supporter and we both learned a lot during this race. My team was a dream team. People often don't understand the difference between a smaller race or a beast like X-Pyr or X-Alps. The latter are long, meaning everybody gets tired and hits their default mode. It's easy to roll for three days on adrenaline and enthusiasm, you don't even need to sleep or eat much. However, after a few days, when mistakes accumulate, fatigue and sleep deprivation builds and the monotony of long, intense days hits hard, then you can't cheat it any more, all the narratives are ripped off, and everyone is their real self. Ross, Chris and Jesse rocked all the way through!

Relaxing at the coast

All photos: Courtesy Kinga

Camping, we spent the night drinking slightly too much wine and yet, the next morning I felt I would do it all over again. However, that was it, Ross and Jesse went to Barcelona, then Ross flew back to the US to start a new job and Jesse flew to Austria chasing new adventures.

Chris and I went to Cap D'Agde to hang out and relax for a couple of days. For those of you who don't know, it's the largest naturist beach and village in the world, the camping itself has over 10000 capacity, and there are hotels, cabins, bars, clubs, shops, supermarkets, a gym, you name it. Thousands of naked people living their lives, often for the whole summer. For me, when we take off our clothes, we take off our narratives – no status, no armour, we just are. It doesn't have to be sexual, but is definitely freeing and sensual, and very, very far from hike & fly racing through rough mountains. I couldn't imagine a better reset.

It was all fun, but then it was time to head back to the Alps – 'The mountains are calling'... See you out there!

*Huge thanks to my sponsors, PHI Paragliders for Scala, the best racing machine, BogdanFly for the comfortable harness that packs up to nothing, Adventure Menu for keeping us well fed and Chimpy for empowering us during the race. A massive thanks to Ross Desmond, Chris Wright and Jesse Dhue, my dream team who treated me like a queen and made this adventure so much fun.*

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**Sigma 11** EN-C NEW Best in Class Leading tech & perf.....\$5850  
**Omega X-Alps4** EN-D Coming Soon. #1 X-Alps glider.....\$5950  
**BiBeta 6** The Pro's choice tandem, 11:1 glide, 6.95kgs.....\$4950  
**Xi Hike and Fly XC** glider, certified EN-B+, 3.4kgs, 11:1 glide.....\$4750  
**Pi3** NEW HikeFly/Speed/Mini 1.8kgs, 10:1 glide, 4 sizes, EN-A^ \$3950  
**HARNESS'S** (\*inc's carbon fibre speed bar, clips & lines)  
**Axess4\*** Only 5 Star safety light weight harness 3.7kgs....\$1290  
**Success5\*** NEW Model Fully featured 4.0kgs with the lot.. \$1590  
**Progress3\*** Reversible, AirCell BP 5 Star only 3.5kgs.....\$1350  
**Lightness3** Latest version model of the worlds #1 pod ..\$1970  
**Impress4** NEW model High End Comp/XC harness..... \$3450  
**Easiness3** NEW model ultralight weight reversible, 1.5kgs.\$1190  
**Strapless2** NEW model nano-weight Hike and fly 195gms....\$490  
 All prices subject to change with exchange rate fluctuations

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# From AFL star to hang gliding thrill seeker – Jim Wynd's rise to the sky



**Former AFL player James (Jim) Wynd traded in his footy boots after 147 matches with the Fitzroy Club in 1994 but that doesn't mean he kept his feet on the ground for long.**

After retiring from AFL, Jim followed a dream that he had about flying and discovered that it was the best decision of his life. He took up hang gliding, first testing it out on a tandem flight, becoming so hooked that he quickly trained for his own pilot licence to fly solo.

*"I always dreamt that I could fly and this recurring dream stayed with me my entire life," Jim said.*

*"As an AFL player, part of my contract conditions was that I could not be involved in extreme sports, which was ok at the time because I was focused on playing football."*

But once he retired he was in the air and the experience blew him away with the feeling of flight being exactly what he had dreamed of all those times.

Jim's greatest flying experience was hang gliding the length of the Great Ocean Road for the first time in 2010, a trip he has now taken 40 times successfully and continues to do so. The 76km journey takes off from Bells Beach in Victoria and heads west towards Apollo Bay in South Australia, taking in a bird's eye view of the spectacular south-east coastal scenery.

But the trip is not for the faint-hearted, or inexperienced. For the flight to be successful, pilots need south-east to east wind around 15 to 20kt which is unusual for that part of the country, and it can be challenging to find the perfect time to take off. The Great Ocean



**Above: Happy pilots who completed the trip (l-r): Dean, Hugh, Jim, Adam and Rohan**

**Opposite page: Aireys Inlet Lighthouse - me flying back to Bells Beach**

**Right: Jim with Lorne in the background**

**Left: At Apollo Bay - happy to have made it**

**Photos: Courtesy Jim Wynd**



Road flight is very technical as there are pivotal points along the way that need to be navigated.

As the coastline changes direction throughout the 76km, there are places where the wind is parallel to it, meaning during these sections there is no lift, so pilots need to be able to get to the next area of lift, which may be 8km away, before they get too low and have to land.

*“In coastal flying, you need the wind to be hitting the coastline straight on, this allows the air to rise as it goes over the cliffs, creating lift, similar to water hitting a rock – air goes over and around the terrain,” Jim explained.*

*“During this flight we are surrounded by water, and in some parts there are no beaches to land on, meaning the only option you may have is water, so being able to read the weather and wind is vital.”*

One of the most dangerous things a hang glider pilot can do is land in water, especially surf, so it is crucial for pilots to have extensive skills and experience to avoid this scenario.

Jim says on average the trip takes two to three hours depending on conditions with the fastest time of completion being one hour and 17 minutes and the slowest being six hours.

On any given trip there could be between six and 15 pilots, however, not everyone manages to complete the full journey to Apollo Bay.

Jim started his initial hang gliding course in 2002 and although he has been doing it for 20 years now, flying about 100 hours every year, he is still learning. His first successful attempt of the Great Ocean Road was in November 2010.



## Jim Wynd's rise to the sky

Big Hill, Fairhaven – Bruce in centre and Jim on the right

*"I remember reading an article by Geoff Coombs about this technical and amazing flight down to Apollo Bay and was fascinated," he said.*

*"After graduating from a Novice to an intermediate rated pilot and buying an intermediate glider (Sting 3), I thought I would give it a go. I first attempted it in 2009 and it took me about nine tries before I was successful," he explained.*

Jim fondly remembers the first time he made it, when a local pilot was flying over him and stopped to help, staying with him the entire way, encouraging him and providing him with the local knowledge on the technical aspects of the flight.

But there is one challenge that Jim hasn't yet conquered and that's attempting a return trip from Apollo Bay making a total flight distance

of 152km, which only one other pilot has ever completed.

Jim has been 10km short of this goal and is determined to continue the attempt until he is successful.

*"I just love to fly and be in the air. They say once you kiss the sky you can never stop, and I believe this is true – it is a very addictive sport and I just love every aspect of it," he admits.*

***Jim is a member of the Western Victorian Hang Gliding Association, Melbourne Hang Gliding Club and the Dynasoarers.***

***To read more about completing the Coastal Run, check out John Langmeade's article in the [Skysailor March/April 2022 issue](#).***



## Successful first Hike & Fly X-Slovenia 2022

*by Till Gottbrath*

**From 23 to 25 June 2022 the first X-Slovenia took place. The Hike & Fly competition lasted three days and covered 150km as the crow flies.**

After the start in Ajdovščina, it went via the turnpoints Nova Gorica, Kobarid, a take-off above Bled, and Gozd to Mojstrana at the foot of Triglav (Slovenia's highest mountain). The winner was professional biathlete and Olympian Lenart Oblak, just 13 minutes ahead of Bojan Gaberžek, who finished three hours ahead of third, Tomaž Eržen.

The weather conditions were demanding – thunderstorms, strong winds, large cloud fields, low bases – so a lot of hiking had to be done. Many athletes gave up and of 20 starters

only eight reached the finish line. However, this did not dampen the good mood among the athletes.

Having already taken part in other Hike & Fly races, I found this a very well-organised event, carried out with a lot of heart and soul. Thanks on behalf of all participants to Samo Božič, Toni Pljakoski and their team. The scenery was breathtaking at times – in the truest sense of the word – and the flying was challenging. Then there was the heat! I was thrilled by the atmosphere among athletes and supporters.

The X-Slovenia is a real tip for those who want to be out and about for longer than a 33-hour Bordairrace, without getting extreme straight away. I will be back next year!

**Visit [XSlovenia](#) and [Airtribune](#) for more.**



Photo: Courtesy Skywalk



**SKY**SAILOR 

# Events Calendar

2022

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## September

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### Hike & Fly Bullseye 17 and 18 September

**Location:** Lake St Clair, NSW

**Description:** A fun weekend comp with two comp classes to promote hike & fly/landing accuracy comps in Australia.

**Information:** [bullseye-hike-and-fly-faq](#)

**Organiser:** [Roger Stanford](#)

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## October

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### Canungra Paragliding Cup 2022 22 to 29 October

**Location:** Canungra, QLD

**Sanctions:** SAFA AA, FAI Cat 2

**Description:** Fly famous SE Queensland sites like Mt Tamborine and Beechmont. Great weather, fun and stress free tasks with legendary retrieves.

**Organiser:** [Dave Gibbs](#)

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## November

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### Barraba Big Toe (BBT) 2022 13 to 19 November

**Location:** Barraba Aerodrome, Barraba, NSW

**Type:** HG aerotow event

**Practice day:** 12 November

**Fees:** Entry \$250, Towing \$425

**Description:** First aerotow comp of the 2021/22 season – great comp last year, so come and join in at this great venue.

**Registration:** [wow.asn.au](#)

**Organiser:** [Karl Kindl](#) 0412 675 293

### Big K Week 2022 26 November to 2 December

**Location:** Birchip, VIC

**Description:** Form a team with your mates and come to re-define your flying PBs.

**Information:** Visit [hgcomps.com.au](#) or call Secretary Phillip Campbell on 0438 428 569.

2023

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## January

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### Corryong Cup HG Competition 2023 8 to 14 January

**Location:** Corryong, VIC

**Type:** HG foot launch event

**Practice day:** 7 January

**Entry fee:** \$240

**Registration:** Opens 1 September 2022

Go to [hgcomps.com](#) to enter.

**Description:** The CC is a social comp aimed at introducing pilots to competition and fostering comp skills in a low pressure, fun environment. If you are new to HG this is the comp for you.

**Organiser:** [Vic HG Comps Inc](#)

### Beauty Fly-in 15 to 17 January

**Location:** Mt Beauty, VIC

**Description:** This fly in is gauging interest in the resuscitation of the Bogong Cup in 2024. Please see our [website](#) for details.

## Forbes Hang Gliding Flatlands 2023 19 to 26 January

**Location:** BMIA Bill Moyes International Airport Forbes, NSW

**Sanctions:** FAI Cat 2, SAFA AAA for Open Class and SAFA AA for Sport Class

**Type:** HG aerotow event

**Practice day:** 18 January

**Registration:** 18 January, 10am-12pm and 4-6pm at HQ Forbes Aeroclub, Bedgerabong Rd, Forbes (Artie Wright Dr).

**Fees:** Entry \$400 includes welcome and presentation dinners and trophies, and Aerotow fee \$450 includes unlimited tows, club and site fees for nine days.

**Retrieves:** You need to arrange your own retrieval team, for help with matchmaking contact [fly@forbesflatlands.com](mailto:fly@forbesflatlands.com)

**Register:** [forbesflatlands.com](http://forbesflatlands.com)

## Manilla XC Camp 2023 21 to 28 January

**Location:** Mt Borah, Manilla, NSW

**Briefings:** Initial 20 January 8pm, First Day 21 January 9am, Day briefings 9.30am

**Description:** FREE event with XC pilots of all levels from around Australia and the world attending at Australia's premier XC flying site. Informal flight distances are scored using the online systems of your choice or your straight line GPS Open Distance - easy, just load your daily distance via the online score sheet. Come for as many days as you like, fly XC as far as you can, learn from some of the best pilots from around the world in a friendly atmosphere. In the past pilots have regularly flown 200km, even over 300km and novice pilots have achieved PBs over 100km.

Camping and cabins on-site. Area includes two kitchens, BBQ, bar & swimming pool. Bookings for cabins are essential – contact [Godfrey Wenness](mailto:Godfrey.Wenness@gmail.com)

**Information:** Visit [flymanilla.com](http://flymanilla.com)

## Flow Corryong PG Open 2023 28 January to 4 February

**Location:** Corryong, VIC

**Sanctions:** SAFA AAA, FAI Cat 2

**Description:** Set in Australia's best place to fly.

**Registration:** Via Airtribune

**Organiser:** [Dave Gibbs](mailto:Dave.Gibbs@airtribune.com.au)

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## February

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## NSW Hang Gliding State Titles 2023 12 to 18 February

**Location:** Mt Borah, Manilla, NSW

**Type:** Foot launch HG competition

**Practice day:** 11 February

Great comp for first time inland flyers and advanced pilots.

Read this year's event report in this issue.

**Registration:** [wow.asn.au](http://wow.asn.au)

**Organiser:** [Karl Kindl](mailto:Karl.Kindl@wow.asn.au) 0412 675 293

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# Coming Changes – Civil Aviation Safety Regulations Parts 149 and 103 (and 91)

by Iain Clarke – SAFA Safety Management Officer

**Lately you have been receiving some emails about consultations running through our Member Consultation System (MCS). For those of you that have taken the time to read and understand the contents and provide your thoughts, we thank you. There will be more to come in the future, and no doubt several of you are wondering what these are all about.**

The answer is that I and Victorian Affiliate Director, Mark Pike, are working pretty much exclusively on our application to gain certification as an Approved Self-Administering Organisation (ASAO) under CA SR Part 149. Your views are contributing to the work we are doing to get us over that line.

## **Part 149? What's that and why do we need to change?**

The regulations under which we are able to fly our aircraft are undergoing significant change and now fall under the Civil Aviation Safety Regulation structure (see Figure 1).

Currently, we operate under the Civil Aviation Regulations, with exemptions provided in the Civil Aviation Orders: CAOs 95.8, 95.10 and 95.32. This structure is being replaced and has a flow-on effect to all aviation groups of which SAFA is one.

In December last year, the new CASR Part 91 regulations came into force. These specify the General Operating and Flight Rules for aircraft. You can see where Part 91 sits in the framework – right in the middle. If you look at

the 10 o'clock position of **91**, you will see **149 Sport** with **103** and **105** hanging off it – these are the Parts that will apply to our aircraft and operations.

**Part 149** specifies the rules governing ASAOs – how the organisation carries out the functions of administering its sport aviation activities. **Part 103** contains some operations and flight rules governing the operations of our sport aviation aircraft. **Part 105** describes the rules governing parachuting from aircraft.

In summary, we have Part 91 governing everyone's operations, but some bits of this don't apply to Part 103 aircraft; we have Part 103 governing our aircraft and operations, and then we have our own CASA-approved SAFA rules specific to us, by us – the 'old' Operations Manual. Overarching SAFA and other Sport Aviation Bodies (SABs) is Part 149 – the rules for our organisation's administration of 'approved functions'.

Clear as crystal. Now to muddy the waters, a little...

While the Parts give the regulations, the *Manuals of Standards* give the detail as to how the regulations are to be implemented. Both are legal instruments. We have been authoring with the understanding that there is a significant hole in our understanding of the new regulations – there is no Manual of Standards yet for Part 103. We have the Manual of Standards for Part 149, but not the nuts and bolts for 103. Let's come back to that in a bit.

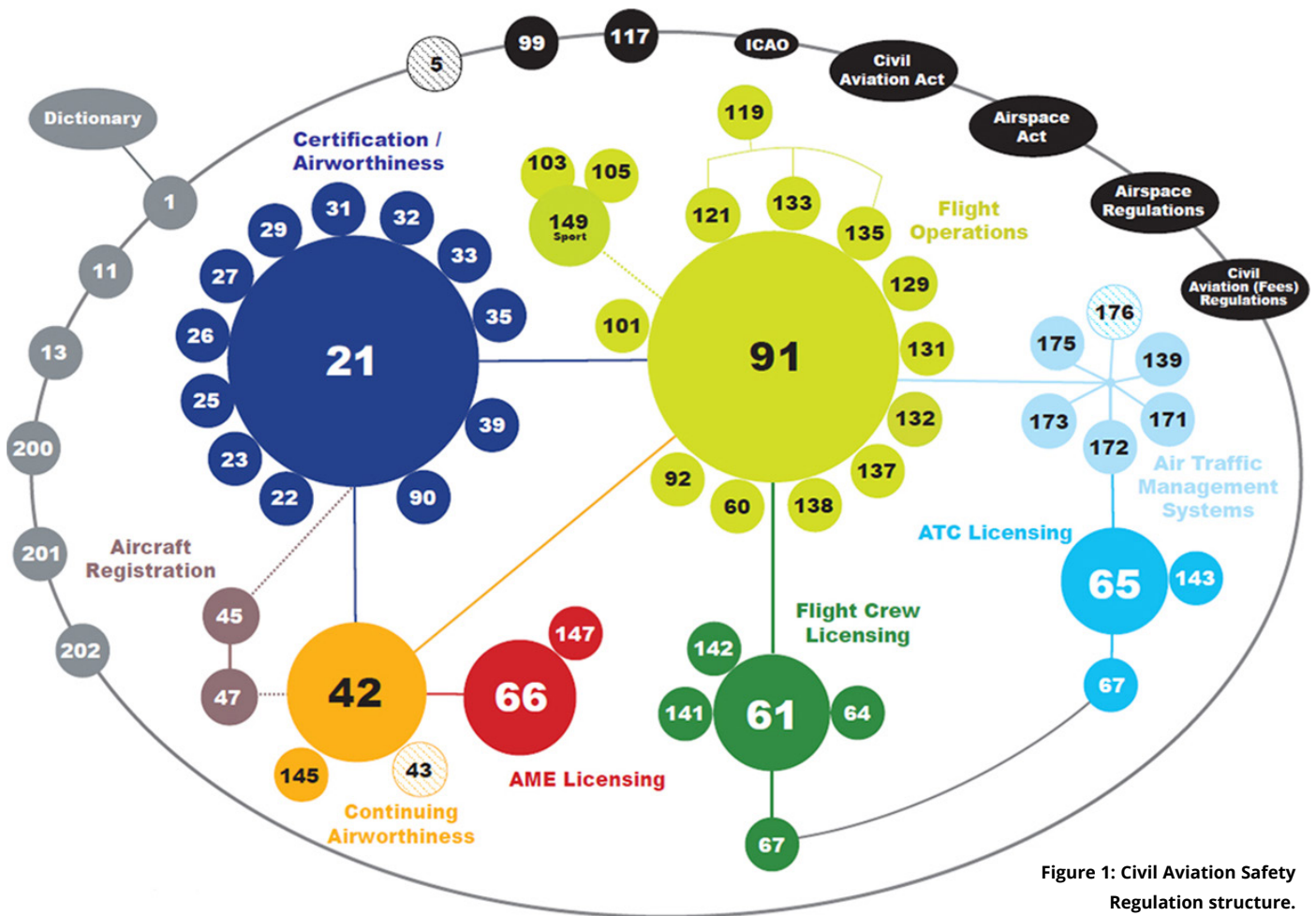


Figure 1: Civil Aviation Safety Regulation structure.

### What is required for our application to become a certified Part 149 ASAO?

We need a whole collection of documents addressing specific functions, and a written undertaking, as well as a completed application form. This collection of documents combined becomes something called an **Exposition**. It tells CASA how we run the good ship SAFA, and how we comply with the CASRs. Our Exposition will be assessed by CASA so that they can be assured that we can be safely left to do our thing.

The Exposition suite describes all of our systems, processes and procedures relating to the administration of our members and their aircraft. This includes pilot authorisations, audit and surveillance, safety management, aircraft registration, enforcement, training,

maintenance standards, how and where we keep our records and for how long, etc., etc., etc. Every aspect that they specify, we need to tell them about.

We also have a deadline. Our application and Exposition suite of documents needs to be into CASA by 2 December 2022 if we want to take advantage of a fee-free assessment by CASA. After that date, we – and any other Sport Aviation body seeking certification – will have to pay CASA to assess the application. They estimate it will take them a minimum 535 man-hours to assess our application, at a rate of \$160 an hour!

We think we will have our application into them in October.

## Coming Changes – CAR Parts 149 and 103 (and 91)

As we have been authoring, we found a few instances where we may be required to do things differently to how we do things presently. In a few of these instances we have been able to design methods that will work without imposing onerous activities on you – our members – or us, the folk required to do the work. In other cases, we have a few alternatives in mind, but need to gauge your views. Which is where the Consultations come in.


As these consultation hit your inbox, please, **first** read the information given in the Consultation carefully, then stop and think about it. Talk about it with others if you want. Then, give us your thoughts and opinions. Jumping straight to outraged indignation mode is not helpful. Take a deep breath, read the information and importantly, understand the context of what is being described and why.

Let's jump back to the 103 MOS for a minute and I'll explain what's going on there, and the impact on us, as we're writing.

Last year, the draft Part 103 MOS was declared unworkable by the industry reps (SAFA, RAAus, GFA, APF and other SABs). CASA accepted this and extended the date by which Part 103 would come into force to 2 December 2022 (that date again). CASA then reissued the CAOs as an interim measure, to operate until that date. However, we need to include our flight rules as part of our Exposition, and they must take Parts 91 and 103 into account. The Part 103 MOS Technical Working Group (TWG)

is due to contact us as I write this (August), to get back to work on it...

Our new SAFA General Operations & Flight Rules (GOFR) Manual we are currently writing may well need to be updated very soon after it is submitted, but that will be a problem for Mark and I.

I'm going to wrap it up there for now. Before I go, if you are interested in having a read of the regulations and other documents yourselves, follow the links below. 

**Plain English Guide for general operating and flight rules:** *You really ought to download the PDF of this puppy and have a good look through it. You can purchase a hard copy [here](#)*

**Civil Aviation Safety Regulations 1998:** *Note that all Parts are buried within the five volumes that make up this piece of legislation. Navigate through the Table of Contents to find in which Volume a Part sits. Part 91 is contained in Volume 2, Part 103 in Volume 3 and Part 149 in Volume 4.*

**Manuals of Standards:** *On this page, you find links to all Manuals of Standards. Selecting one will take you to the Federal Register of Legislation site you encountered when you accessed the CASR Parts (above). You may find that a Part's MOS will also have other associated documents available, such as Explanatory Statement documents.*



Mt Bogong in mid-winter  
Photo: Dave Smiley

Throwing my Allegro X-Alps  
around at my local site  
Bombala, Newcastle, NSW  
Photo: Brad 'Patto' Patfield



## Human Factors

**Air (the environment) -Man (I'm safe) -Ship (the aircraft)**



**Illness? Do I have an illness or any symptoms of an illness or disorder?**

### I'M SAFE



**Medication and other drugs? Have I been taking or mixing prescription, over-the-counter or recreational drugs?**



**Stress? Am I under psychological pressure from my job or personal circumstances? Am I worried about financial matters, health problems or family matter?**



**Alcohol? Have I been consuming alcohol within the previous eight hours? Is my blood alcohol level less than 0.02? Would my average alcohol consumption be greater than 'very low risk'?**



**Fatigue? Am I tired or inadequately rested?**



**Eating and Drinking? Am I adequately nourished and hydrated?**

# News & Products



## **It's SAFA membership annual renewal time**

Annual SAFA membership fees are due in August each year and fees are adjusted in accordance with the trailing CPI at 1 September each year.

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***Renew your membership prior to 1 September to benefit from the previous membership year discounted fee level.***

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Your total membership fees contain a Regional Development Levy, determined by the region of your residence. These levies may support local sports development, site rent or leases, access permits, licences, sites maintenance, aviation events attendance, weather stations, fly-ins, competitions, launches, stiles, windsocks, swing and flings, ramps, and a host of other things. To find out more, and how to access this for sports projects, see your Regional Association's website and contact your committee.

From August, and prior to 1 September, to get the discounted fee, you can renew your membership by going to the SAFA website and logging into your account. Please log in any time to update your contact details. Read more about membership fee structure in the **Skysailor July/August 2022** issue.

**SAFA Board**

**Paragliding in North QLD:  
Coming into land in Home Hill  
Flying over Little Crystal Creek,  
Paluma Range  
Photos: Shaun Luke**

## Red Bull X-Alps announce their new race director

Ferdinand Vogel has joined the Red Bull X-Alps race committee. As a test pilot, paragliding instructor and examiner based in Innsbruck, Austria, Vogel is thrilled to take on the challenge, *"I'm really excited... I've followed the race for many years, both as a fan and supporter. It's the ultimate and original hike-and-fly race, so it's a huge honor, I can't wait to get started."*

Struggling to make up your mind whether to enter the 2023 event? Just do it, say the vets! Don't let the doubts put you off, says Tom de Dorlodot: *"If you feel that you can do it safely, just go for it."*

Gavin McClurg offers some hard won advice: *"Very little of the flying is 'recreational'... flying in Föhn winds, landing in boulder gardens on the side of a mountain in gust fronts, launching in 40km/h crosswind surrounded by trees can be a daily event!"* But don't let that put you off.

Anyone who wants to take part in the next edition has until 31 August 2022 to apply on [redbullxalps.com](https://redbullxalps.com). One of Vogel's first jobs, together with the rest of the race committee, will be to select the 30 or so athletes judged fit and experienced enough to take on the world's toughest adventure race in June 2023. The athlete line-up will be announced in October.

### Red Bull X-Alps

From top: Ferdinand Vogel  
Tom de Dorlodot during the 2021 race  
Gavin Mc Clurg hiking the last metres  
at the 2021 Prologue in Wagrain  
Photos: F. Vogel, zoom / Adi Geisegger





## News & Products

Spirit  
Photo: Mario Eder

### Spirit - Alpinism in each cell

Developed for adventures in alpine terrain, Spirit is your ideal companion for demanding hike/climb & fly tours. In the development of this lightweight, we focused on minimum packing volume, lowest weight, easiest handling and maximum flying fun. With its ultra-light 1.75kg, the Spirit packs very small – perfect for strenuous high altitude tours!

Depending on the size and wing loading, choose the glider to suit your needs perfectly: The small sizes quickly build up bank and momentum and are ideal for dynamic flying, to quickly lose altitude as well as for strong winds. In the large sizes, the Spirit can even be used for training and is therefore suitable for progressive lateral entrants into paragliding, who use the paraglider as an easy descent aid after a demanding project.

The Spirit is available in sizes 75+, 85+, 105+ and 120 from your skywalk dealer.

### Easy Bag - Quick to pack, easy to carry



Through fast and uncomplicated packing of the complete flying equipment you are back at take-off very quickly. Thanks to the divided main compartment, the glider and harness can be stored separately without disconnecting. The ergonomic carrying system and compact shape ensure a high level of carrying comfort.

Available from your skywalk dealer.

**skywalk**

# AIRS Safety Wrap-up – August 2022

by Iain Clarke – SAFA Safety Management Officer

**Greetings fellow pilots. Let's launch into this month's offerings.**

We're going to take a look at a site that has recently come back into availability – Red Bluff. This site perches on the side of Port Phillip Bay in Victoria and is surrounded by some very affluent suburbs with high-value properties on the other side of the very busy Beach Road that runs behind launch. The site is administered by the Skyhigh Paragliding Club, and there are some very strict protocols in place, principally because of some of the reports you are about to read. If you do want to fly this site, make yourself aware of the protocols and contact Skyhigh; the possibility that this site could be lost due to the consequences of non-compliance are (pardon the pun) sky high.

## **#1518 – Non-licensed PG pilot**

PIC was approached by an SO on launch at Red Bluff (Vic), and as a result of the discussion was found not to be holding SAFA membership. PIC held an FAI licence. PIC ceased flight activities and will endeavour to undertake appropriate exams and check flight.

*Pilots holding an overseas qualification must also hold membership of SAFA, either Visiting Pilot membership or Full membership. Pilots holding a qualification recognised by the FAI do not need to undertake a check flight. Pilots with other qualifications are required to complete the steps outlined on Form CER-15 - Check Flight Verification. They must present their overseas qualification, undertake a check flight with a SAFA Instructor and successfully complete the SAFA theory examination relevant to the qualification sought.*

*Failure to do so and undertaking flight operations will place the pilot in breach of the CARs and their operations will not be covered by SAFA's public liability insurances.*

## **#1541 – Incident: PG blown behind ridge at Red Bluff, safe landing**

PIC was flying at Red Bluff (Vic). After flying for 40 minutes in slightly lumpy air, they failed to recognise the visual cues of a gust front approaching from the sea, or that other pilots were landing. In the minutes before the incident, the wind speed rose; PIC was able to penetrate without applying speedbar and believed that all was okay. The wind speed picked up again as the gust front hit, and PIC realised this was now no longer the case.

They immediately applied full speedbar, but could no longer penetrate forward. Over the course of the next 20-35 seconds, they were pushed back over the road at 60-80m agl. PIC then began to descend and aimed for a grassed housing lot, 5m wide, landing safely.

This site recently reopened with very strict usage protocols which MUST be adhered to. The site is situated next to a very busy thoroughfare, in front of a very affluent suburb with expensive properties. Should anything go wrong, the potential for considerable financial and reputational damage cannot be understated.

*PIC acknowledges they needed to recognise the cues that were available. They'd previously read wind conditions over the sea by the presence of white caps which weren't present in this case. Instead there were dark gust lines. PIC didn't pay attention to the other pilots*



Photo: Bruce Wynne

## AIRS Safety Wrap-up

*landing, which was also an indication that something was amiss. PIC was also not flying with a radio; if they had, they would have been able to either make a call or receive a warning.*

### **#1543 – PG incident at Red Bluff**

A PG4 pilot arrived at Red Bluff (Vic) and after observing the conditions, determined to fly their paraglider. After launching, they turned left and headed towards the bowl by the lookout. On the way, the wind increased considerably in strength, and despite pushing full speedbar and heading towards the sea, they were lifted high and blown backwards. PIC arrived over Beach Road at approximately 70m agl. Realising that they would not be able

to make a safe beach landing, they elected to land on a tennis court on private property, 250m inland. This was accomplished successfully under big ears.

*The forecast for the day indicated stronger conditions than suitable for this site. PIC chose to launch in a lull, but did not consider the general conditions. Pilots must fly for the conditions and anticipate changes. If the forecast is not suitable, reconsider your decision to fly. Skyhigh Paragliding Club gave the PIC a one-month ban from Red Bluff for not following the site protocols.*

### **#1560 – Twisted knee on PG launch at Red Bluff**

PIC was launching their paraglider from Red Bluff (Vic) in 11kt wind. They aborted a take-off

due to not having enough clearance over the fence. As they walked the wing back, while kiting for a second launch attempt, they were distracted by a couple of pilots who had just arrived. PIC failed to catch the wing on a minor surge, which then took a frontal collapse and fell behind the pilot on its trailing edge, with the pilot still facing into wind. Rather than killing the wing with the C risers, the pilot elected to immediately reinflate the wing, then turn and run towards it to reduce the strength of the pull from the inflation.

The pilot had not finished their turn toward the wing when it pulled strongly as it inflated. The pilot's right foot was on the ground in the act of turning with an overly straight knee, and the force of the inflation caused the knee to be twisted and sprained. The pilot ended up lying on the ground and managed to grab the trailing edge of the wing to prevent inflation. The sprain was bad enough to prevent walking, but witnesses were immediately on the scene and rendered assistance to immobilise the wing, pack up the equipment and call the pilot's partner who took them to hospital. Torn ligaments were diagnosed.

*Don't allow yourself to become distracted when launching and don't rush the process. If need be, reset the launch sequence and start again. When kiting the wing in stronger conditions, be prepared for unexpected wing behaviour, keep the legs bent and load the wing with your weight, ready to move under it or kill it with A or rear risers.*

Staying in Victoria, but heading out west...

### **#1633 – PG losing control on launch causing unplanned landing on cliff at Portland Nuns Beach**

A very low-airtime pilot launched at Nuns Beach (Vic). They became distracted immediately after launch whilst settling into their harness. PIC attempted to deal with the issue whilst still holding the brakes, causing the wing to lose speed and altitude, giving the PIC no choice but to land in bushes 4m below launch.

*Deal with secondary issues when you are well away from your launch and have sufficient height to do so safely. If unable to do this, land immediately.*

### **#1583 – PG meets dust devil, Mt Black**

After a successful inland flight at Mt Black (Gordon, Vic), PIC was ground handling in the LZ when a dust devil spontaneously launched glider and pilot to approximately 20m agl. The pilot was able to gain control and successfully land. Nil damage to equipment or pilot.

*Whilst clipped into harness with glider attached, have a helmet on and be in readiness to fly. An awareness that the glider can launch spontaneously in certain atmospheric conditions, should always be maintained.*

### **#1504 – Incident while training for PHG endorsement (Airborne V-lite)**

PIC was undertaking training with a CFI for their Powered Hang Glider endorsement, in their co-owned Airborne V-Light, at Ararat airfield (Vic). Conditions were mildly thermic with a wind of 8kt and gusts of +/-3kt, at 140 degrees (runway is 120 degrees). PIC was performing a required task at 50ft agl when they



Photo: Mike Long

appeared to reduce power to land 200m up the runway and had then rounded out too high. On the prior pass, and on this final approach, the CFI reminded them by radio to apply more power and airspeed. The aircraft then descended rapidly and took a heavy landing on the tarmac, sustaining significant damage. There was no injury to the pilot.

*Pilots of these powered and unpowered hang gliders are reminded to maintain sufficient power and airspeed on landing, down to a height from which you are safe to touch down.*

Now up to northern Victoria...

## AIRS Safety Wrap-up

### #1407 – Ray’s Launch PG accident

A PG3 pilot was flying from Ray’s Launch at Manny’s (NE Vic). The pilot was forced into a sub-optimal landing by having over-committed to a particular landing approach in thermic conditions. This developed into a hard landing into bad topography, resulting in some injuries. Apart from minor lacerations to an ankle, an initially diagnosed sprained right knee was eventually found to be a fracture of the tibia at the knee plateau.

*Pilots should remain vigilant when approaching landing areas in thermic conditions. They should be prepared for sudden fluctuations in wind direction, strength and turbulence and be able to change their landing approaches accordingly.*

### #1499 – Rotor on final approach, PG

A pilot launched from Mystic (Vic) and was on landing approach to a paddock that is subject to wind and rotor fluctuations at certain times of the day. PIC was caught in one of these fluctuations and landed heavily causing a fractured wrist requiring surgical stabilisation.

*Pilots should thoroughly evaluate any landing options to assess existing or potential hazards. This evaluation should take into account terrain shape as well as meteorological conditions.*

Now we’re off to Long Reef on the northern beaches of Sydney.

### #1334 – PG wingtip collapse and partial spin at Long Reef

PIC launched at Long Reef NE launch (NSW) and made a left turn to head upwind on

the ridge. PIC had lost weight in the past 12 months and as a result, the wing was not as dynamic. PIC went too deep on the brakes, causing a partial stall of the right wing, and spin was imminent. PIC was able to recover quickly, stop the spin and gain enough forward airspeed to land safely and softly and in full control on the beach in front without incident.

*PIC is now at the bottom of the weight range. Pilots finding themselves in this situation are advised to go ground handling before flying and take care in the air, bearing in mind the changed performance characteristics of their wing.*

### **#1370 – Long Reef lucky escape for PG**

PIC was flying their PG at Long Reef (Northern Beaches, NSW). After two hours in the air, after multiple touch and go top landings on the main launch, they landed on the bottom grass hill for some ground handling. PIC then chose to launch again from the bottom, but did not perform their customary check of the weather observations from the **weather station** on-site. As a result, and due to being used to the conditions, they didn't realise the situation had changed.

PIC took a second flight and after some attempts at a precise top-landing on the main launch, they landed safely, but about 10ft short and to the right. While preparing to kill the wing, a gust hit. They were thrown back behind the hill, sliding 15m down the SE cliff face. The wing then caught on a rock by the brake lines and luckily stopped the descent. With the great help and support from other pilots on-site, PIC were able to walk down the cliff in a safe manner.

*Pilots should always be aware of increasing wind throughout the day, especially in sea-breeze conditions. Pilots should assess the dangers of top landing in a lot of wind and remember the option of landing on the beach. Long Reef launch is also a busy place for the public, and care must be taken not to endanger the lives of others.*

We'll finish up over the border in Queensland.



### **Forms and Documents**

**SAFA Documents are now available in the Member Zone of the [SAFA website](#).**

**To access them select then select 'Documents' in the left-hand menu.**

These documents are constantly updated, so download them only when required.

**DO NOT** save them for later use.

The office will not accept outdated forms. **Documents available to the general public are accessible on the website under:**

**'Pilot Tools' ► Forms & Docs**

 Member Login

### **Visiting Pilot Membership**

**Pilots requiring Visiting Pilot Memberships please go to [www.safa.asn.au/visiting-international-pilots](http://www.safa.asn.au/visiting-international-pilots)**

**SAFA Office Manager**

## AIRS Safety Wrap-up

### #1521 – Widgee Mountain launch PG accident

The PIC had set up their wing on launch at Mt Widgee (Qld/S), in conditions deemed appropriate (perfect) for a PG2 pilot at this site. On inflation, the wing pulled to the left and the pilot started to turn the incorrect way. The wing came overhead, but due to the pilot slightly twisted in the opposite direction, the PIC did not have sufficient wing control. They tried to kill the wing by applying brakes, but with the wing overhead and starting to lift the pilot off the ground, PIC was dragged forward down the slope, slightly off the ground, and still facing the wing in the reverse inflation position. The PIC impacted a small tree and the terrain. They crashed into the ground and the wing flew forward over the pilot.

The pilot was sore and felt pain from some ribs and lower back. Witnesses helped the pilot to their car and transported them downhill to meet with an ambulance which took them to Gympie Hospital. Whilst in hospital, it was found the pilot sustained broken ribs and a punctured lung. PIC was released from hospital a few days later.

---

### **Ground handling is a key skill and should be practised!**

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*Some launches, like Mt Widgee, are not friendly to poor ground handling, due to the steep launch slope and of launch being within the lift band. Often pilots are lifted off their feet immediately on wing inflation and need to respond quickly to avoid injury.*

### #1536 – Mt Tamborine incident: PG drifted in the wind and hit strong sink

A low-hours PG2 pilot was flying under supervision at Mt Tamborine (Qld/S). They had been thermaling for only the second time, for approximately 35 minutes. They drifted downwind in the thermal and away from the LZ. They then lost the thermal and encountered heavy sink (~5m/s). In combination with the headwind on a low-performance wing, this made reaching the LZ extremely difficult. They elected to make a safe landing in the nearest, safe area.

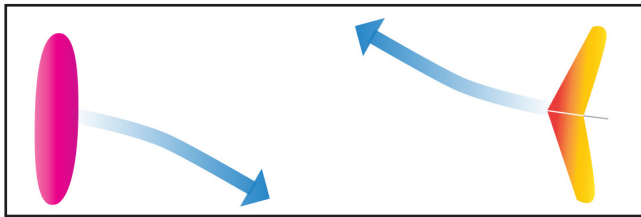
*Low-hours pilots should bear in mind the following points:*

- 1. Always keep track of where you are in relation to the LZ. You will be surprised how quickly you can be pushed downwind when in a thermal.*
- 2. Low-performance wings these days really only have one weak area, and that is flying into wind - the glide ratio really plummets. When flying in sink or into wind, apply speedbar to improve penetration and forward movement. However, never use this as a substitute for landing in the LZ before getting into difficulties!*

*Supervising pilots should bear these factors in mind when monitoring supervised pilots' progress.*

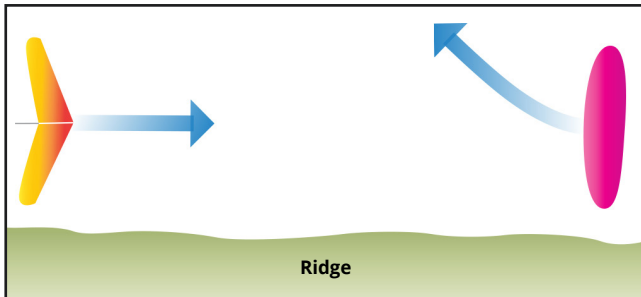
Fly safe. 

# Rules of the Air



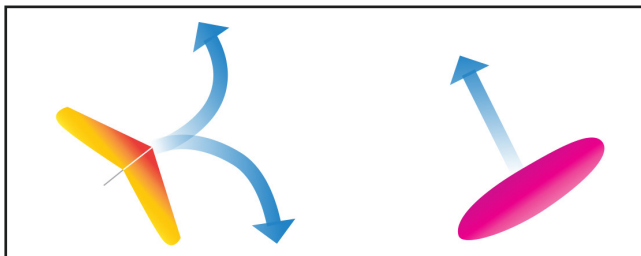
## ◀ Approaching head on

When two gliders are approaching head on or nearly so with a risk of collision, both gliders shall alter course to the right.



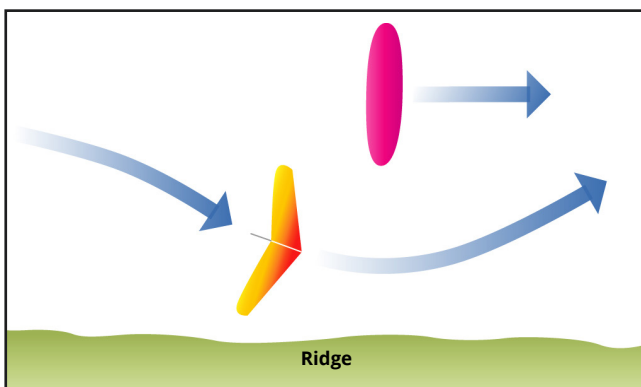
## ◀ Approaching head on, on a ridge

When two gliders are approaching head on along a ridge, the glider with its right wing towards the ridge shall have right of way. The aircraft that has the ridge to its left shall give way by turning away from the ridge.



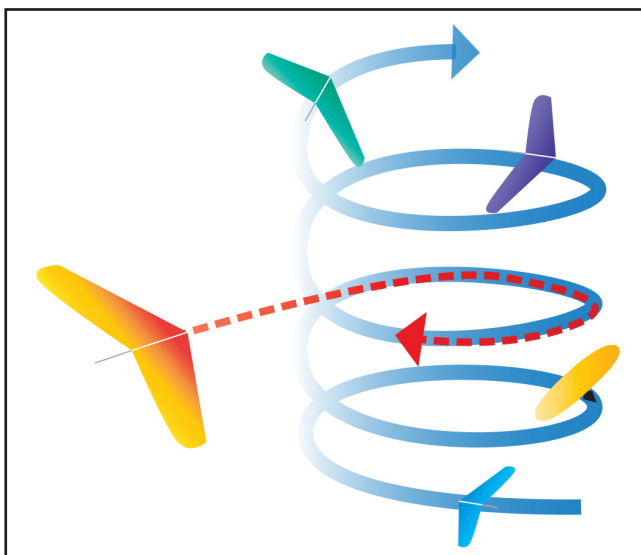
## ◀ Converging gliders

When two gliders are converging at approximately the same altitude, the glider with the other on its right shall give way (i.e. the glider to the right has right of way).



## ◀ Overtaking

When overtaking another aircraft, the slower aircraft has right of way. A hang or paraglider engaged in ridge soaring shall overtake by passing between the ridge and the other aircraft. Other than when ridge soaring, the overtaking aircraft shall alter course to the right. Pass well clear of others.



## ◀ Thermalling

The first glider entering a thermal may decide which direction to turn in. Joining gliders must turn in the same direction as any hang/paraglider or sailplane already circling, regardless of whether they join above or below gliders already established in the thermal. When thermalling, the pilot must give way to hang/paragliders climbing up from below. However, be aware that the rules of the air for sailplane operations require pilots to give way to sailplanes above them in thermals.

# Contacts



**All clubs please check details in this section carefully and ensure the correct and current details of Executive contacts. Updates can be made online in the members area of the SAFA website**

## **All clubs and nominated Senior Safety Officers (SSO) and Safety Officers (SO)**

Please confirm all SSO and SO appointments with the **SAFA Office** to ensure that those holding these appointments have it listed on the Membership Database and can receive notices and correspondence as required.

Appointment of these officers is required to be endorsed by clubs in writing on the appropriate forms. Sometime in the future, if confirmation is not received, those listed in the database where no current forms or confirmation is held, the appointment will be taken as having expired and removed.

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

### **SAFA National Office**

U 21/54 Commercial Place, Keilor East  
VIC 3033, 03 9336 7155, fax: 03 9336 7177  
[office@safa.asn.au](mailto:office@safa.asn.au)

**Operational Contact:** [ops@safa.asn.au](mailto:ops@safa.asn.au)

### **Safety Management Officer**

[Iain Clarke](mailto:Iain.Clarke@safa.asn.au) 0428 836 242

### **Administrative Manager**

[Melinda Goulet](mailto:Melinda.Goulet@safa.asn.au) 03 9336 7155

### **Member Services Officer**

[Belinda O'Connor](mailto:Belinda.O'Connor@safa.asn.au)

**For information about site ratings, sites and other local matters, contact the appropriate Regional Association or local club.**

Site information is also available in Pilot tools, [National Site Guide](#).

## Regions

### ACT Hang Gliding & Paragliding Association

Contact: [office@acthpa.org](mailto:office@acthpa.org)

Pres: Rene Sedlmaier 0408 621 100

Sec: Nicholas Lemon 0417 297 415

**Treasurer:** Phillip Lyng

0421 135 894

SSOs: PG – Alistair Dickie 0422 970

408 & Michael Brady 0419 736 088;

HG/PG – Phil Robinson 0419 030 016

Meetings: First Tue/month at 7pm

### Hang Gliding & Paragliding Association of Western Australia

Pres: Peter South 0417 930 142

V-Pres: Dan Binks

Sec: Richard Breyley

0417 986 896

**Treasurer:** Rick Williams

### NSW Hang Gliding & Paragliding Association

Contact: [exec@nswhpa.org](mailto:exec@nswhpa.org)

POB 6387, Rouse Hill TC NSW 2155

**President:** John Harriott

0412 442 705

**Secretary:** Michael Stott

0418 652 774

**Treasurer:** Matt Haes 0414 689 234

**Grants Coordinator:** Judith

de Groot 0429 942 173

### North Queensland Hang Gliding Association

Contact: [nthqldregional](mailto:nthqldregionalassociation@gmail.com)

[association@gmail.com](mailto:association@gmail.com)

Pres: Shaun Luke 0400 928 960

Sec: John Williams 0425 827 769

Trs: Daniel Keech 0427 888 893

### Queensland Sports Aviators

Contact: [info@queenslandsports](mailto:info@queenslandsportsaviators.com.au)

[aviators.com.au](mailto:aviators.com.au)

**President:** Paul Green 0412 376 719

Sec: Paul Reilly 0411 145 458

Trs: Kent Gosden 0412 471 570

### South Australian HPG Association

Contact: [sahpga.exec@gmail.com](mailto:sahpga.exec@gmail.com)

Pres: David Schoemaker

0419 817 563

V-Pres: Peter Bolton 0401 368 736

Sec/Trs: Robert Woodward

0408 808 436

SSOs: PPG – Adrian Palfrey 0408

341 181, PG – Mark Elston 0428

480 820, HG – Harrison Rowntree

0448 562 075

### Tasmanian Hang Gliding & Paragliding Association

Contact: [info@thpa.org.au](mailto:info@thpa.org.au)

**President:** Brad Harris

0428 626 470

**Secretary:** Luke Thompson

0408 360 718

**Treasurer:** Terry Dalby 0438 004 939

SSOs: HG – Hugh Glenn 0417

346 648, PG – Cyril Scomparin

0434 819 115

### Victorian Hang Gliding & Paragliding Association

**President:** Rob Van Der Klooster

0409 251 319

**Secretary:** Julie Sheard 0425 717 944

**Treasurer:** Phillip Campbell

0438 428 569

Meetings: Held online second

Tues/month, except January

## Board of Directors

### Executive

**President:** *Paul Green*

**Secretary:** *Mark Rossi*

**Treasurer:** *Alistair Dickie*

### Board Members

*Carl Haynes*

*Chad Silver*

*Jim Astley*

*John Williams*

*Lynelle Williams*

*Mark Pike*

*Phil Robinson*

*Phillip de la Hunty*

*Rick Williams*

### Committee

[management@safa.asn.au](mailto:management@safa.asn.au)

# Clubs

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## New South Wales

---

### Blue Mountains Hang Gliding Club

Pres: Michael Nelson  
Sec: Shaun Elwood 0429 654 874

### Central Coast Sky Surfers

**President:** Geoff Bednal 0418 468 065  
**Secretary:** Scott Cairns 0407 268 843  
Meeting: Second Tue/month,  
(September to May) at 7:30pm,  
Erina Leagues Club

### FlyStanwell

**President:** Zane Priebbenow  
0411 394 459  
**Secretary:** Tom McDonald  
0407 043 775

### Illawarra Gliding Club

Contact: [executive@illawarraglidingclub.com](mailto:executive@illawarraglidingclub.com)  
**President:** Robert de Groot  
0428 942 173  
Sec: Judith de Groot 0429 942 173

### Manilla Skysailors

**President:** Godfrey Wenness  
0418 856 545  
Sec: Michael Hately 0450 628 875

### Mid North Coast Flyers

Contact: [mncflyers@hotmail.com](mailto:mncflyers@hotmail.com)  
**President:** Mark Robinson  
'0432 991 682  
**Secretary:** Stephen Cross  
0408 024 004

### Newcastle Hang Gliding Club

**President:** Adriaan Mulder  
0420 359 863  
Sec: **Jamie Oorschot** 0428 280 135  
Meeting: Last Wed/month at  
7:30pm, Bar Beach Bowling  
Club, Newcastle

### Newcastle Paragliding Club

Pres: Kieran Black  
Sec: John Dingle 0411 100 884  
Meeting: Last Tue/month  
(except December) at 7:30pm,  
Charlestown Bowling Club (next  
to Charlestown Shopping Square)

### Northern Beaches Hang Gliding Club

Sec: Greg Evans 0422 688 491

### Northern Rivers Hang Gliding & Paragliding Club

Contact: [nrhgpgc@gmail.com](mailto:nrhgpgc@gmail.com)  
Pres: Kynan Wall 0488 996 707  
Sec: Dean Richards 0421 140 029

### Sydney Hang Gliding Club

Contact: [shgc@live.com.au](mailto:shgc@live.com.au)  
Pres: Alan Grant 0474 728 331  
Sec: Peter Garrone 0429 699 244  
Meeting: Third Thu/month, at 8pm,  
Yarra Bay Sailing Club, Phillip Bay

### Sydney Paragliding & Hang Gliding Club

**President:** Matt Haes 0414 689 234  
**Secretary:** Rob Couper 0404 008 518  
Meeting: First Wed/month at 7pm,  
Manly Community Room, Harbord  
Diggers Freshwater 2096

### The Pico Club (Paramotor)

Pres: William Manley 0447 731 799  
Sec: Robert Bexon 0447 671 156

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## Queensland

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### Cairns Hang Gliding Club

**President:** Brett Collier  
0427 888 893  
**Secretary:** John Lang 0400 245 718  
Meeting: First Wed/every second  
month, Yorkeys Knob Boat Club

### Canungra Hang Gliding Club

Pres: Walt Nielsen 0439 072 013  
Sec: Carley O'Connell 0421 390 264

### Dalby Hang Gliding Club

Pres: Viv Clements 0409 500 965  
Sec: Annie Crerar 0419 739 900

### Duaranga Flying Club

Pres: Bob Pizzey 0439 740 187  
Sec: Tim Osborn 0499 310 902

### Paradise Flyers

Pres: Brett Paull 0450 293 199  
Sec: Glenn Sheppard 0419 286 937

## Sunshine Coast Sports Aviators

**President:** Susy Goldner

0402 137 054

**Secretary:** Graham Milne

0418 502 236

## Surf & Turf Flyers

Pres: Adrian Levi 0403 395 540

Sec: Terence Carroll 0488 944 838

## Wicked Wings Toowoomba/Killarney Hang Gliding & PG Club

Pres: Peter Schwenderling

0427 461 347

Sec: Stefanie Becker 0449 883 870

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## Victoria

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## Dynasoarers Hang Gliding Club

Contact: [dynasoarers@gmail.com](mailto:dynasoarers@gmail.com)

Pres: Jan Bennewitz 0423 139 923

Sec: Chris Scholfield 0412 927 612

Meeting: First Sat/month, location  
via member notification

## Melbourne Hang Gliding Club

Pres: Peter Cass 0422 246 326

Sec: Darryl Biggar 0434 953 351

Meeting: Second Wed/month, 8pm  
(after dinner), upstairs at Wayside  
Inn, South Melbourne VIC 3205.

## North East Victoria Hang Gliding Club

**President:** Roger Turner

0418 742 717

**Secretary:** Jacqx Robinson

0413 635 221

Meetings: See [nevhgcmembers-  
forum@googlegroups.com](mailto:nevhgcmembers-forum@googlegroups.com)

## Skyhigh Paragliding Club

Contact: [web@skyhighparagliding.  
org.au](mailto:web@skyhighparagliding.org.au)

Pres: Michael Nancarrow

0418 331 740

Sec: Andrew Hall 0411 606 505

Meeting: First Tue/month, see  
[skyhighparagliding.org.au](http://skyhighparagliding.org.au)

## Southern Microlight Club

Pres: Steve Bell 0408 587 756

Sec: [Ian Rees](mailto:IanRees) 0447 586 805

Meeting: Second Tue/month,  
6:30pm dinner, 7:30pm start,  
Craves Restaurant, Boronia

## Victorian Sport Flyers

Pres: Scott Uttley 0415 533 434

Sec: Dave Wardle 0417 118 875

## Western Victorian Hang Gliding Club

Pres: Randall Clotworthy

0419 838 480

Sec: Marcus De Vecchi

0417 065 561

Meeting: Last Sat/month at 7pm,  
Dynamic Flight, Beaufort

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## Western Australia

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## Albany Hang Gliding Club

Pres: Simon Shuttleworth

0427 950 556

Sec: Peter Roberts 0409 991 681

## Cloudbase Paraliding Club

Pres: Rod Merigan 0439 967 971

Sec: Jason Saunders 0423 244 292

Meeting: Last Tue/month at  
7:30pm, Osborne Park Bowling  
Club, Park St, Tuart Hill

## Goldfields Dust Devils

Pres: Murray Wood 0427 328 638

Sec: Mark Stokoe 0488 367 498

## Sky Pirates Paramotoring Club

Pres: Brett Smith 0400 263 869

Sec: Neil Angwin 0409 174 434

## South West Airsports

Pres: Luke Flecknell 0427 773 625

Sec: Tony Smith 0427 086 785

## WA Hill Flyers Club

Contact: [hillflyersclub@gmail.com](mailto:hillflyersclub@gmail.com)

Pres: Rick Williams 0427 057 961

Sec: David Longman 0466 365 216

Meeting held at Mt Bakewell

## Western Soarers

Contact: [wshgc@safa.asn.au](mailto:wshgc@safa.asn.au)

Pres: [David Drabble](mailto:DavidDrabble) 0428 439 934

Sec: Michael Cassells

Meeting: See [au.groups.yahoo.  
com/group/western\\_soarers/](http://au.groups.yahoo.com/group/western_soarers/)

# Schools

## Victoria

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**rohan@dynamicflight.com.au**  
**www.dynamicflight.com.au**

## Western Australia



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## Advertising Index

<b>CASA – Close Call</b>	<b>9</b>	<b>SAFA Human Factors</b>	<b>31</b>
<b>Gallagher Insurance</b>	48	<b>Syride – Flight Instruments</b>	9
<b>Manilla Paragliding – Flying Accessories</b>	19	<b>Paragliding Repair Centre</b>	27
<b>Nova – Pentagon</b>	2	<b>Paragliding Travel Insurance</b>	5
<b>SAFA Forms &amp; Documents, Visiting Pilot Membership</b>	39		

**Notice to Readers and Contributors**

This is a SAFA publication. Contributions are welcome. Articles, photos and illustrations are all accepted, although the editor and the SAFA Board reserve the right to edit or delete contributions where necessary. Materials of unknown origin won't be published. All contributions should be accompanied by the contributor's name, address and membership number for verification purposes.

**Articles, News & Calendar Entries**

Submit to the Editor by [email](mailto:office@safa.asn.au) as Word or text files, photos can be shared via online clients or emailed as high quality JPGs. Photos require captions and photographer names for identification.

**Classifieds, Club Executive & Member Updates**

SAFA members can submit equipment classifieds and changes of member details to SAFA at [office@safa.asn.au](mailto:office@safa.asn.au). See Classifieds note (left) for more.

**Display Advertising**

Commercial display adverts can be booked via the [SAFA member site](http://www.safasailor.com.au), [email](mailto:office@safa.asn.au) the Editor for specifications.

**Views expressed in this magazine are not necessarily those of the SAFA nor the Editor's. They are strictly the views of the author.**

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**SkySailor Editorial Contributions**

Contact points for SAFA members submitting to SkySailor are the SAFA Editor/Designer and the SAFA Office. These contacts should be used according to the directions below.

**Editor & Graphic Design:** Suzy Gneist  
07 5445 7796 [skysailor@safa.asn.au](mailto:skysailor@safa.asn.au)  
Post: 57 Alice Dixon Dr, Flaxton QLD 4560

**SAFA Office & Sales:** Ph: 03 9336 7155,  
fax: 03 9336 7177, [office@safa.asn.au](mailto:office@safa.asn.au)  
[www.safa.asn.au](http://www.safa.asn.au)  
Unit 21/54 Commercial Pl, Keilor East  
VIC 3033

**SAFA Web Contributions**

**Club News** CC: [skysailor@safa.asn.au](mailto:skysailor@safa.asn.au)  
**Comp News** CC: [skysailor@safa.asn.au](mailto:skysailor@safa.asn.au)  
**Email Airwaves**  
**Email SkySailor**

## Submission of Classifieds

### Advertising Guidelines

All aircraft should be suitable for the intended use; this includes the skill level required for the specific aircraft being reflective of the pilot's actual rating and experience.

All members must adhere to the maintenance requirements as contained in Section 9 of the Operations Manual and as provided by manufacturers.

Secondhand equipment should always be inspected by an independent person, an Instructor wherever possible. Advice should be sought as to the condition, airworthiness and suitability of the aircraft. It should include examination of maintenance logs for the aircraft.

It is unethical and a legally volatile situation for individuals to provide aircraft which are unsuitable for the skill level of the pilot, or aircraft that are un-airworthy in any way.

### Member Classified Rates

Member classified advert rates are as follows (booked via SAFA Office, with payment by [email](mailto:office@safa.asn.au), fax: 03 93367177 or post to: Unit 21/54 Commercial Place, Keilor East VIC 3033):

**Members only rates:**  
**\$25 (for up to six lines and 60 words plus \$25 for every 60 words thereafter).**

Non-members will no longer be able to place classified ad.

The deadline is two weeks prior to next publication date. When submitting a classified, remember to include your contact details for prospective buyers.

**Note: Commercial Calendar events are included under this classified ruling.**

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