

FROM THE PRESIDENT

Hello fellow members!

Thanks for joining or rejoining as the case may be.

Reserve Night..... Working BeeBBQ

This was a good plan well executed thanks to those that put it together and to all that attended and helped to contribute to a productive weekend.

The Swing and Fling was another well attended event, Thanks to Dave, Peter and helpers for putting it together and taking it apart. A lot happens during the reserve night, there is anticipation, action and adrenaline, followed by intense concentration on repacking. It's a long night often preceded by a days work and a long drive.

So do we learn anything from the experience? If so, then why do we have about three failures a year.

As a club, could we do more on the night to help impart the collective real world knowledge held by those that have flung for real and can tell their tale? Maybe we could have a panel and judges with video replays. My own comments, critic if you like is limited in the current format. A few more people involved in the process on the night and I think we can expand on, and develop this important event.

Thank you to the members who worked well together and made a great improvement to Mystic launch

We achieved a lot on launch in a short time. As more members have become aware of the work required and the process, the task of maintaining Mystic launch has been made easier, thanks to all who take an interest.

The BBQ: well done Rob, Isla and Sharon's Mum. What a great night! The salads provided by the club and the venue provided by Rob MacKenzie was a well-deserved reward for the effort made by all who attended.

The Not The Vic Open weekend saw the introduction of a helicopter to the Bright sky. The chopper pilot, Jim Miles, attended the Saturday morning briefing and acquainted our comp organizers with his intended operations. Jim will be running joy flights from the Porepunkah airstrip and other locations. He will be listening on Ch 29.

Cris and I have replaced the wind sock at the Hooterville paddock. We have also rebuilt the Mystic wind sock and pole following said pole sustaining impact by a student, a large chap apparently, operating under instruction but without benefit of his glasses these having been dropped during takeoff.

I understand the student recovered well, a surprise really considering he removed the total fire ban sign on his way down. This Total Fire Ban/ Site Closed sign will now be fixed to the main red sign by the road.

Our Mystic landing paddock now has a fence and people are parking nose in and up to the fence, just as we hoped they would. Now the tourists will see the pilots parking properly and safely off the road and they will copy our safe and sensible parking or we hope they will.

We have a club meeting coming up at the Wandi Pub immediately following the pin in for this coming Saturdays (27th November) round of the mystic cup. Order your meals and take a seat ASAP please.

The Agenda :

- * New member Introroduction.
- * Update re Mystic land Tenure.
- * Updates re site status.
- * Weather box at Emu.
- * Membership Report
- * Anything else you would like to ring and tell me about.

Paul Harrison 0428 365 239 03 5750 1613

FROM THE EDITOR

Well, the season is well and truly upon us again after a long and cold winter. The working bee held last month was a real success. We were really impressed with the turn out and to see that so many of the club members were willing to take the time clean up the launch site. The mats look great and it's also great to see so much more of launch now that the shrubs have been cleared and the grass has been clipped. A huge thank you to everyone who came up and helped out. Your time is very much appreciated.

Unfortunately the conditions weren't suitable for a fly-in to Freeburgh but a fun night was had by all at the BBQ.

The Swing and Fling night was also a success with 22 reserves thrown and only three that did not deploy.

Thanks must go to the VHPA for the funds that provided us to erect the fence.

From now on, we will be ensuring we have a more regular newsletter distributed throughout the flying season. We aim to keep the club members more up to date with the goings-on of things in the club such as the purchase of Mystic, etc and this will be communicated via text based email and will also be posted on our web site. The web site has been updated and will continue to be updated with events, stories, photos etc. Your input as a club member is valuable and appreciated so please send any ideas for content etc. to me.

The URL for the club website is: <http://www.hgfa.asn.au/~nevhgc>. Please take the time to visit it and have a look around.

Some regular articles that have been suggested for the newsletter are:

- * Travel stories
- * Flights of the month
- * Photo competitions
- * Competition reports

I'm sure a lot of people have other excellent ideas and content so please come forward with them.

You will have noticed that we have new membership forms. At the bottom of the new forms is a section to provide any feedback / ideas to the club. Responses to the feedback will be published as well. Remember, it's your club so take the opportunity to have your say.

See you in the sky :-)

Rob

AN OPEN LETTER TO ALL NEVHGC MEMBERS

The following is a letter received by a club member:

" Dear Paul, Rob and fellow club members

I am writing to you both and to all to all the other members of our club as I feel an issue needs to be raised.

In the last month newsletter (Sept 04) was a comment made about a pilot who was found walking back to his car after dark. I know it has been some time since this was originally published but after considering the remarks made I feel that a slight injustice may have bestowed this poor pilot somewhat.

One must assume that the person in question is not local as he was staying at the Outdoor Inn. Like this fellow pilot I too have to travel a reasonable distance to Bright every time I want to fly and therefore I consider that I may have a fair insight to his situation.

The point I am trying to make here is:

A/ This person is not a local and therefore may not have many contacts in the area

B/ Not many people now days would really expect a publican or proprietor of his or her accommodation to care about their movements at all.

C/ His fellow club members and or flying companions also appear to also have abandoned him and didn't show any concern for his wellbeing either.

And the penultimate question is: Did anyone at the site on the day ask or offer him a lift to retrieve his car at the end of the day?

As I said before I believe I have a fair insight into this situation as late one afternoon it looked like I too would have to do the walk (as did the poor sod mentioned above did). This was because whilst packing up my glider, the landing paddock cleared out in a heart beat and subsequently I was left there by myself. Thankfully a kind tourist who had been watching us all land, noticed that there was no other cars left, put two and two together and offered me a ride back up to collect my car.

Many a time I have flown from Mystic and have offered other pilots rides up to launch. As to this date I have not been offered one in return, except by the flying school (thanks guys!).

Being still fairly new to this sport (still a novice) and unfortunately due to commitments such as running a business, family engagements and the distance to be travelled, I am unable to participate every weekend or afternoon like some other members and therefore have not got to know the regulars of Mystic or the club that well.

During the time that I have been flying, I have noticed and so has my partner (who also hates driving back down because of speedsters going up), is the lack of support or hospitality of the obviously more experienced members to those of us who you would more than likely know are not regulars or part of the inner circle.

I realise these people are there to do their thing and that is fine. However, should the NEVHGC want to keep its members like myself who help pay for the site etc, a bit more interaction and thoughtfulness by the local and more experienced members I believe would not go astray.

After all this is said and done I too must confess that I am a guilty through inaction on my behalf. I have not been to any club meetings, swing and fling nights or organised events. The first two of these is mainly due to other commitments and travelling but the latter is generally because of feeling that this is not an event that would be neither suitable nor inviting for me to attend. I can not fly cross country nor can I afford the time for multiple day events and I do realise that this is not the clubs fault.

All I ask is that some thought go into how to make our club a bit friendlier to all, not just those who are fortunate to attend every event and every weekend.

Thanks must as always go to those who do the lions share of the organising and running the club. Without their time and efforts we would not have such a club and somewhere to fly nor a forum to express issues such as this.

Hopefully those who do all the work will not see this letter as an attack but will take the opportunity to gain an insight and a perspective of someone on the other end of the scale in this sport and can make changes to eradicate such occurrences from happening in the future.

I shall keep this letter anonymous as who I am is also not relevant but I hope you, committee and other members take what I have said on board and think a bit more through the eyes of someone else involved in our sport and act accordingly.

Signed,
Who's that new guy over there? "

MYSTIC – A COUPLE OF REMINDERS

Please remember that Mystic is an intermediate rated site. This means that if you are a novice, there must be an intermediate or advanced pilot present on launch if you are to launch. If there is not, you cannot fly.

For those who may have just pulled their wing out of the cupboard after the winter and are keen to get their feet off the ground, please keep in mind that Mystic as a site can be pretty tricky at this time of year. It's pretty rock and rollie at the moment so if you aren't totally current (ie. You haven't flown for a few months) please go for a couple of sleddies and some earlier flights before throwing yourself out into the thermals for the first time in a while.

As usual, a reminder to please keep your speed down when driving to and from launch. Especially and the last / first 200 metres where the bitumen meets the dirt, as the local residents do not appreciate their yard being filled with dust all the time.

Please also be keep your speed to a minimum around corners. There have already been a few near misses from people driving too fast. The road is in pretty good nick and it will maintain if we drive at appropriate speeds.

CLUB MEETING

Don't forget we have a meeting at the Wandi Pub on Saturday 27th at 7:30pm. Please order you meals beforehand to avoid disruption. You'll find the agenda at the top in the President's Report, plus Paul's contact details should you wish to add anything.

PARAGLIDING BALI - 6-17 August 2004

PETER BROUGHTON

11 days and 11 days flying, what are the chances of that? Apparently pretty good in Bali. The weather was as close to perfect as is possible, strictly shorts for flying - no flight suit or gloves required.

My final tally was 28 hours with the longest flight of 3.1 hours and the longest day of 5.5 hours.

I must put in a large plug and thank you to Ted Jenkins (Paragliding Bali during the winter months and Alpine Paragliding in Bright for the rest of the year). His organisation, teaching, assistance (and sometimes tolerance!) were outstanding. I highly recommend this trip, especially for novice pilots.

The Bali Cliff Resort

As the advertising says, staying at the Bali Cliff was surprisingly inexpensive (especially if Ted books) and it's hard to go past a 5 star resort with a swimming pool that overlooks the ocean and is right next to where you're flying. One of the best parts was the included breakfast - easy to eat enough to keep you going through the day. The Bali Cliff is located on the southern most point of the Bukit Peninsular, ie. the southern most point of Bali.

The Flying - Bukit Peninsular & Timbus

Most of our flying was along the 15km southern coastline of the Bukit Peninsular, generally launching from Timbus just east of the Bali Cliff or from Gunung Payung towards the eastern end. On different days we managed to get to the whole length of the coast from the Nikko Hotel in the east to Uluwatu in the west. (Actually the corner just south of Uluwatu - going beyond there meant "certain death" or at least a ditch in the ocean). Most days the lift was very good and getting 100 to 200m above the ridge wasn't difficult, sometimes high enough to see back across the peninsular and even to the volcanoes to the north east. A soaring beat length of 30 minutes to an hour was possible at times (or longer if flying to Uluwatu).

Towards the east the cliff height gradually reduced and the flyable length ended at the Nikko Hotel. I say at the Nikko Hotel because in the right conditions you could soar the lift generated by the hotel buildings themselves. I wonder what the guests thought of looking out their window to see a colourful paraglider sliding past? I reached the hotel on two occasions, but the sparable area is pretty tight so no chance for photos.

The run to Uluwatu

There was only one day when we could safely get past Ngala Point (in both directions) and fly to the western end of the coast (just south of Uluwatu). These first two photos are looking towards the western end with Uluwatu itself just off to the right.

Now to just negotiate Ngala Point into a slightly cross (easterly) headwind. The cross wind generates turbulence (rotor) behind the point so you must get high and then fly

out into the headwind and around the point (over ocean with no possible landing area) then back to the safety of the ridge lift.

When not flying, time for a little R&R by the pool.

Another great feature of the Bali Cliff, the pool was the perfect place to chill out and recover.

Candi Dasa (pronounced Chandi Dasa) is a town just south of the eastern side of Bali. The launch is about 200m or so up a small mountain by the ocean. The climb up is a bit of an effort in the heat (perhaps more so for some than others?), but 40,000Rp (approx. A\$6!) buys you the services of a very helpful and friendly local to carry your wing. Once at the top, time to relax, check out the launch (small, steep and a little daunting) ...

The launch at Candi Dasa was interesting - novices needed some assistance as you tended to go straight up once the wing was in the air. Definitely needed a quick up, turn and go approach. Once in the air the flying was fantastic, there was good lift everywhere in front of and above the hill and even extending a significant distance out over the ocean. It was very easy to get up quite high and then head out over the ocean to play with 100s of metres to spare before needing to head back for more lift. Cloud base was around 600m, most of us made it up to around 700m and had the spectacular sight of thin wispy clouds forming below our feet and then rushing past. Had my first attempts at pulling on a B-line stall, spirals and wing-overs ('tho the spirals and wing-overs were pretty tame - more like 360s and linked turns).

Thanks for the story Pete! Ed.

ADDENDUM TO NEWSLETTER

Q: What happens when you are trying to fix computers and sending newsletters at the same time?

A: You leave bits out!

...I had two versions of our newsletter running and silly me sent out the incomplete version!!

So here are some very important pieces of information that I left out...

Firstly, the next NEVHGC meeting is NOT on 27th on November (obviously...) it is THIS weekend, the 4th of December; same bat time, same bat channel. We will be having a RAFFLE for a \$50 voucher at THE POREPUNKAH TAVERN, which is at the Pines Tourist Park on the Great Alpine Rd, Porepukah (the "front" Porepukah Road).

Secondly, we have some discounts available to NEVHGC members:

* LAWLERS HUT RESTAURANT offering a 10% discount off the total bill when you dine there. Simply present your current HGFA membership card upon payment of your bill.

* THE COACH HOUSE INN are also offering 10% off accommodation upon presentation of your current HGFA membership card. Lawlers and the Coach House are located at 100 Gavan St Bright, next door to Alpine Paragliding.

* THE POREPUNKAH TAVERN is offering 10% off main meals as well upon presentation of current HGFA membership card.

Onya guys!