



North East Victorian Hang Gliding Club

Winter / Spring Newsletter

October 2008

President's Report

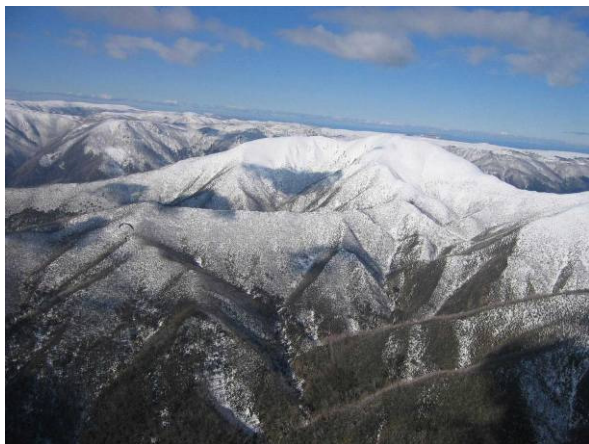
On behalf of the North East Victorian Hang Gliding Club, welcome to the start of the 2008 - 2009 flying season.

Things have already got off to a good start. Recently, paraglider pilots Fred Gungl and Craig Collings have managed an out-and-return from Mystic to Mount Hotham and back, as has one of our Hang Glider pilots, Ollie Barthelmes.



Craig and Fred congratulate each other after their flight over Feathertop to Hotham and back in early September.

Cloudbase has been surprisingly good for this time of the year. Other local pilots have also been getting good flights with snow capped mountains as a spectacular backdrop.



Spot the glider heading into Feathertop

We can all look forward this year to a continued improvement in our flying facilities.



BBQ, shelter and toilet block with a view of Mystic.

Many thanks to previous committees (especially Viv Williams and Paul Harrison) for their part in bringing things to fruition with this project.

The incumbent committee has also been quite busy over winter. This is in spite of the tyrannies of distance imposed by many of them not living in Bright, as well as the inevitable flying trips overseas (lucky sods!). Thanks to everyone on this years committee; it has not been an easy task.



Important Notice

**Electric fence across Shuey's Paddock
HAS BEEN REMOVED**
**This was only a temporary measure to
allow the paddock to recover from
overgrazing**

In this issue... we have a very interesting (and thought provoking) article care of Michele Baptiste. Read it and consider whether you could be at risk. (Page 5)



Continuing on the safety vein, make sure your gear is OK, and take it easy for spring.



Rusty technique + bumpy spring conditions = higher than normal risk.

Membership fees

For the coming 2008-2009 financial year, membership is required for anyone wishing to launch at Mystic Park.

Full Membership (July 2008 - June 2009): \$95.00 (payable as of 1st October 2008 for this year only)
Associate Membership (Two Weeks from Date of Issue): \$25.00 (payable on first day of flying).

To join or renew online, you can fill out your membership form and pay by direct debit:

http://www.alpineinfotech.com.au/NEVHGC/Downloads/NEVHGC_Membership_2008-9.V3.pdf

You can also download a membership form and post with your payment to: NEVHGC, PO Box 317, Bright 3741

Gundowring Launch

Paraglider pilot Bob Saville has recently bought land that includes the old Gundowring launch (last used extensively during the Hang Gliding World Championships years back).

Bob is very keen to re-instate this site. It's early days yet and there's a lot of work to be done. For now, this is a private site until a few things are sorted out.

You can view more of Bob's pics here:

<http://picasaweb.google.com/bobsavs/Gundowring#>

New NEVHGC Members Forum

Over the years, the committee activities have shifted more to administering sites, with the vast majority of its resources devoted to Mystic Park. One of the casualties of this has been the club newsletter. It is now released only once or sometimes twice a year.

This has led to a lack of communication with members. This is of concern, given the large, widespread membership. It is important that members be kept abreast of developments within their club, have an avenue to provide feedback to the committee and have any concerns or questions responded to in a timely fashion.

NEVHGC has addressed this by starting a members' forum. Members who are already on our database have been automatically subscribed. New members will also be included.

Moreover, anyone who wishes to can join this forum if they are interested.

Participation in this forum is subject to the normal forum rules of etiquette. You can get there via the "Forum" page on our website:

<http://www.nevhgc.net/>



Gundowring

Matting on Tawonga Gap Launch and Mt Emu

In the latter stages of last season, NEVHGC was able to source six very large pieces of tennis court matting. This was purchased from the local tennis club. It was raised, desanded and transported to Tawonga Gap, Mt Emu and Little Mt Emu by a work party of paraglider pilots.

Later, a work party of hang glider pilots rolled out and pegged the matting down. It was decided not to re-mat Little Mt Emu, so that matting was transferred to Mt Emu.

We now have much improved take-off areas on Mt Emu and Tawonga Gap. Moreover, trees have been trimmed back on Tawonga Gap, opening up the launch slot. (Photo, courtesy of Phil Schroder)

Many thanks to all the people who put in to make this happen. The continuing viability of these two sites relies on perceived level of use and sufficient levels of maintenance.

Check these sites out - they are a great change from just flying Mystic all the time. If you see anything on these sites that needs attention, let the NEVHGC committee know.



Tawonga Gap Launch

Special thanks to those pilots who participated in the working bee : Patrick Honey, John Greenwood, Olli Barthelmes, Tony Kenny, Gabriel Toniolo & Kevin Grosser.

Events Calendar

Our events calendar is starting to fill. To date, we have slated the following events:

1. **Not The Vic Open 2008:** Keep the Melbourne Cup long weekend (November 1-4) free because this is when we officially open the 2008-2009 flying season, with Victoria's favourite paragliding event: it's Not-The-Vic-Open 2008! Location is the Outdoor Inn, Bright http://skyhighparagliding.org.au/index.php?p=1_17
2. **Mystic Cup:** Mystic Cup C184 Nov '08 - Mar '09 (Various Weekends) Colin Jeffrey (Director) Peter Allen. The Mystic cup is open to all Intermediate or Advanced HGFA licensed paraglider pilots with a minimum of 50 inland hours. In addition, to fly the Mystic Hill site, you must be a current member of the NEVHGC. (Membership is available at The Outdoor Inn). Check out the website for competition dates : <http://www.mysticcup.com>
3. **Bogong Cup (Hang Gliding):** Bogong Cup 2009 (Nationals) AAA 14th - 22nd Jan 2009 Carol Binder (Organiser) This will be the 21st year of the Bogong Cup and with the usual mix of top Australian and international pilots we are expecting another fun and exciting competition. <http://www.xcflight.com/?referrer=macpara>
4. **Bright Open (Paragliding):** Bright Open 2009 (Nationals) AA 14th - 21 Mar 2009 Hamish Barker / Ben Kovco (Organiser) Heather Mull (Director)
5. **Easter Fly-In:** The Easter fly-in is an event held in Bright over the Easter long weekend. The Easter fly-in usually comprises a friendly team orientated competition. Pilots are allocated to teams with each team comprising a mix of advanced through to novice pilots. Teams usually fly together to achieve points during the various tasks. Many novice pilots have flown their first cross country or personal bests during this event. http://skyhighparagliding.org.au/index.php?p=1_21

Mystic Park Update

In previous seasons operations at Mystic Park had the following issues:

1. Deteriorating, potentially dangerous launch surface that demanded increasingly frequent maintenance measures from a dwindling local pilot pool
2. Chronically deteriorating road
3. Lack of facilities at the landing paddock
4. Inappropriate, unsafe parking areas at the landing paddock
5. Increasing issues with growing pine plantation next to LZ.



Old Mystic Launch matting

This situation was rendering Mystic unsustainable in the long term. NEVHGC has now committed to providing the following to its members:

1. Low maintenance professionally laid and maintained launch surface (final construction in progress) plus vehicle barriers (rock barriers) to protect this investment,
2. Resurfaced road (already done) that will be graded on a regular basis,
3. Toilet, barbeque and club store-room at landing paddock (completed),
4. Proper car parking facilities set well away from the main road (parking area completed - landscaping underway),
5. Renewed action to acquire the remaining land adjacent the landing paddock and compensate the logging company for the loss of the trees,
6. Continued interim tenure at the alternative landing paddock (note: Shuey's has virtually doubled the rent this year),
7. An operating surplus to allow for contingencies such as facilities expansion/maintenance/repair as well as financing an amortization plan for these facilities.



New surface with extension under construction



Rock Barrier Mystic Launch.



Parking area at Mystic landing

Mystic Park Update continued ...

The previous fees structure fell very much short of providing these goals - a severe cash negative position was projected. NEVHGC has entered into loan arrangements with VHPA and HGFA to finance works on launch, these loans are being repaid over a 5 year period.

The new fee structure is designed to deliver these goals.

Although the yearly membership was very substantially increased, it was decided to keep the associate membership fee the same, but reduce the length of that membership from one month to a fortnight. This is in recognition of the following:

- The vast majority of the associate member pilots were only visiting Mystic for a period of a week or less,

- To have substantially increased fees to this class of pilot would have made the cost of flying Mystic Park unreasonable on a short term basis.

A fuller explanation regarding the background circumstances and the subsequent NEVHGC committee response is on Page 10 of this newsletter (Budgetary Projections and Statement of Position for 2008-2009 Financial Year).

Membership can be purchased either online or at Outdoor Inn and Bright Hikers/Backpackers as of 1st October 2008.

Looking forward to sharing this season with you.

Karl Texler (President)
North East Victorian Hang Gliding Club
<http://www.nevhgc.net/>

Michele's Story

In August, I was travelling in the south of France with a multinational group of pilots with my Ford Transit Van (finally recovered from the school); some of us were preparing the "Transdromoise".

It's a one week walk-and-fly friendly competition consisting in a big Zigzag through the department of Drome (an assistant ... a minimum of rules: just 2 turn points and a track log between 5am-11pm).

This is to explain why I was using light material and to introduce the real subject:

I survive recently to a complete rupture of my whole cone of lines followed by an impressive free fall. No time to be afraid, just let me say that I'm very, very glad to have escaped and I would like to share my experience with you.

I had a lot of luck, good reflexes, but mainly an efficient reserve chute and solid resistance from the reserve, the harness, and my old body...

The light safe chute was strong enough to save my life.... if it opened 1,2sec later, you'd be writing my necrology...

Have a look on this video and imagine I did the test in live 65kg at 212km/h!
http://www.apcoaviation.com/..gallery/video/apco_md_Light.wmv



The "Transdromoise" Team

A lot of persons feel concerned and discuss now without having all the information. I decided to send back the glider to Axis, the harness to Sup Air, the GPS to Brauniger and the reserve to Apco,... awaiting their analysis.. I am going to write an article describing my story, a witness for the other pilots to encourage each to check the material and all the connections.

The goal is not to incriminate any material but let each learn from my incident and prevent other accidents because I'm probably not the only one to have fine lines, not brand new, and having people walk on them!

So, here are the facts like I remember. ...

On the Sunday 17th afternoon, we took off from the col of Mil Membres, a place not very well-known near Buis les Baronies. It was stony but good to fly and I didn't care too much when Anatole (some of you will remember this old friend of mine) walked on my lines... At least, I should have check the A lines straight away, but the conditions were good to start cross country.

We had a nice flight, landing at Sederon where the group decided to make junction (flying or driving the Van) and have a second flight from the site of Buc (a kind of very big training slope exposed ouest)... and that's where the incident happened in front of pilots folding their wing at sunset.

I arrived +/- 500m above the landing field at the end of the restitution flight, I did barely one 360 on the right (71,5km/h horizontal speed) when the lines broke on the right side... plic, plic: 2 lines first, then horror, all of them and the whole left side... In less than 3sec, the wing disappears out of my vision.

I was falling full speed sitting down in my harness profiled by the airbag; no doubt I broke the speed record! The analogic memory flight of my Compeo indicates a max vertical speed of -58,8m/sec... (more than skydiving).

I react as quickly as I could to find the handle before loosing my balance, fortunately the reserve was attached to my carabiners because the shock at the opening was enormous... the force and the noise let me think the chute was going to break (or the harness) but the both resisted the very brutal deceleration, (except one line broken).

... I arrived in a gully (the "Grande Combe") preparing myself for a really hard landing. I can be happy to have only a little physical injury (heel injured, and sore back) and haven't broken my leg or lost the life

I estimate the chute opened at 60-80m height, the vertical speed was higher than with a double coupole but it was OPEN and I came back in one piece on the planet

The reasons of the rupture on the glider are still to be analysed ... as is usual the accident was an accumulation of risks; an addition of different factors - fine lines of a demo Mercury, ageing of the lines, deterioration from heating when I had a frontal last year or possibly from damage when the lines were smashed on a stony take off the flight before or other explanations yet to be explored.



Michele and tandem passenger

The rupture started because the increasing load into a 360 (but I did a series of 360s descending 11m/sec at Chamonix 2 weeks ago, longer and stronger).

I still don't know if I will fly in Mexico for the Worlds... but for now, I would like to stay quiet for a while.

Rod and I are going to do a nice trip visiting the Okavango delta on September before the beginning of the Bright season. I have a few more grey hairs but I'm happy to be alive and be able to send you this news.

....and from another lucky one who escaped OS for the winter, a story by Bill Brooks.



BALI 2008

Bali Nikko Hotel

Quite a number of members took part in the annual migration from the Winter cold to fly in Bali. Excellent tours can be had with Ted Jenkins or Lee Scott, where accommodation and transport are all arranged, or you can go your own way.

It is worth noting that the sea breeze cliff flying here is not always as simple and trouble free as may be imagined. For a start, the SE trade winds are often quite strong and a bit cross on launch. Taking off and landing in 30k/hr crosswinds can be very troublesome. I watched Ted give a remarkable demonstration of control in just these circumstances, to get his tour group up to performance before they flew.

Other international instructors are not so helpful to their people with the result that the launches are a wonderful source of entertainment to the non flying observer, but you may have to help get gliders out of trees.

At Timbis, in the South, the sea cliffs stretch 15 kilometers in a gentle curve to the SSW. The SE'ly trade winds are cross left on this face, and the further West you fly, the more cross they become, until eventually you can no longer fly and expect to return. Every now and then, and especially in early September, the winds will turn more Southward and come square on to the cliffs. When this happens, it is possible to fly up and over the very highest point of the cliffs, a most spectacular flight as there is no place to land below, then continue Westward to the big Uluwatu temple, then fly all the way back again. On Sept 6th, this flight was made by many of us.

80 kilometers up the East coast, the more peaceful little seaside town of Candidasa provides a much less crowded and more laid back scene generally, with fishing in the small local boats, beautiful hikes over steep hills and through rice paddies and absolutely delicious Balinese food at absurdly low prices.



Candidasa

A perfectly shaped hill, very steep, rises 280 metres above a black sand beach at the North end of town and provides laminar flow lift for gliders. In the hot climate, it is a hard slog up this slope and most pilots engage a local person as porter, who will carry up your glider for \$5.

One is a little reluctant to act the white "Bwana" but the locals compete for the chance to carry up as \$5 is worth about four days pay for average workers.

Anyway, they are all delightfully relaxed and friendly so the whole business is a pleasure.



Para Porter Bali style

Flying here is lovely, you can just drop off the hill at 300 metres and fly back over the town, square off into wind and drop down onto the beach at your resort when you are finished.



Looking back at launch – Candidasa

Given that you can fly in shorts and tank top, without instruments, and that most days are flyable in pleasant sunshine, I can recommend Bali as a great Winter break.

.....oOo.....

NEVHGC weekend planting party

Last weekend, Karl Texler put out the call to members to assist with the planting of some 300+ trees, shrubs and grasses in the new Mystic Park Picnic area.



Planting team at Mystic Park picnic area

An impressive turnout of keen and committed members managed to plant more than 600 of the 1100 plants over two mornings.

A great team effort by all and a big thank you to Karl for organizing this very timely event.

Big thanks also to Brett and Ted from Alpine Paragliding, who have stepped up to organise the twice weekly watering schedule for the next 12 months while these plants get established.



Ted demonstrates his watering technique

NOTICE OF AGM

The North East Victorian Hang Gliding Club
will be holding its
Annual General Meeting

Saturday, 1st November, 2008 (commencing 7.30pm)

At:

Outdoor Inn,
Coronation Avenue, Bright, Victoria.

This co-incides with "Not the Vic Open"
(staged by Sky High Club).
which is being held over the Melbourne Cup Long Weekend

In order to vote at this meeting,
you must be a full member of North East Victorian Hang Gliding Club.

Membership subscriptions are
available at Outdoor Inn, and will be accepted on the night.

Budgetary Projections and Statement of Position for NEVHGC for impending 2008-2009 Financial Year

History:

In 1995, in order to preserve tenure of the Mystic Hill launch site, NEVHGC entered into a lease arrangement with the plantation license holders, Victorian Plantations Corporation. The then Treasurer of NEVHGC, David Romeril, devised a budget based on a 5 year plan to:

1. Pay an annual lease to VPC for the launch and landing paddocks,
2. Repay a loan from VHPA which helped finance the clearing of the landing paddock
3. Amortised the value of the pine trees growing on the leased upper (launch area), effectively giving NEVHGC ownership of those trees so that they could be felled if and when they became tall enough to threaten flying operations from launch,
4. Financed maintenance procedures such as road grading and incidental maintenance on launch and minor capital expenditure such as signage etc.
5. Put aside funds to fund the eventual outright purchase of the launch and landing areas

The primary source of income for this undertaking (commonly referred to as the “Mystic Project”) was the “Mystic Pass”. This was initially set at \$70.00 per annum or \$50.00 for 3 month’s site access. These fees were generally accepted, however there were some pilots who repeatedly rejected this and flew Mystic without paying.

This fee was in addition to club membership (which was set at \$10.00 per annum).

Nevertheless, with the fees set at that level, the club finances remained in a very good state.

The 5 year plan having been completed, and in an attempt to address issues of pilot non-compliance, the incumbent NEVHGC committee of 2001 elected to:

1. Alter the extant fees to \$45.00 per annum and \$25.00 per one month’s site access,
2. Designate this as the NEVHGC membership (this addressed legal issues regarding delivery of service at Mystic),
3. Make this membership compulsory for all pilots wishing to fly at Mystic, but elective for pilots wishing (only) to fly other sites that NEVHGC administered,

Subsequently, a fence was installed at the landing paddock.

NEVHGC also initiated investigation into ways of permanently acquiring the land (presently vested as Pine Plantation Land) by having it vested as recreational land, and entering into a lease arrangement directly with the government. The additional plantation land next to the landing paddock was also sought. In support of this, VHPA set aside \$30,000.00 to be used as a site improvement grant (to facilitate clearing away the remaining trees on the extra land in question).

In the 2006-2007 season, plans for improvements on the landing paddock (in the form of toilet block/barbeque area plus a dedicated parking/viewing area) were finalized. These were to be funded by a combination of government grants, work-in-kind by NEVHGC and \$30,000 from NEVHGC accumulated funds (set aside for capital works).

In light of this, the land acquisition moves were suspended and a renewed lease was sought with the plantation permit holders (Hancocks) so that required land tenure (under the terms of the grant applications) could be demonstrated. A lease that rendered up to 20 year’s tenure was eventually obtained. The grants were obtained, and capital works commenced on the LZ.

During this season, it was noticed that the access road had deteriorated from repeated grading. The matting on launch had also deteriorated, and was requiring more frequent maintenance to keep the launch area safe. It had also become increasingly difficult to undertake basic maintenance (such as tree pruning) on launch with volunteer labor, so works were done on a paid basis.

In the 2007-2008 season, matters came to a head as regards the road condition. In conjunction with Hancocks, extensive road resurfacing (with fresh gravel) was undertaken. The road was graded once more during that season.

An attempt to render to the financial aspects of Mystic to VHPA was made in late 2007 at the AGM. This would have made this site a “free” site. This was put to the NEVHGC membership for consideration beforehand. It failed because there was insufficient membership confidence that VHPA would be able to source the funds to keep Mystic running.

It was also resolved that the funds accumulated for eventual outright purchase of the land be liquidated and deployed elsewhere because it had become clear that the aim of eventually obtaining freehold of the land was not realistic.

In early 2008, it was resolved that these funds be put toward having the launch surface professionally laid with tennis court matting. An additional \$15,000 loan (from VHPA and HGFA) was taken out for additional financing. This matting was opted for because:

1. The existing matting had become dangerous and unsightly,
2. To have replaced the existing matting with the same piecemeal approach would have caused a continuation of the issues of high maintenance levels coupled with an insufficient local pilot population to provide the necessary volunteer input,
3. A professionally laid surface (in contrast) would be virtually maintenance free, and would last for 10, possibly 20 years.

This was undertaken, and completed in time for the 2008 Bright 321 Paragliding Championships. Total cost came to somewhat over \$40,000.00

Unfortunately:

1. A large dip and slope irregularity was formed by the construction, making the launch run very unsuitable for Hang Gliders, and problematic for inexperienced Paragliders,
2. The new construction became aggressively targeted by cars and trail bikers, who are now periodically damaging the surface with their activities.

NEVHGC had no choice about the need to resolve the first issue – a means of doing this (additional matting installed below the existing matting) was agreed upon, and quoted at \$12,280.00. This is now nearing completion.

As regards the second issue, the solution (a boulder barrier) was devised. This was quoted at \$165.00 per boulder, with between 14 and 20 boulders being required. This is also now nearing completion.

NEVHGC has enough residual funds to pay for these two items outright.

NEVHGC must also address the issue of the ever growing pine plantation adjacent the designated landing paddock. These trees are making it difficult to use the landing paddock, especially for Hang Gliders. This has caused an ongoing reliance on access privileges to an alternative landing paddock (Shuey’s) for which NEVHGC must pay (which has been raised from \$1,320.00 last year to \$2,500.00 this year by the landowner). To this end, the previously mentioned land acquisition moves have been resumed. Although

VHPA still has \$30,000 of funds set aside for the tree removal, this will now have time limits imposed (in the form of a “sunset clause”), so a definite result is desirable.

Profit/Loss Projections for 2008-2009

These estimated figures are based on a similar membership performance for this coming season as for last season. Major capital projects/contingencies are not considered in these Profit/Loss figures (i.e. these are basic operating incomes/expenditures). However, the repayments of loans to finance the existing matting on launch have been included in the cost projections.

1. Projected Income

Competition Fees (Bogong Cup) @ 50 competitors:	\$750.00
Event Fees (NTVO) @ 40 participants	\$400.00
Mystic Cup @ 10 pilots/day @ 6 days	\$300.00
Flying School Fees (@ last year's level)	\$1,500.00
Estimated Memberships (@ last year's level)	<u>\$10,000.00</u>
Projected Gross Income:	\$12,950.00

2. Projected Expenditure

Road Maintenance	\$6,600.00
Lease (Hancocks)	\$4,400.00
Landowner Gifts	\$700.00
Telephone Rental (Windtalker)	\$75.00
Printing (Helmet Stickers)	\$350.00
Mailbox Rental	\$20.00
Proposed VHPA Loan Repayment	\$2,278.00
Proposed HGFA Loan Repayment (if on same basis as VHPA)	\$1,139.00
Gary Shuey Paddock Rental	<u>\$2,500.00</u>
Total Projected Expenditure:	\$18,062.00

Projected Shortfall for 2008-2009 Financial Year: \$5,112.00

Discussion

In the absence of outright subsidies (as opposed to loans) from parent organizations such as VHPA and HGFA, it is prudent that NEVGHC break even as regards its operating costs. Given that there is an ongoing commitment to upgrading Mystic Park through capital works, as well as a need to allow for contingencies, it is desirable that at least \$5,000 be generated per annum.

It is also prudent that allowance be made to amortize existing installations (e.g. launch matting) so that funds will be on hand when these installations require repair/replacement.

This being so, it was of concern that a significant shortfall (**\$5,112.00**) is projected for the coming financial year.

For a break even situation, the projected gross income would have needed to be increased by 39.5% (by \$5,112.00). For a \$5,000 gain, the projected gross income would have needed to be increased by 78.1% (by \$10,112.00).

The most significant income source for NEVHGC is the membership fees. The numeric ratio of Full (\$45.00) to Associate (\$25.00) memberships collected this year just past is approximately 3:1 respectively.

In order to deliver the desired outcome, Full membership was raised to \$95.00 (representing a 122.2% increase) and Associate membership remained unchanged at \$25.00.

However, the Associate membership was reduced from 1 month's to 2 week's site privileges. Given that most associate memberships are taken out by pilots who only visit Mystic for couple of days at a time, this was considered to be fair.

Consideration for cost increases is also advisable. The running costs of this site will be subject to inflationary pressures. This may necessitate annual adjustment of membership fees to keep pace.

Long term planning as regards amortization of assets (matting on launch, shelter/toilet facilities in LZ, replacement of fence stiles etc.) has also been considered.

Conclusion

As a result of:

1. The \$15,000 HGFA/VHPA loan taken out by NEVHGC to help fund capital works on launch,
2. The launch construction issues that require resolution,
3. The launch vandalism issues that require control,
4. Inflationary pressures on the general running costs of Mystic,
5. Membership expectations of a regularly graded road and a safe launch and landing area,
6. Improved facilities that will require maintenance and amortization considerations,
7. Reduced capacity of the membership to provide volunteer labor (due to time/location issues),
8. The fact that the NEVHGC membership fees have stayed at the same (low) level for so long

NEVHGC now finds itself in the position where it must source significantly more funds if it is to sustain Mystic in the long term. It is hoped that the new fee structure will deliver this outcome.

The land acquisition issue also needs action. A successful outcome would engender:

1. Significant reduction of lease costs of the LZ (around \$4,4000 per annum),
2. Elimination of a reliance on the alternative landing paddock (Shuey's) with associated costs savings (about \$2,500 per annum)
3. Through 1. and 2., a projected annual cost saving of at least \$6,000 per annum (we would still have to pay some form of lease to the government) – the resultant savings would be passed on to the membership in the form of capital works, enhanced maintenance etc.
4. Removal of the pine plantation adjacent to the landing paddock (making it much safer, especially for Hang Gliders).

Mystic is a very important site in Australia, and the various improvements undertaken, if properly maintained, will render this site a beautiful world standard facility for our sport.

.....oo.....

.....and last but definitely not least!

Shan watches Brian & Karl climbing out over Emily during winter

