



Dynamic Flight School

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Hi, thank you for your inquiry with Dynamic Flight. We hope this package answers most of your questions about learning to fly a hang glider. We have included some answers to the most commonly asked questions as well as details about our Hang Gliding Federation of Australia (HGFA) accredited courses. If you require more information please give us a call or email.

About Dynamic Flight

Dynamic Flight Hang Gliding School has been operating full time since 1991 in the Beaufort area as a HGFA approved facility. Dynamic Flight is one of the few hang gliding schools in Australia that operates year round.

Dynamic Flights' location provides access to a large variety of launch sites second to none, which cater for every wind direction and pilot skill level. Our location, 30km west of Ballarat, enjoys a lower rainfall than many parts of Victoria including the coastal areas. We have access to a Flight Park with tow strips in every direction, allowing hang gliders to be towed to altitudes of over one thousand feet regardless of wind direction. The Flight Park is located on the Western Highway, less than 1km from the hang gliding school facility.

If you would like to come and see our facility and/or watch some hang gliding, please give us a call or email. We can help you get out to the sites and introduce you to some of the many pilots who fly the sites on a regular basis. It's a good chance you will meet some of our past students. We have taught hundreds of people the skills of hang gliding with ages varying from 16 to 70.

Our Instructor

Our Chief Flight Instructor (CFI) is Rohan Holtkamp who has been teaching hang gliding full time since 1991 and flying hang gliders since 1986. Rohan has been ranked in the top ten on the Australian national ladder for many years, he holds three hang gliding World Records and numerous National Records.

What's involved in learning to fly?

To get to the skill level where you can fly around for hours in a hang glider like you may have seen some friends or other pilots do, you are required by law to undergo training at a HGFA approved facility. We are here to teach you the practical and theory aspects of the sport to the standards set down by the HGFA. Gaining a pilot's certificate can be serious stuff, but it is a lot easier to learn than you might think and with the right attitude a lot of fun! It may help to know that hang gliding is currently five times safer than paragliding or riding a motorbike on the road.

- The first stage of practical lessons involves electronic and dynamic simulator flights to learn roll and pitch control, then lots of flights with your feet skimming over smooth grassy slopes. Our training slopes are long and free of obstructions that allow us to practice our take offs and landings with maximum safety. Altitude increases out of the instructors reach will be granted only after you display the competence and confidence necessary.

- In the second stage of training, further gains in altitude are achieved by towing the aircraft to gain altitude. With towing we can provide small increments in height gain, longer flights and large flat grassy areas to land in. Towing gives us the ability to provide you with up to 10 flights each day. Each flight can last 10 minutes or more, allowing you to practice steep and shallow turns and speed variations as well as prone flight and landing approaches. Once we have consolidated your flying skills through towing, you can then move into stage three.
- By this stage you will have several hours of airtime up your sleeve from towing and stage three will see you gain further airtime launching from nearby hills/mountains with the aim of ridge soaring. On occasions we do some training at the coastal areas if requested, however we prefer the inland environment because of the predictable conditions, variety of launch directions and huge (water free) landing areas.

Classroom theory lessons are incorporated into each day of the course. These theory lessons prepare you for each days flying and the theory exam that is undertaken near the end of the course to complete the requirements to gain your certificate.

Your days tuition commences at 9am each morning (unless otherwise advised) and often conclude around sunset each evening.

Do I need to buy a glider before I get there?

No. All the gliders and equipment used throughout the courses are supplied by us, this way we can ensure the students are on the best available equipment. During the later parts of the certificate course you will be given an opportunity to fly a variety of gliders under instructor supervision suitable for your skill level, allowing you to more objectively choose a glider which best suits your needs and ability.

If you have already purchased a glider you should make sure that it is thoroughly inspected and trimmed by an accredited repairer. Obviously gliders must be airworthy and suitable for your skill level. Rohan is an accredited repairer, we offer a full inspection and test fly service for \$200.

Dynamic Flight is also a retailer for the Australian hang gliding manufacturers **Moyes** and **Airborne** whose gliders consistently prove to be the best in the world. We sell new and used aircraft, which are safety checked, test flown and trimmed.

To give you a rough idea of prices, a new hang glider starts at \$4350, used from \$800; new custom harness \$1250, used from \$250; electronic instruments (altimeter/vario) \$450, used from \$200; a new reserve parachute \$850, used from \$400. We offer package deals for our students when purchasing new.

How long does it take to set up a glider?

The latest training gliders are very quick to set up. It should take approximately 4 minutes for an experienced pilot to set up the latest training hang glider. Two persons can set up a training glider in less than 2 minutes.

After completing my course can I hire equipment?

Yes, we offer this service, however due to the number of students coming through the school we cannot guarantee there will always be hire gliders available of your choice. Obviously this is a good way to get into the air after your course without spending lots of money but it is wise to book a glider before a day flying.

How many people in a course?

We like to limit the number to 5 students per course.

What sort of clothes would I need to wear for training?

Comfortable long pants and long sleeved t-shirts, hat, sunscreen, sturdy shoes (athletic type) are all recommended. A windbreaker or waterproof jacket, beanie and gloves would be handy in case of colder weather. You may also prefer to bring your own bicycle style helmet.

Are there health or other requirements to hold a hang gliding certificate?

Yes, the HGFA stipulates you must :-

- Be above the age of 15 years
- Have a health standard equivalent to that of car certificate requirements.
- Have undergone training at a HGFA approved training facility, like here.
- Passed the HGFA theory exam.
- Be a current member of Hang Gliding Federation of Australia.

Can I stay close by when I do my course?

Bungalow style accommodation at the school is provided as part of the course costs. You can watch hang gliding videos after the days training, browse local and international magazines or even get back into a simulator if you feel like some extra practice. The on-site accommodation includes continental breakfast and all bedding is supplied. Internet access with limited download is available if you bring your own laptop.

How much does it cost to do a course?

The total course costs effective from 1st July 2006 (including GST) are:-

- **Restricted Certificate Course (9 day block) \$2,550**
 - Includes Hang Gliding for Beginner Pilots book, Operations Manual, postage of reading material, HGFA student member fees, and **8 nights bed & breakfast at Dynamic Flight**

Course dates:-

We have restricted certificate courses scheduled to commence on the following dates:

- 11th October
- 6th December

A deposit secures your place on a course - we then express post the books and study material to you. Deposits can be posted by cheque/money order payable to Dynamic Flight School. For direct deposit or net-bank use BSB 633 000, Account Number 1336 34055. Please fax/email us a copy of your receipt.

Please note: Prices are subject to change without further notice, no cash refunds are given on our courses or deposits, although credits can be carried over for a maximum of 12 months.

BOOKING SLIP

Please reserve a place for me in the Restricted Certificate Course commencing / / 200

Name: (Please print clearly)

Phone A/H: Mobile: B/H:

Email Address:

Address:

Post code: Weight: Height:

Please find enclosed cheque/money order for \$300 as deposit and payment for reference material courier posted to the above address.

DYNAMIC FLIGHT TRAINING SYLLABUS

DAY ONE commences at 9am sharp viewing instructional videos, followed by a theory lesson and an introductory flight in Australia's first virtual reality hang gliding simulator. The simulator faithfully duplicates the controls of a real hang glider enabling students to gain valuable experience of how a hang glider is controlled in flight before ever actually leaving the ground. The rest of your day, usually until late, will be spent outdoors, handling the glider on the ground and lots of flying the glider whilst tethered on our dynamic simulator, achieving one to two minute flights where you will be a few feet above the platform with the instructor by your side.

DAY TWO is very similar to day one in that you watch the videos again and do a little more theory. On this day you will have your feet free of the ground, launching from low grassy slopes. This day and the next is when you may test your fitness levels. By the end of this day, if the conditions and skills permit, flights of over 100 metres long can be achieved, flying free of the instructors hand while receiving verbal guidance via your instructor running beside you. Now that's really flying!

DAY THREE starts with some more theory followed by glides from the top to the bottom of a training hill. Here you need to demonstrate the competence and confidence to fly the glider with only verbal assistance from the Instructor. The skills you learn over these first three days are the foundation skills for your higher flights in the days to come. Depending on the level of confidence and competence we can achieve some low altitude tow launched flights. This is the preparation for Stage 2.

DAY FOUR, today you will be towing to get more height. Starting with low altitude tows, there will be gradual increases in altitude. By the end of the day some students will achieve solo tows to over 1000ft with radio communication, following pre-determined flight plans and landing approach paths. Some students may prefer to fly the flight path with the instructor in a microlight prior to their solo. Towing allows us to tailor the altitude to suit your rising levels of confidence and skill. We use towing so we can maximise smooth-air airtime for each student whilst providing the largest flat landing fields possible.

DAY FIVE will see more towing with altitude increasing to around 1,500ft. This will enable students to hone in on their newfound skills. Some students, particularly those with an aviation background, can achieve thermal soaring flights sometimes staying aloft for over an hour! Prone flights can also be achieved by the end of this day.

DAY SIX, we should see the pilot consolidate his/her towing skills. By the end of this day, pilots should be able to demonstrate accurate landing zone approaches and landings and should also have performed left and right 360° turns. Pilots may also have sat and passed their theory exams by this day.

DAY SEVEN will see you soaring the skies like a bird of prey with the Instructor again guiding you throughout your exhilarating flight with radio communication. Conditions permitting, you may be launching from a hill, flying for half an hour or more, performing manoeuvres you have only dreamed of until now.

DAY EIGHT sees you achieving further solo soaring flights, again with radio communication but maybe less feed-back now, in which certain skills should be displayed to fulfil the requirements of the HGFA. As you gain further experience your flights should also increase in duration.

DAY NINE and you should be soaring with minimal input from the instructor, although he will be close by to give advice to fine-tune your techniques should you require it. By the end of this stage most students should have consolidated their skills which will ensure that the standards for issue of a Restricted certificate, as set by the Hang Gliding Federation of Australia (HGFA), have been met.

When you have received your Restricted certificate this will allow you to spread your wings outside of school supervision, however we encourage new pilots to join the local Hang Gliding Club where you can receive advice and assistance from other pilots, and be part of a the local flying group.