

Kraut **KOERANT**

www.cgc.org.za

THE NEWSLETTER OF THE CAPE GLIDING CLUB WORCESTER SOUTH AFRICA

Important notice!

UTAB, which effectively means all airspace in our gliding area above/outside the Cape Town TMA, is now controlled above FL115 (previously FL145). Pilots wishing to enter this airspace must first contact Cape Town Area Control on 125,1.

Please note also that outside the TMA and above 1500 feet AGL, the frequency to use is 126,5 (not 124,8 or 123,4).

Chairman's Corner

Chris Way

Your committee has recently held the annual budget meeting and is pleased to announce several positive outcomes. Increases have been limited to an inflation related minimum of approximately eight percent, except for tug rates, where the increase in fuel and insurance costs have outstripped inflation due mainly to the decline in the Rand (the new price list is included at the end of this newsletter as well as on the web site). The new glider rates include a levy of ten cents per minute to cover third party insurance premiums which previously were paid by each member to the Soaring Society as part of the annual SSSA membership fee. Our club is still the cheapest in the country and probably the world! Thanks to Graham Anderson for all the work he has put in to the budget and also for the financial feasibility study he has done on the Samba. This is looking positive and a preliminary committee decision will be taken before approaching the members for a mandate to proceed.

Another positive statistic is that our club continues to grow while the trend around the world is negative, as illustrated by an article in the May edition of Sailplane and Gliding magazine. Since 1990 the world membership has declined from 134 598 to 119 266, a decline of 11 percent. Over the same period our membership has increased from 70 to 116 which equates to 66 percent. During the eighties we lost around 30 members when we moved the club from Fisantekraal to Worcester but

even from the peak at Fisantekraal in 1987, we have grown more than 11 percent.

After concluding another successful Ab Initio course (thanks to Andre Leeb-duToit) the Supercub has been taken out of service for the winter, during which time it will be inspected and recovered. Thanks to Dave Starke who is keeping tight control of this project. So far there have been none of the unpleasant surprises which often appear when the fabric is removed from these older aircraft!

Saturday the 18th of May was a beautiful clear autumn day with no gliding weather at all. Coen Marais organised a social braai at which the doors between the Gliding and Flying clubs were opened. Apart from the festivities of Solo and GPL awards it was great to enjoy some friendly banter and camaraderie that has been missing in our club for some time. Thanks must go to the Flying club chairman Paul Troskie and our previous chairman Dave Starke for this thaw in the inter-club climate.

Lastly, an enormous number of repairs have had to be carried out on club equipment over the last few months. Please look after it our equipment and aircraft - we can't afford to carry on like this. Thanks for the repair work are due to the following:

Andre Leeb du-Toit and Rien De Muijnk for general maintenance on the whole fleet, John Spargo and Paul Bailey on the winch, Adriaan Hepburn for overhauling the radios on the whole fleet, Herbie Oberhofer, Gerhard Waller, Rudi Schurkes, Hans Lobach, Garth Milne, Sandy Hultberg, Alison

Hultberg and Dave Starke (together with sundry others) for overhauling and re-covering the K13.

Without this kind of voluntary input, the club would be unable to operate.

The Worcester News

Right at the start the editor must apologise for a somewhat lengthy nine page *Krautkoerant* – so take your time with it. We'll try and get the next edition back to six pages.

While it's upsetting to read about the new tug rates, **fortunately there's more good news than bad!** Unlike other clubs where most of the action is in summer, winter at Worcester continues to be the time for extending the boundaries in wave, and achieving badges. Congratulations to **Paul Troskie** (Silver distance), **Piet Truter** (Silver distance), **Kathryn O'Regan** (Silver duration and height gain) and **Sven Olivier** (Diamond height, 20 500'). Read on for Paul's first-hand account of his flight from Rawsonville to Swellendam.

On the acquisitions side, congratulations to **Ari Cotton** on acquiring a share in an L-Spatz.

Prospective competition pilots will be interested to know that it is proposed to hold this year's SA National Gliding Championship at Bloemfontein between 26th December and 4th January. Some pilots have indicated that they would prefer Kimberley, but it is thought that Bloem offers better outlanding opportunities as well as an airspace window to the north-west.

On the subject of competitions, there are rumours circulating about a possible Western Cape Regional, but the big question is "when". Would YOU be interested in competing?

Welcome to new members Kevin Mitchell and Adrian Cilliers. Chris Pretorius, Alewyn Burger (Senior) and Ian McGuigan have resigned.

Word from Bruce and Sarah Ingram is that they have settled down in the village of Neuenkirch about 12km from Luzern. They are enjoying Switzerland and even the dogs have made themselves a nice circle of German-speaking friends!

Some members have for a long time, fairly unsuccessfully, campaigned for earlier starts to our flying days. While the following may not represent a new trend, it's interesting to know that on Sunday 21st April the first aerotow launched at 07h30! Enthusiastic winter wave flyers and pupil pilots alike should bear in mind that there's **no reason not to begin at first light** when the northerly winds blow

and the crop of badge claims from Saturday 27th April stand as proof of this.

By the time you read this, MIV will be in the process of having its long overdue airframe inspection and overhaul, which is estimated will cost us between R100 000 and R150 000. We will have balance this finely with the Samba purchase, if the members are keen on pursuing this alternative. But the immediate practical ramification of having only one tug this is that those wanting to fly cross-country have to arrive very early at the field if they hope to get a launch at a reasonable hour, especially considering the number of pupils we are currently instructing. Things are congested at the flight line and you are all duly warned of this!

SeeYou[®] have released another innovative feature on their gliding software. Not content to stop at **3D** flight representation, Erazim Polutnik and his partners have gone one step further, this time updating SeeYou to allow automated one-click submission of flight tracks to the Aerokurier Online Contest (see the April *Krautkoerant* for more about this contest). If you haven't already got a logger and SeeYou, have a look at their web site **www.SeeYou.ws**

Enough has been said on the subject of outlandings in the last few editions of the *Krautkoerant*, but one thing is for sure; sooner or later, somewhere, YOU will land out, so keep yourself mentally prepared. Just to prove that even the pundits land out occasionally, here's a recent picture of Herbie Oberhofer safely down in a field, talking to a young spectator before a backdrop of the majestic Swellendam mountains.



Van WAAR kom Oom?

A new improvement at Worcester is the weather "ATIS" which you can receive on 134.8. Thanks to the Worcester Vliegklub for this innovation. It should be especially useful to pilots returning from long cross countries who would like to know the wind conditions on the ground.

HELP! Somebody has the airfield medical kit. If you inadvertently took this essential piece of club equipment home in your car, please will you return it either to the airfield or else give it to another member who can return it to the airfield. It is fundamentally important to have this continuously available, and as it comprises a very expensive collection of club equipment, the committee is loath to buy another kit. **PLEASE! Somebody's life could depend on this.**

Magalies Gliding Club gets tough on unreliable duty pilots: Magalies club management have resolved to **charge** duty pilots who fail to arrive for duty R200, R400, R600 and R800 for the 1st, 2nd, 3rd and 4th time respectively that they fail to show up when rostered for duty. Should they have swapped their duty, but the swop does not arrive either, they will still be charged. I wonder whether our committee will follow suit?

To the editor's knowledge, only one or two of our members have had any form of parachute training, let alone experienced any actual jumps. So to help with operating a slim-pack parachute in the ultimate situation for which it was designed, Sven Olivier has produced a set of user instructions from one of the manufacturer's handbooks. Reading this could save your life, so consider getting this document from Sven (sven@intekom.co.za).

Pilots with all three diamonds may be interested to know that Dieter Heiriss, the gliding jeweller, is currently designing a gold badge with three diamonds, as this has not been available either in South Africa or Britain for a long time. More news of this should follow in due course.

ZS-MIV update: Dave Starke, who is co-ordinating the MIV project on the Club's side, reports that the tug has been stripped and at first glance there seem no surprises, as everything looks in reasonable condition. Let's hold thumbs.

Please keep your contributions rolling in, and keep the editor informed of any interesting pieces of gliding news which deserve to be reported in the *KK*. Hopefully he will be able to get back into his comfy seat in the sky by November.

Regards to you all, Peter

Swellies Silver

Paul Troskie

Martin Grunert checked and approved me for cross country on the morning of 3rd April and by 11h00 I was already launched into a 20-30 knot north-wester, flying the Jeans. I left Queen Victoria Peak at 4500' and picked up weak wave over the last ridge to the west of Rawsonville. From 4000' to about 5500' it was very scratchy, with short spells of

weak lift turning into short spells of strong rotor. Getting to FL55 required lots of patience after which the wave stabilised and became more consistent. Cape Town Approach gave me a code to squawk, but only clearance to FL95. After cruising around for 30 minutes, I asked again for FL110, but this was denied due to heavy outbound traffic routing over Worcester. At this stage I had abandoned any thoughts of going to Swellendam. The pros had suggested earlier that I should not run from my present position if under 13000', although Alan felt that I should be able to pick up secondary wave if conditions were right. So I decided to use the altitude I had to test conditions in the direction of Swellies, and commenced a straight run to the south-south-east.

The sink behind and west of Victoria Peak was heavy and at 7500' in 3m/s I got cold feet, and decided to return to the peak, scraping in at 4200'. About 40 minutes later I was back at 8500'. Opening again with Cape Town, I immediately became good friends with a fresh ATC on a new shift, who cleared me to FL130. What I did enjoy now was when a BA 737, routing for Johannesburg, was requested by ATC to execute maximum rate of climb with maximum angle out of CPT to clear a glider at FAWC. I haven't felt so important in many moons!

So up we went to FL110, but I was still not intending to try for Swellendam, as the early sink had given me a something to think about. Next up on the radio was Piet Truter on 119.7 who called me to change to 123.45. We chatted and he talked me back to my brave self, after which I decided to try for Robertson, and to take things from there. ATC gave the clearance, but this time I took the Astir over Rawsonville and then back round over Brandvlei Dam, where there was much less sink than the direct "over the back of the peak" route. About seven miles south-east of Brandvlei Dam I encountered a secondary wave bar at 8000' and was soon back at FL110. Departing the TMA, CPT Approach handed me over to CPT Control on 125,1 and they in turn cautioned me of traffic at FL85, which was routing from George to FAWC. The pilot in a Piper had been flying for two hours against the north-wester and sounded really fatigued when we passed abeam Robertson.

Continuing north of McGregor I encountered another wave bar that lifted me back up to FL120. From there it was Swellies direct, where again I was picked up to 9000', but after four hours of flying I was happy to get down and stretch the legs. Amazingly, the surface wind at Swellies was a gentle 5 knots.

Many thanks to Piet Truter, first for restoring my confidence, and then for fetching me from Swellendam. Next time Heidelberg - and return. ☼

Our airfield Plovers

One has to admit that these plucky creatures are somewhat arrogant! Or else they have a death wish. What other self protecting bird would lay its precious eggs on a busy taxiway or right outside a hangar door? But they are quite disinterested in our activities. Approach too close and you'll hear their insistent kree-kree-kreeip-kreeip, any time of the day or night.



Our airfield friend, the ubiquitous Crowned Plover

The Crowned Plover or Kroonkiewiet (*Vanellus coronatus*) is found all over South Africa and is especially common on airfields and other open ground where the grass is short or burned. Thanks to Coen Marais for the picture.

From the CFI

Nicky Oberhofer

We've had a very successful past few months from which a lot of badges claims have followed.

Congratulations to the following: Paul Troskie's Silver distance to Swellendam on the week of the ab-initio course completes his Silver C and GPL requirements, Piet Truter's Silver distance completes his Silver C and GPL requirements, Kathryn O' Regan's Silver duration and height leave only the distance leg for her GPL, and Sven Oliver's Diamond height completes all three diamonds. Sarel Oosthuizen and William Whittaker have soloed, and William and John Spargo have also converted to the Single Astir.

Our thanks go to André for running the Ab-Initio course in April.

I would like to talk about improving ground procedures at the start line:

It is fundamentally important that the ground crews pushing the gliders onto the runway, and the people

running wings keep a sharp lookout of aircraft in the circuit. Before pushing any glider onto the runway, the ground crew must make sure that there are no aircraft in the circuit. There have been numerous cases when a glider has been pushed onto the runway only for the crew to realise that an aircraft has commenced its downwind leg, making it necessary for the glider to be pushed off again. Always look in both the left AND right circuits for power AND glider traffic. If an aircraft is in the circuit and there is a chance of the glider taking off, call the aircraft up on the radio to check if it is acceptable to launch - if you receive no reply, delay the launch. An aircraft on downwind may turn in early due to problems beyond the pilot's control, so there is always a potential conflict. The glider pilot who is being pushed onto the runway must ALWAYS make the radio call, for example: "Worcester traffic glider Golf Uniform Zulu pushing on and lining up runway one five".

Something that concerns wave flyers and which I'm sure is needing closer attention from pilots: It is imperative that altimeter sub-scale settings are changed to the **Standard setting of 1013,2** when passing through the Transition Altitude of 7500'. Always first write down the QNH so that you can return to the original setting when descending again through the Transition Level FL75.

Radio checks must always be carried out as part of the DI every morning. If the radio is not working properly, DO NOT fly until it is repaired. NEVER use a hand held radio in a glider! And remember, it is against the law to fly without a serviceable radio. When airborne, if you realise that your radio is inoperative, you must land as soon as possible. Don't attempt to repair a radio problems yourself - find a suitably qualified person to do the job properly.

Please remember that you need to have an annual check on the anniversary of your solo date. There is a list in the start wagon so check when yours is due. We give a 30 day grace period for you to do your check flight, but once that grace period has expired you will be grounded. Also remember that for non-GPL pilots who have not flown for one month - you need to have a check flight before flying solo again. For GPL pilots the period is three months. Be reminded that if you are 70 years or older you will need to have a mandatory check flight **every six months**.

Keep a good look out and safe flying.

Mainly for tuggies.

Ari Cotton, Chief tug pilot

Welcome to Mark Siegelberg as tug pilot and thanks for doing the important maintenance work of riveting

NIG's broken window frame and repairing MIV's loose engine cowling.

All tuggies young and old must conform to the club's ground handling policies in strong winds. This means **NO BACKTRACKING IN STRONG WINDS**. The tug engine must be switched off after stopping on the runway and the aircraft must be pushed back by the ground crew. This is no more inconvenient than pushing back a glider, and provides a welcome break between flights on a busy day.

All tuggies who have not already done so, please fax us a copy of your current licence. My fax number is 465 9519. **You may not fly the tugs unless we have a copy of your licence.**

Please take very special care to ensure there is sufficient fuel for your flight. Remember that the legal minimum fuel we may fly with will ensure we have 40 minutes of reserve flying time, and there should never be less than 1/5 tank.

Recently NIG has been fouling her plugs, with a resulting misfire and mag drop. To avoid this persisting and causing down time, we will in future have all the plugs replaced with pressure tested, serviceable ones on a monthly basis. Many thanks to Trevor for much assistance in this regard. When taxiing NIG at low RPM the mixture should be leaned significantly – but take special care to check that the mixture is rich again for take off.

MIV is out of service for structural overhaul, and Dave will manage the project. I certainly hope that ring of termites around the main spar will continue holding hands for another 20 000 hours or so!

Happy Tugging

“Waaihoek”
Keeping that
Essential Look-Out
Sven Olivier, Safety Officer

The other day one of our revered members told me that one of the main reasons for his absence from the flight line was his apprehension off an in-flight mishap with all of us dashing off to Swellendam, all at the same height bashing along in the same lift at full tilt. He knows that he and head-on traffic had passed each other without having sighted one another. If that happens when you know the other guy (or girl) is approaching, the idea of what happens every day without us even knowing about it becomes too much to bear.

His remarks certainly struck home sitting in the backseat on Victoria Peak on an average Sunday. "Where is the other glider?" I politely inquired of the pupil (there were only two of us on the peak and we

were on opposing beats). Frantic scanning of the skies. **"THIRTY SECONDS TO IMPACT"** I mimic some electronic gizzmo. Even more frantic scanning of the skies - particularly in the direction of Rawsonville(!) **"TEN SECONDS TO IMPACT"** The angst from the front seat is unbearable. **IMPACT...** The head-on approaching glider passes us 100m to our right and 10m above us. **THIS, IN AVIATION TERMS QUALIFIES AS A (VERY, VERY) "NEAR MISS"** (I have heard elsewhere that more correct would be the term "a near hit"). Whatever, it certainly was too close on the unobserved basis.

If some unsuspecting pupil feels affronted at my recollection don't feel too upset, embarrassed, angry or guilty. You were not the only one that afternoon.

We do not carry some gizzmo that will warn us of approaching traffic and advise us what evading tactic to adopt. The pilot in the approaching glider has every right to expect that you are keeping a good look-out, and having passed him (or her) umpteen times in the last 10 minutes, that you are fully aware of the "beat" he is following along the ridge line. He (or she) will most certainly extend the same courtesy to you.

Why the miserable reaction by the pupils? Well it seems to me that the following requires edification:

1. On the ridge, in wave and in thermals, we all congregate in the maximum lift. If you know where the lift is, look there to see if there is any other traffic. That, in any event is where you are flying.
2. Scan straight ahead. Most difficult to see are gliders flying straight - particularly if they are aimed straight at you. The head on approaching glider is the most difficult to see as it offers the least area and no movement against the horizon. It is also the most likely to hit you.
3. Scan the horizon - if it is at the same height it will be on the horizon.
4. If any glider is observed stationary in relation to you then you are on a collision course with it. Take the correct evasive action in good time.

There is some good news. Keeping a good lookout has some major beneficial spin-offs. The greatest need in gliding instrumentation is to know what the air is doing at some *other* spot. At the moment the only man-made instrument is another glider and man, is it an accurate instrument!!! The glider setting off to Rawsonville ahead of you will, without fail, indicate to you when it hits sink or lift or turbulence. It may save you the cost of an aerotow or an expensive retrieve, or give you your gold or diamond height or distance or ALL BECAUSE YOU KEPT A PROPER LOOK-OUT. Invest in a proper look-out, it save lives, you live longer and fly even better than before.

USE That Parachute!

By Sid, Safety Officer

of the Bristol and Gloucester Gliding Club, in England ©.

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the author and BGGC magazine editor, Bernard Smyth.

Sadly there have been a number of mid-air structural failures and collisions over the past few years, with six such incidents occurring to BGGC members in the past ten, fortunately not all resulting in injury or the need to bale out. However, these statistics highlight the strong possibility that it could happen to one of us tomorrow!

But how many of us actually know what to do should it happen? Some years ago I did a few actual jumps at a skydiving centre, but in reality I would not consider this to be crucial as the accident statistics show that in almost all cases, the essential factor is to evacuate the glider with sufficient height for the chute to open. Very few pilots who achieve this suffer major injury from the final landing.

The critical height for survival is a ripcord pull in excess of 500ft, but before then you must be out of the glider. Since most collisions occur below 2500ft and the glider at that point could easily be descending at a rate well in excess of 50 knots, there is likely to be only a few seconds in which to make a successful evacuation. The first action is to make the decision to abandon the glider - remember that it is much better to jump right away than wait until further failure occurs when you are too low. If there is significant visible damage to the wings or difficulty in control, then jump immediately!

The next thing is to jettison the canopy (remember to tell your P2 if necessary!) and undo your seat harness. There have been many occasions where pilots have been killed because they did not know how to do this in a hurry! Therefore it is essential that you familiarise yourself (and your P2) with the jettison procedure for the glider you are flying and even practice it on the ground - but make sure someone is on hand to save the canopy!

The final action is to locate the 'D' ring with the appropriate hand (usually, but not always the right), get out of the cockpit and pull hard! In practice, simply standing up and pulling the ring should ensure the parachute would extract you from the cockpit. But under high 'G' forces diving over the side may be a better option. It is important to ignore all the Hollywood films about counting '1000, 2000, 3000'. Just pull the ring immediately you are clear of the cockpit and the rest should be automatic!

The landing will probably occur too soon for any steering of the parachute to be effective and most emergency chutes are almost impossible to steer anyway. For the actual landing whatever the type of terrain, keep feet and knees together, knees slightly

bent and your elbows and chin tucked in. It is also helpful to turn your legs and body sideways on to any noticeable drift, rather than land face first or backwards. If you end up suspended from trees or other objects it is far better having survived thus far to wait for help rather than risk a fall, but if you do decide to unclip your harness, remember to undo the chest strap first or you could strangle yourself! If you are taking someone up for their first flight, remember it is important to brief them on the essential points of the above without confusing or frightening them (I usually conclude by pointing out that the risks are tiny, but we always wear parachutes since plummeting to earth holding a cushion looks really silly!)

There is of course one way of avoiding all this and that is to... **KEEP A GOOD LOOKOUT!**

The Roots of a Passion

Coen Marais

Never having written anything for a newsletter before, and seeing that boredom usually reigns between weekends, I thought maybe a few members might be interested to know how I became involved in the sport of gliding. Also, as the *Krautkoerant* is becoming thinner, this might help to make it look a bit more substantial.

My experience in aviation started when I watched a hang glider launch of a cliff and soar away in the distance. That really woke up the aviator in me. Immediately I started phoning around in order to contact a club, or find an opportunity that would get me soaring by the next weekend. After replies like "He'll phone you back after recovery from replacing his spleen, ribs, plastic knee, elbow", or whatever, I decided rather to sit back, open a beer, and rethink the craving to become involved with the aviation fraternity. Tearing the plastic of a second six-pack, it dawned on me that these hang glider pilots are people that can't afford the expense of petrol or a engine. That's why they jump of cliffs and don't take off from the ground like really cool pilots with Rayban's and 11th squadron baseball caps. Seeing that I still had an overdraft facility which was not fully utilized after mortgage, car, food, children, clothes, cigarettes, pet food, psychiatrist and foot powder, I decided to go for the next best thing, a "Hang Glider With An Engine."

I immediately phoned our local instructor and after the usual introductory speech he told me to join his club, pay the fee and not phone him again at three o'clock on a Friday morning. To cut a long story short, I started flying the following Saturday, and soloed on Sunday! It might have been four months later, or maybe not, but anyway **I got bored**. I still had that first hang glider in the back of my mind, soaring away without any means of mechanical propulsion. I even tried soaring my microlight, but

every time I would cut the motor, everybody aboard (including myself) started yelling "Mayday" over the radio, simultaneously trying to restart a flooded lawnmower-type engine with a chord that keeps on snapping in half, and looking for a suitable landing field. It's a nerve racking experience! So then I decided to retire to a less emotionally draining sport, and seeing that I still had the slumbering Schumacher in me just waiting to be woken up and released onto our local racing tracks, I took up oval track racing.

After achieving every goal in this sport, such as building a car, racing it and going bankrupt, I ended up in hospital. After the doctors and nurses finished walking around muttering about whether I would make it, whether I'd ever be the same again, and lucky for my wife that I did not break something else, I was finally released from hospital and invited to race at Worcester. Staring skyward from my racecar I saw a strange aerial procession: it appeared as if a plane was trying to tow-start another plane, but then I realised that this was actually a tug and glider combination. That afternoon I watched the gliders taking off, but almost all of them returned immediately to the field, some even landing before the tug plane which had towed them up. I decided there and then to try this type of aviation the following day.

As I had talked a whole lot of friends, pit mechanics and wives into experiencing the joy of free flight with me, I woke everybody up on Sunday at seven o'clock and eventually arrived at the airfield at eight o'clock with a kombi full of hung-over people. What with the airfield being totally deserted and the big hangar all locked up, I was severely abused verbally by the group. Knocking on an adjacent caravan door, a very friendly gypsy informed us that flying only starts at around ten o'clock, but would we like to see his paintings in the meantime? And yes, he paints people for money sometimes. We then browsed through his paintings and were really in awe of his talent, but ordered nothing but promises. At nine o'clock we went up to the clubhouse and were greeted by the local "barman", inquiring of us what the hell we were doing there, who were we visiting, did we pay, and would we please rather leave before the crowd arrived.

After calming down my bewildered group, and seeing that I was really determined to fly a glider that day, I was eventually introduced to my pax pilot. All hopes and fantasies about the glory of free flight sank into my shoes. Looking over my instructor, "Hans", I really felt like I was being strapped into a Messerschmidt with my backseat pilot planning to shoot down a Spitfire, or even the tow plane, if he failed to find any other enemy. It was explained to me how to use the parachute, and a sick bag (Checkers) was handed to me. Strangely enough I felt like vomiting there and then! Eventually we

were towed to the Audenberg and after 30 minutes of trying to miss the mountains and eagles, recoiling back from the ledges which we narrowly missed, I realized that this was the closest one could get to soaring without being a feathered creature. On the way back to the airfield my German pilot-in-command ordered "*Vee shall do a loop shall we?*" and before I could answer, we were inverted, looking up at Worcester instead of down. Needless to say I went straight on and joined the club, completed the course, took part in the endless washing and pushing of gliders, endless sitting in the sun, and finally bought a share in my own glider, an ASW 15.

Just as I was sure that nobody could teach me anything more about gliding, as now that I had done "five hours", and it would be just a question of time before the cross country and Silver height gain would be in the bag, a certain CFI told me about the Gariep Gliding Camp. This was the place to get all the coveted badges! On arrival I was quite sure that on my first recce flight I would achieve my Silver distance and height gain, and go on and do a couple of 300km or maybe even 500km flights. What a humbling couple of days! I had to outland on my first 50km outward journey while all other gliders continued happily along on the plentiful 5m/s thermals. Although being the last to launch of 25 odd gliders, I was usually back first, but at least I made a very thorough inspection of a 20km radius around the airfield. I also won the record for nearly beating the tug back to the runway.

After three months back from Gariep and waiting every weekend for favourable weather for "the day", I realise that Swellendam has never been further away than it is now. But I still enjoy every moment of leaving the surface of the earth and looking down on those sorry people that have not discovered the true magic of free flight.

Solo Party report back

Coen Marais

To start off, congratulations again to all our solo pilots who received their honours at the party. Being unsoarable weather, the party provided an excuse to be at the airfield (even O2 and a certain LAK 17 were not seen at the launching point). At least a lot of maintenance was carried out during the day while waiting for the start of what was, in my humble opinion, a very successful and enjoyable evening. In the next edition I'll try to include an amusing picture of our solo students simulating a Lancaster bomber on a raid over Germany (full points to mastermind Paul Troskie). I think this party should go down in the record books for furthering our relations with the power club, seeing that they were equal partners in organizing it. I actually think that some of the alcoholic beverages

were past their due date for consumption because some of us had severe after effects the following morning - the official time of the last member leaving the clubhouse was 01h30!

On a more serious note, thanks should go to the members of both clubs who made this event really enjoyable – the official count was about 50. We should consider making this a date every second month. Special thanks to Ricky Marais for preparing six different salads to cater for everybody's taste. Compliments to Paul Troskie for the meat and a special thanks to our chairman Chris - I know he had to make a special effort in his busy schedule to come all the way (ha! Chris Way) to join us.

I would like some feedback of what the members think of having a social event more regularly.

Dogs at the airfield

Until now there have not been many dogs on the airfield and the committee took the view that the

rules pertaining to dogs would not be rigidly enforced unless someone complained.

Unfortunately this has now happened and the committee has received several complaints about dogs misbehaving on the airfield.

The rule is that no dogs are allowed on the airfield except on a leash and no dogs at all in the clubhouse.

We would like everyone to enjoy coming to the airfield and to restrict them as little as possible. However it is a potentially dangerous environment and therefore some rules are necessary and must now be applied fairly for all members.

Parking cars at the Airfield

Members are asked to PLEASE think hard about where they park their cars so that they don't inconvenience others. After some thought you may realise that this actually concerns YOU!

Volkslogger[®] Flight Recorders

Now available in SA! FAI-approved GNSS Flight Data Recorders with Navigation Display, powered by internal Garmin 12-channel GPS receiver. These double as Navigation Tools as well as Flight Recorders. Included with each Volkslogger is a CD of **StrePla** (OEM) for logger downloading, turn points, task planning and flight analysis.

Price is DM1187.40 plus VAT and DM100 shipping. Translates to SA landed price of DM1353.64. Check details at the **Volkslogger website**, (begin with the instruments list at www.glidering.start4all.com). So far there are at least six Volksloggers in use at the club – ask the owners what they think about them. The exchange rate is more favourable right now, so don't delay!

Order your Volkslogger direct from SA agent Randy Cullen at randal@ivancorp.com or phone 423 5461(h) 425 1990(w).

For sale

Aviation books: Good selection of general aviation books (unfortunately no gliding) including a full set of the fully illustrated Time-Life series on the history of aviation. Good prices as this bookshop is closing down soon. Contact the KK editor.

German books: Large selection of different titles/categories. Contact the KK editor.

Large painting (oil) of **Queen Victoria Peak** by Lambert Kriedemann, with vineyards in the foreground, framed, R34 800.00. Contact the KK editor.

Wing & tailplane covers: Glider covers made to order – highly recommended by the LS3 syndicate – price about R2 500.00. Contact Eric Williams of Williams Filmware at 551 1272 or 082 979 4610.

Wanted

Will the person who “borrowed” the spare wheel from Wally Tamsen’s “cigar” shaped glider trailer please return it to him pronto. Contact Wally at 856 4499.

Medical kit bag belonging to the club – will the “borrower” please return it immediately.

Transponder suitable for glider use. Contact Craig as above.

Hangar at Worcester wanted to buy, rent or lease, or else a partner in a joint hangar-building project. Contact Craig Fussell 551 2640 (w) or 083 460 4014.

Hangar at Worcester wanted to rent or lease. Contact Rob Tiffin on 761 4928.

Hangar at Worcester wanted to buy, rent or lease. Contact Trevor Stacey on 083 284 7077.

Hangar at Worcester wanted to buy, rent or lease. Contact Adriaan Hepburn on 082 777 3590.

Hut at Worcester wanted to buy, contact John Armstrong on 531 4084.

Next Krautkoerant

Thanks to the office bearers and all others who have provided input for this June *Krautkoerant*.

Deadline for the August *Krautkoerant* is 25th July .

Editor: Peter Wooley, ph 686 3883 (h), 487 2451 (w) or fax 487 2592;

e-mail peter.wooley@capetown.gov.za

LIST OF CHARGES AND SUBSCRIPTIONS FROM JUNE 2002

FLYING	Aerotow (ZS-MIV)	R15.00	per minute
	Aerotow (ZS-NIG)	R15.00	per minute
	Winch Launch	R40.00	per launch
	K13 & K7 trainers	R1.65	per minute
	Single Astir & Cirrus	R1.45	per minute
	Twin Astir	R2.00	per minute
	Motorfalke	R4.00 R1.55	per minute (engine on) per minute (engine off)
	Instruction	No Charge	

SUBSCRIPTIONS	Entrance amount	2,500.00	Comprised as follows:
	Entrance fee	R950.00	Towards club (non-refundable) includes a copy of Cloudbase
	Soaring Society of SA affiliation	R461.00	Includes 3rd party insurance and SA Soaring magazine
	Balance	R1,089.00	Flying account credit

MEMBERSHIP GROUPS	Ordinary	R75.00	per month
	Family	R37.50	per month
	Country	R180.00	per year
	Social	R145.00	per year
	Daily for non-SSSA pilots	R70.00	per day

PASSENGER FLIGHTS	Aerotow	R375.00	up to 30 minutes, plus
		R2.50	per minute over 30 minutes
	Motorfalke	R200.00	up to 30 minutes, plus
		R5.00	per minute over 30 minutes
	Winch	R100.00	up to 10 minutes, plus
		R2.50	per minute over 10 minutes

SUNDRY	Hangarage	R135.00	per month
	Trailer hangarage	R50.00	per month
	Caravans, huts and hangars	S/Q	per year according to size
	Blue pilots' log book	R100.00	
	Cloudbase gliding manual	R100.00	

**Damage incurred to club equipment: the first R2,000 of repair, or, insurance excess
THE ABOVE APPLIES TO VISITING PILOTS AS WELL**

Fines imposed at committee discretion

All rates are subject to change without notice - web browsers take heed