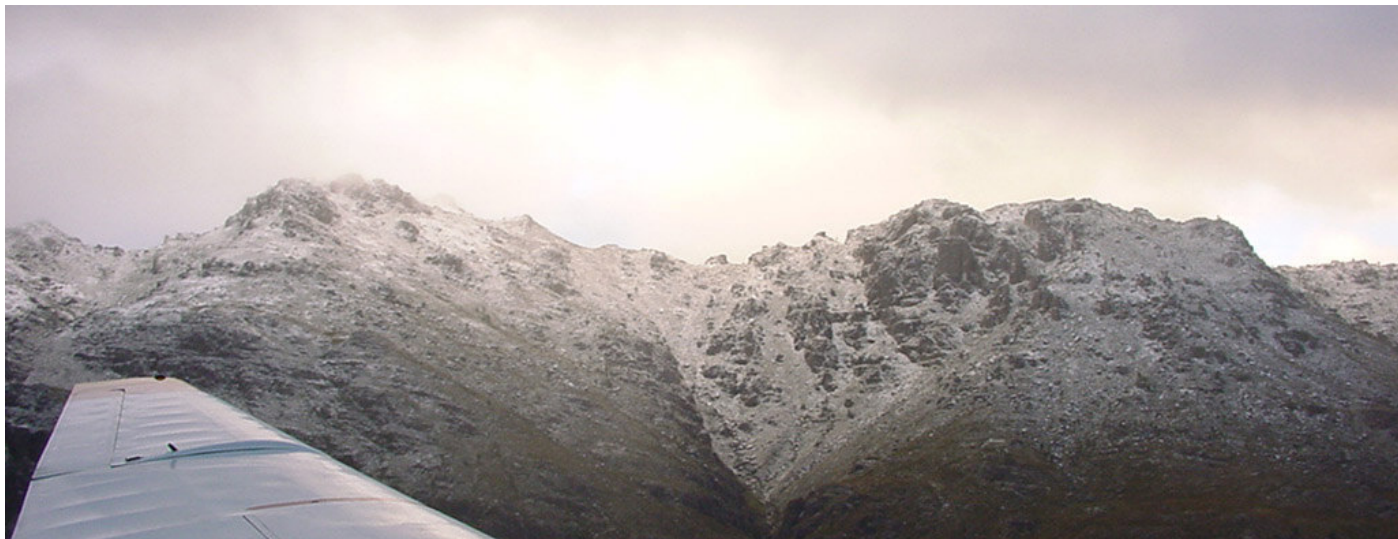


# *Kraut* **KOERANT**

August 2002

[www.cgc.org.za](http://www.cgc.org.za)

THE NEWSLETTER OF THE CAPE GLIDING CLUB WORCESTER SOUTH AFRICA



July snow sprinklings on the Cape mountains: Martin Grunert & Adriaan Hepburn enjoy the view from a Fournier Sperber.

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## Chairman's Column

*Chris Way*

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For any enterprise to function effectively it needs some effort from it's members. In a gliding club this effort is on a voluntary basis and from time to time it seems to be necessary to remind members what is expected of them:-

### DUTY PILOTS

Fortunately we are a large club so members only have to be duty pilot once every three months. When your duty comes up it is your responsibility to contact the duty instructors and tug pilots early on in the week before the duty week end and remind them that they are on duty that week end. This is not the responsibility of the Chief Duty Pilot.

If for a legitimate reason you cannot make your duty, it is your responsibility to swop with someone on the roster and inform the Chief Duty Pilot, Henry Barnes, what is happening. Once again it is not the Chief Duty Pilot's responsibility to arrange this.

### DOGS ON THE AIRFIELD

Despite articles in previous *Krautkoerants* and discussions with individuals, dogs continue to be a problem on the airfield.

The rule on dogs, which is not new, is :

**“NO DOGS ON THE AIRFIELD EXCEPT ON A LEASH AND NO DOGS IN THE CLUBHOUSE.”**

From now on flying will be stopped if there are dogs running around on the airfield. Please, everybody, not just dog owners, propellers are extremely dangerous. I have witnessed a person walking into one so you can't blame a dog for doing it.

### NON MEMBERS ON THE AIRFIELD

Another club rule which seems not to be well known is :

**“NO NON MEMBER MAY TOW A CLUB GLIDER, WALK THE WING OF A CLUB GLIDER OR DRIVE THE RETRIEVE VEHICLE”**

This rule is required by the club's insurance policies but it's also just common sense that the risk of damaging our gliders is higher if we allow someone who is not familiar with the potential dangers to manhandle them. △

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## “The Worcester News”

Peter Wooley

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August means we are another month closer to the start of that magic period for gliding from Worcester – SPRING. Those approaching solo stage as well as the Diamond seekers should consider reserving time from September onward, as logbooks show that this is often when the really good cross-country thermic weather starts. Sven Olivier’s fund of information on weather data sources and forecasting software on pages 4 and 5 should prove invaluable for the *intelligent* planning of these attempts.

The editor has been accused of spreading misinformation in the *Krautkoerant*, a good sign that one or two people actually read the newsletter! **Clinton Birch** of Goldfields Gliding Club, has written to correct the claim that the CGC is the cheapest club in South Africa. He says Goldfields club rates are about **half** of ours. Their membership subscription is R30/month, glider rate 80 cents/minute, and a winch launch R15. There is no entrance fee and a pax flight is R50. The list of club gliders is impressive too: ASK7, ASK13, ASK21, ASK23, ASW19 and ASW20. Possibly their members put in most of the maintenance work without charging their club, which keeps overheads low. Goldfields club extends an invitation to all CGC members to come and sample the flying there – excellent thermals, good outlanding terrain, good gliders and cheap rates.

New members this time round are **Bronte Heinrich, Martin Jacobs, Nico le Roux (Nimbus 2M), Tyron Cluer, June Sterling and Michael Jungbauer**, and we extend to them a warm welcome. It’s farewell to Rika Olivier who seems to have focused on her mountain biking.

Special congratulations go to **Coen Marais** who has finally made it to Swellendam to complete his Silver C with a straight line distance of 107km. This achievement proves there are certainly rewards for perseverance in the realm of soaring. Incidentally, Coen has recently joined the ranks of the Worcester hut dwellers, as has **Trevor Johnson**. While on the subject of huts, and from feedback I’ve received, many members seem unaware that land has been allocated for the placing of more huts immediately on the cross-runway side of the beefwood trees. There is room for at least another six to eight huts and the view of the mountains on both sides of the valley from there is terrific.

On 5<sup>th</sup> August **Sven Olivier** departs SA to participate in the Pre-World Gliding Championship at **Lesno**, in the Kaszuby region of north-central Poland (the nearest city is Gdansk, to the north east). The venue for this important gliding event

was moved from Rieti in Italy at short notice, so at this stage there is only a small field of entrants. Sven will be flying in the company of another South African, Dolf Pretorius, both of them in LS8’s. The contest runs from 11<sup>th</sup> to 23<sup>rd</sup> August.

Hard on the heels of the Pre-World championship is the Gauteng Regional Gliding Competition, to be held at the Magaliesburg Gliding Club from Saturday 21<sup>st</sup> through to Saturday 28<sup>th</sup> September (Tuesday 24<sup>th</sup> is a public holiday). Best of luck to **Sven Olivier** (LS8), **Cornelius von der Heyden** (LS4), **Rob Tiffin** (LS6), **Peter Farrell** (Ventus B) and **Adriaan Hepburn** (LAK 17) as they enthusiastically wave the CGC flag in Gauteng in an unprecedented entry from our side! Remember what old Gary said: “*The more I practice, the luckier I get!*” There’s still time for others to enter, so if you are keen on flying at the biggest gliding club in Africa, enter now.

The Levitt family, now settled in Tasmania, is not without a gliding club all the way down there at the bottom of the world (or is it the world’s bottom?). The Soaring Club of Tasmania, with all of 20 members, has a fleet comprising a Blanik, SF25 and a Ka6. Syndicate ships are a Libelle, a PIK20B and an Astir CS. Their tug crashed some years ago, so there’s only winch launching, but contrary to expectations, they do experience thermic conditions there.

It’s sad to have to report that the member who has possession of the club’s medical kit has chosen not to return it. A replacement is going to be very expensive.

News of our K13 trainer, ZS-GHB, is that it is almost ready now that the painting and wiring has been completed and the instruments fitted. André is busy fitting the skirt to the undercarriage and after weighing and the LS1 inspection, it will be ready for those lucky pupils who are currently embarked on their way to solo. At last the instructors will be able to get a decent view of what’s happening around them in the air!

Anybody wishing to follow Steve Fossett’s world gliding altitude attempts can access [www.omarama.com](http://www.omarama.com). Aiming at 19 500 metres in a glider must be the next best thing to piloting the space shuttle, but the clothing and life-support system look a little bulky!

Even if you read nothing else further on, be sure to read Sven Olivier’s “*Waaihoek*” safety column – it should give you something serious to think about.

Finally, I have been assured that the references in Tom Heaslip’s article to “*the wretched woolly*” and “*the flying sheep*” are no pun on the editor’s family name. △

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**“Waaihoek”**  
**The CGC Safety Column**  
**Sven Olivier, Safety Officer**

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Though it can be tedious at times, it does pay to read *rec.aviation.soaring* regularly. From time to time there are some absolute jewels to be found. As of late the level of the discussion has been raised by the participation by the likes of Gary Itner (member of the USA team and well known for his soaring skills – he flew a Ventus C in the Worlds and is doing very well in the USA 15m Nationals being held in Tonopah at the moment) and John Shelton (well known competition pilot and creator of the famous Pez D Spencer gliding cartoons – also flying at Tonopah in a Ventus C).

John wrote a very thought provoking contribution on the risks of our sport and I can do no better than to reproduce it here and ask you to read it very carefully and then to think about it very carefully. John, when asked for permission to reprint his contribution to *r.a.s* was quite humble about it and ended off by stating “*plus, I intend to fly on in spite of all that I have said.*” And I intend doing the same.

Here is what he had to say:

*My background in aviation is not one of sport. It has always been a deadly business. While some sailplane pilots have similar experiences, I doubt that there are but two or three others that know what I am talking about. In my old world, death and maiming were common. A friend or acquaintance would be killed at least every three months.*

*Flying was fun because it was cheating death. Young man bullshit.*

*Soaring is relatively safe. But nothing is entirely safe when you are propelling a body fast enough. Thirty-five miles an hour is enough to guarantee death to an unprotected body. That is a jump from the top of a two story building and a bad landing.*

*One thing that is common in aircraft accidents is the reaction of pilots. They try to find out how it happened to incorporate that knowledge into their database to avoid it. Some say it couldn't happen to them. Some are frightened out of the air when they realize that it could. But, of course, the same situation is usually repeated anyway.*

*The fact is that aviation is inherently dangerous. You don't have to dodge trees or groundfire to get killed. In fact, most people that die in combat or in hazardous duties usually die of the same accidental causes that kill Cessna pilots. Stalling, weather, night time, unexpected obstacles, lack of attention.*

*Time kills all pilots. The odds will get you eventually. I had reason to look at the names of all the flying aces of all the wars once.*

*WWII numbers are very revealing since it was THE air war. What jumps out after a while is that the aces of the victors ended the war alive while the aces of the losers did not. That would seem obvious until you check the dates of their deaths. They did not die at the end of the war but just after about three years of fighting. In any air force the best fighter pilots get killed by attrition, not lack of skill. Eric Hartmann was shot down seven times. If he had not been captured, he would not likely have survived WWII.*

*Quite likely, the five airplanes shot down by Chuck Yeager were piloted by boys...still pretty good shooting...but that is all that Germany had left by the time he arrived.*

*Showing off cuts your time to zero. When you ask for trouble in the air, you will find it. Air show pilots are not showing off. They are being paid to look like they are showing off. Most pilots would kill themselves the first time they tried any of that stuff. If it could happen to Joe Findley, it could happen to you.*

*That is a fact.*

*I can give you the names of men in other forms of aviation that were every bit as careful and skillful as Joe that were killed also (Ed Real, Art Scholl, Gary Helliela, Al Bettencourt [to which I may add Tim Biggs, Heinie Heiriss, Peter Cilliers) If it could happen to them, it could happen to you. No amount of preparation can erase all the factors against you.*

*You can fly slowly and land in small places. That is in your favor.*

*But, most sailplane pilots fly without anywhere near the situational awareness of professional pilots [my emphasis]. My own edge has been dulled significantly in soaring. I have had to make myself revert to checklists as before. I have had to make myself use the skills that were acquired over 15000 hours of (mostly) seven minute flights. It is easy to just get in and compensate later.*

*Your luck will run out eventually if you don't quit first. Comfort is your enemy.*

*I would never recommend that someone accept danger as fate. I would recommend doing everything you can to cheat death. But, don't be surprised when someone "gets it". It just happens some time.”*

**Think about it – and fly safely. △**

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## *From the CFI*

*Nicky Oberhofer*

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We are now well into winter with plenty of weekends being washed out. The recent lack of a tug plane has also provided problems but we are now back in action. The last few weekends were very busy, with a record number of winch as well as aerotow launches.

Congratulations go to Coen Marais on completing his Silver distance which means completion of his GPL requirements. Coen has subsequently acquired his pax rating and converted to the Std Cirrus. Congratulations are also due to William Whittaker who completed his Silver duration and height gain, and Nina Grünert who recently soloed.

I would like to remind the members that if they bring guests to the club, **they may not drive a glider-towing vehicle (especially our RV) or walk a**

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## *Weather from here?*

*Sven Olivier*

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This is a short guide to Internet weather sources available to South African glider pilots. I have written down what I believe will give the quickest route to all the information available. Should you wish to discuss any of this, or should you have any questions, please contact me.

The first stop is the SA Weather bureau at [www.weathersa.co.za](http://www.weathersa.co.za). As a first step I look at the **agricultural forecast** for the Western Cape (<http://www.weathersa.co.za/fcast/apples.htm>). This is most accurate for our purposes to determine what the week-end is likely to offer.

On the morning (and these days also available the previous afternoon) I study the **aerosport page** at [www.weathersa.co.za/glider/aero.htm](http://www.weathersa.co.za/glider/aero.htm). These pages give wind, cloud, thermals, pressure etc for times and altitudes. For thermal flight the "spotgraphs" are particularly useful. Beware however, that a forecast model is used which does not appear to take account of our local conditions (ie mountains and sea breezes).

There are also a number of different software packages available.

## **RAOB**

Raob – a commercial package - can be obtained at [www.raob.com](http://www.raob.com). This is useful for the analysis of ascent data. The program comes in a DOS version (ver 4) and, more recently, a Windows version (ver 5). Raob ver 4 allows for wave

**glider wing.** Too many of our gliders have been damaged in this way in the past. Students are reminded that an instructor or a member with at least a GPL **must ALWAYS be present** when taking a glider out of the hanger. Students (and other pilots) are also reminded to make it habit to lock canopies even if the weather is absolutely calm. It's the same as putting on your safety belt, so NEVER leave a glider unattended with the canopy open.

Another ab-initio course is being organised for the end of September through to October. This course is mainly aimed at pure ab-initio students as an introduction to the sport, but some very early students will also be accommodated. If you have any friends who may be interested in joining the course, let them, as well as André know (André 782 2362).

**Keep a good look out and fly safely.** △

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analysis as well as a comprehensive soaring (thermal) analysis. It utilizes all ascent data available on American websites, but requires a utility to interpret forecast data (the utility is easy to use). Ascents can be combined in space or time. So that on actual ascents you can interpolate between Irene and Bethlehem or De Aar, or between Irene ascents over time. It will be readily apparent that neither of these interpolations will be very useful. However you can also interpolate the forecast data. This, in the Southern Hemisphere is either the MRF or the AVN 191, a reference to the model grid size (I think in kilometers). Both these models forecast in 6 hourly intervals and you can chose the lat and longs. This makes it possible to interpolate any position between Syferbult and Wolmeranstad, or for instance Lichtenburg at any time intervals, for example hourly.

In order to determine the usefulness of the forecast you have to experiment with the features, for instance the hodograph and the soaring analysis and the CAT information. Fortunately the program comes with a very useful printed manual and a lot is learned from studying it.

The data sources are given at [www.raob.com](http://www.raob.com) and Raob 5 will soon be updated to also allow wave analysis – which is why I have not bought it (invariably we require wave analysis down in the Cape). Raob 5, however, will read forecast data readily.

I have no experience in using version 5 but will definitely upgrade once the wave analysis is included (waves can be analysed over time and space just as well as the soaring analysis).

## METSTATION

Metstation is freeware and available from Tim Scott at <http://www.scottz8.fsnet.co.uk/>.

It is a very useful program which makes its own forecasts over time based on the midnight ascent data top of the lift (and whether cloud will form – and their tops) for the day in question.

It downloads stations and forecasts data automatically (once specified) and in general is a very neat package. It will allow in the forecast for the time of year and the inclination of the sun etc and it is foreseen that the surface conditions and vegetation will be configurable in future.

You certainly will not lose anything by using this and experimenting with it.

The greatest advantage over Raob is that it seeks out the sources of the data and you merely have to specify the location and, if required, the forecast period.

As with Raob you can print the tephigram but you have to be more computer literate to print the forecast of how the day is going to develop.

## SOARCAST

Soarcast is probably well known to you. I use the same sources for Soarcast that I use for Raob and I do not comment further on what is also a very useful program.

## DIGITAL ATMOSPHERE

Digital Atmosphere is a large scale analysis tool. It is commercially available, but has a 30 day demonstration period during which it is fully functional. I would suggest that you download it and experiment with it. I believe that it is very popular in Australia but I do not know whether it is used in soaring circles – perhaps the guys that have been there can find out. It is at <http://www.weathergraphics.com/da/>

I have not had the time to study the comprehensive manual and what is stated below is merely based on some initial observations.

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### *Remember ZS-MIV?*

*Dave Starke*

Our Super Cub refurbishing is now well underway in Stellenbosch. After stripping and careful examination of the airframe we were pleased that no major structural problems were found.

The greatest single advantage thus far has been the analysis of 'streamlines' (which indicate the actual airflow or wind direction) and which clearly indicate the convergence lines. It also allows analysis of divergence and convergences and has 3D functions. I have not been very successful in operating these and it may be due to a lack of data from our nick of the woods.

I have also used it to do synoptic charts and it is done as accurately and neatly as the SAWB.

It is however fully configurable and will download satellite forecast data (not just ascents, but the whole lot), radar data and ships etc. Perhaps we can get a project going to establish which databases we should download in order to arrive at the correct data for South Africa.

The cost of the program is R700,00.

The most useful met link from a soaring perspective is <http://www.mindspring.com/~gmlawler/ses/storms.htm>. I also subscribe to the newsgroup <http://www.sci.geo.metreology> and it is a fascinating group to read.

Over to you now... △

**July snow on the Matroosberg (7 379' msl), looking west towards Ceres. Study the wave and have this view from your own cockpit. (photo Adriaan Hepburn)**



A list of required spares was compiled and ordered from the USA, arriving in early July. Three ribs in each wing have been replaced plus one wingtip bow. A number of minor repairs to ribs and other wing components have been completed. The fuel tanks have been repaired and when refitted, the wings will be ready for covering.

The fuselage has been prepared and painted and X-raying of the fuselage and wing struts should be carried out today (the day of this report, 24<sup>th</sup> July). A new trim yoke assembly together with cable and trim indicator has been fitted. All cowlings have been refurbished and new hinges fitted. Some wiring has been replaced and more wiring work is still to be done.

Included in the parts obtained from USA are brake discs, undercarriage shock cords, throttle cable, undercarriage bolts and tail wheel springs. The Polyfibre system fabric and dope have been purchased from Peter How.

There is still much work to be done and at this stage no firm date can be given for completion. △

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## *Spring Treasures of Our Unique Airfield Environment*

*Cornelius von der Heyden*

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This spring, when you go to Worcester airfield, take the time to enjoy the result of a classic case of "unintended consequence" – the spring flower display.

The soil of the Breede River flood-plain, on which the airfield is situated, is fertile, easy to till, flat, near water and thus eminently suitable for agriculture - be it crops or livestock. Over the centuries it has been used for this purpose and the results are quite clearly visible today. The original vegetation has been replaced by crops, the animal inhabitants of the floodplain and riverbed have been replaced by livestock and the soil composition is altered due to the use of tilling and fertilizers. The land on which these changes have occurred has however become valuable, as all these practices have led to the land being able to generate an income for its owners.

One area of land in the fertile and flat Breede River floodplain that has escaped this ecological change is our airfield. It was fenced for reasons of safety and this kept out the nomadic livestock you see in other areas of the floodplain. Since its inception as an airfield many dozen years ago it has not been tilled, irrigated, fertilized or compacted by machinery other than the narrow strips we use as runways and taxiways. The result of this non-intervention is that "nature" has been left to its own devices, and I suspect that what we see today on the airfield is what the whole floodplain would have looked like before we changed it so.

Worcester airfield has become a refugeum for a particularly threatened type of floral and faunal

biome. It lies on the interface of both the Cape Fynbos and the Renosterveld type of vegetation. What this means is that it carries an unusually high concentration of species, in fact there are two species that occur probably *no where else in the world but on Worcester airfield*. The one is a drab, prickly shrub that would struggle to win any popularity contest. The other is a bulb that, when it flowers in spring with its delicate blue colours, will convert those who doubt the value of preserving something so fragile yet so useless.

When spring comes yet again to Worcester airfield in all its glory, take the time to enjoy the patches of yellow and white "Katsterte" that flower like candles along the southern border of the winch runway. In the evening when you return from the hangars at the 33 end of the airfield, look for the "Aandblomme". They only present the clean white inside surface of their petals to their insect pollinators for the brief few minutes around sunset. At the launch points you cannot miss the bright orange Gazanias and the scarlet red Gorterias. These flowers use patterns visible only under ultraviolet light to attract their pollinators.

The Western Cape has a plant diversity that is matched only by some tropical jungles, with more plant species on Table Mountain alone than on the entire British Isles. The total number of species on Earth is between 5 and 100 million, an estimate that reveals more about our ignorance of the world than our knowledge of it.

Worcester airfield, with its rare preserve of plants, the insects that depend on them, and the small animals that form a link in the food-chain, is a treasure. △

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## *The Flying Sheep*

*Article supplied by Tom Heaslip*

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Sailplanes, or gliders as most people think of them, are cheaper to run than powered aircraft. It stands to reason, they have no engines to burn up expensive fuel, they are of simple construction, and easy to maintain. The problem is how to get them up into the air at low cost and in the right place at the right time. The best solution is the most

expensive one, tow them along behind a powered aircraft until you find some upward moving air in a

thermal bubble or along a mountain ridge, and allow them to release the rope at the optimum time and place of their choosing.

If finances are limited, and that is the usual story with small gliding clubs, then other means have to be pressed into service. Before the war the Ulster gliding club led by my Uncle Jack and his wife Kaye, used to fly from Magilligan Strand using a powerful

car to launch the sailplanes which could then easily find rising air on the sea cliffs right along the beach. All it took was a few hundred yards of braided wire rope and a clear run for half a mile along the strand. The tide had to be out and the release point was pretty limited but the system worked well at low cost.

Another alternative is to use a winch which winds a wire cable on to a revolving drum, and at the same time it launches a glider up to 1,000 feet or so on an airfield or grass strip. Still used to-day by many clubs in Germany, it works efficiently from Spring to Autumn when thermals can be picked up off the end of the launch.

If you only have an airfield with hard runways the choice is down to aero-towing with an aircraft, or pulling the glider up with a car tow. The height attainable depends mostly on how long the runway is - the longer the better. A winch can also work, but as braided cable is expensive and wears out rapidly if it is pulled over concrete, plain wire has to be used and that fatigues and then breaks.

The Dublin gliding club adopted an ingenious solution which had originated in Germany, the natural home of both sail planes and the clever engineering of Freddy "The Navigator" Heinzl, a leading light in their club. The solution which they developed on the concrete runway at Baldonnal outside Dublin was to use a cheap piano wire that withstood the wear. Then to run it the full length of the runway and found a two foot diameter pulley attached to a heavy stationary vehicle at the upwind end from where the gliders were taking off and landing. The launching car drove back towards the gliders and the wire went like a yo-yo round the pulley. As soon as one launch was completed you just drop an end beside the next glider to be launched, drive back to the far end, hitch up and off again. It was fast and gliders could easily be put up to launch heights of 1,500 feet or more.

The advent of affordable radio transceivers had made accurate tow car speed possible, and the pilot could ask the driver for more or less speed. However it was the car driver who was in control, he was guided by a common or garden 'Salter' weighing scale to read out the cable tension. Accordingly he could drive to give the optimum tension for each type of glider.

The main drawback was that the single strand of piano wire could kink rather easily and when it did it was easily broken at low loads. Provided there were only three or four breaks per day this was tolerable, but even so, the repairs took ten minutes or so and required a special gadget fitted to the side of the tow car to allow a firmly twisted, not knotted, joint to be made. This special joint could not only pass round the yo-yo pulley without snagging, and it

did not wear out rubbing along the runway as had the previous reef knots.

In 1964, urged on by Tom Heaslip, who had given me my first ever glider launch, we decided to adopt this system of launching at Long Kesh airfield. Aided by that redoubtable lady, and gliding enthusiast, Colonel Christie, we obtained a lease on the airfield for gliding purposes from army lands command. Colonel Christie was a tough and down to earth lady who was observed to wear a string vest, and she persuaded the army to let us have the run of the place at the peppercorn rent of only £1 per year.

In 1972 the whole place was built over and became a prison - Her Majesty's Prison the Maze. Those convicted for crimes during "the troubles" were to be locked up there in the now infamous H Blocks. Prods and taigs, freedom fighters and freedom defenders, terrorists and ordinary decent criminals, all ended up imprisoned where we had blithely and peacefully launched and landed our gliders. It presumably then cost more than a pound a year to rent the place.

The first job would be to find a powerful and fast tow car, with automatic transmission. Tom Heaslip, long-standing club enthusiast and I, scanned the papers for something more suitable than our World War Two Humber Desert Scout Car. At last we found it, a magnificent black Cadillac once owned by the film star Diana Dors. It had a five and a half litre engine and a most robust automatic gearbox, and it was sitting in a dealer's yard in Forkhill, twenty yards this side of the Border with the republic of Ireland. Ten years later this was to become 'bandit country' as the PLRA and the British army fought their undeclared war, known merely as 'the troubles'. How Tom talked the dealer into selling it to us for only seventy five pounds I never did discover. I won't forget the job of towing it back to Belfast one black night with sheet ice on the roads, and I don't think Tom will forget it either. He was ready to jump out several times but I wouldn't slow down enough to let him get out.

This was a huge Cadillac weighing all of three tons, so I decided to cut it down and improve the power to weight ratio. After all of the body work behind the front seat was cut off, and we mounted a towing pylon above the rear wheels, built a yo-yo pulley, and were in business. Magic, it all worked and we had fast and plentiful launches at unbeatably low cost.

After a couple of years using the system we had it all down to a fine art. Even Mr. Boomer's sheep who shared the airfield with us were quite accustomed to the tow car haring up and down and kept out of the way.

One day there must have been a new lot of sheep in from the wilds of Donegal, they were notably more skittish. At the start of a launch the wire goes taught at the signals "up slack" and "all out", it then pings as it rubs along the runway, but after about five or six seconds the glider lifts off taking the wire with it into the air, all the wire right down to the pulley at the far end of the runway, three quarters of a mile away. Sheep are not very bright creatures and when startled they jump in the air like a lamb in spring, this is the innate response of all sheep to close up danger, but not much use to counter the hazards found in gliding clubs. Faced with a fine steel wire dangling as it accelerated along the runway and rotating as it unwound the twist from the previous launch, a large un-sheared ewe crossing the runway came up to the wire, hesitated, jumped in the air and the lifting rotating wire, with one of our clever twisted joints in it, caught the woolly firmly by

its' fleece under the belly and twisted it in tight. The wire is all but invisible from the ground so we were treated to the sight of a sheep rocketing skywards with no visible means of support. It took a few moments to alert the control van and to radio 'release' instructions to the glider, so the sheep had reached all of 400 feet by the time the glider let go the wire.

In the west of Ireland when rain falls out of a clear blue sky they say 'The fairies are baking their bread', but there is no Ulster folklore about sheep falling out of a cloudy sky. The roadside onlookers stared in disbelief as the wretched woolly fell, splat. Alas it was another job for nearby Burnhouse, and a wad of notes to Mr. Boomer for what had to be the best-bred ewe in Ulster, and a would-be supreme champion at Balmoral show. △

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### ***Mainly for Tuggies***

*Ari Cotton, Chief tug pilot*

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The Citabria is back in action and was performing well until this last week end, when the mags failed. The Stellair chaps are going out to FAWC to see what has to be done, and to make the necessary repairs. Thanks to Johnny Navarro and company.

Please will all tug pilots note that we have to use a special oil for the initial period. It is **not** the W100

we normally use, but is called "Straight 100" and is not prefixed with anything and contains no additives.

**Very important: There will be a mandatory tug pilots meeting at Stellenbosch Flying Club on Wednesday 31<sup>st</sup> July at 19h00. There will be a fire, bar service, and snacks, so with all these comforts being provided, there's no excuse not to attend.** △

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### ***Harvesting the KK Achieves***

*Quinton Hoole*

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I regularly marvel at the wealth of valuable information contained in this wonderful club newsletter of ours. Who's flown where, how they did it, and some fantastical stories of some magnificent men and women in their flying machines. What the hell is WGS84? All too often I wish to refer back to something I've read in the trusty *KK*, but cannot remember which issue it was in. Other times I simply wonder whether there has ever been an article on a particular subject (possibly before my time, or one that I have forgotten about). Manually trawling through past issues is laborious, and often impractical.

Following some recent enquiries by Peter Wooley and Andre Leeb-du Toit about how best we might produce an index of the *Krautkoerant*, I did a bit of thinking and realized that the solution is a few short mouse clicks away, thanks to the wonderfully effective **Google** web search engine (in fact any search engine you like, but **Google** is my favourite). You see, past editions of the *KK* are available on our web site ([www.cgc.org.za](http://www.cgc.org.za)), and the **Google** software visits all web sites on the internet (including ours) on a regular basis and automatically indexes

what it finds. Anyone can then search through this mega-index of the whole internet by visiting their web site at [www.google.com](http://www.google.com). Not only that, but it's possible to restrict one's search to particular web sites. So I can therefore search for any topic on the CGC web site, including all past issues of the *KK*. What makes this even more useful, is that the results that come back include short excerpts from the articles found, making it really easy to find the article I'm looking for.

Enough of my babbling though - to show you what I'm on about, lets take **Google** for a quick spin. I'm going to see what information exists about my Kestrel glider, which has a long history at the CGC.

Figure 1 (page 9) shows the **Google Advanced Search** web page (go to [www.google.com](http://www.google.com) and then click on "**Advanced Search**"). I've filled in the word "**Kestrel**" in one of the find results boxes, and "**cgc.org.za**" in the "**Only return results from the site or domain**" box.

When I click the "**Google Search**" button, 14 articles are found, each displayed with a short excerpt showing the context within which the word "Kestrel" was found. The first four of these are shown in Figure 2 (page 9). By simply clicking on the relevant link, I can go directly to the article of

interest. Give it a try – I find it most useful, and hope you will too.

Google™ Advanced Search

Advanced Search Tips | All About Google

Find results with **all** of the words  10 results

with the **exact phrase**

with **at least one** of the words

**without** the words

Language Return pages written in

File Format  return results of the file format

Date Return web pages updated in the

Occurrences Return results where my terms occur

Domain  return results from the site or domain   
e.g. google.com, .org [More info](#)

Safe Search  No filtering  Filter using [SafeSearch](#)

Figure 1: The Google Advanced Search page.

[Untitled](#)  
... The **Kestrel** landed after 30 minutes; as Peter called downwind we noted a large number of storks also on downwind into an adjoining field. ...  
[www.cgc.org.za/news/97-01.htm](http://www.cgc.org.za/news/97-01.htm) - 40k - [Cached](#) - [Similar pages](#)

[\[PDF\]From the Chair February 2002](#)  
File Format: PDF/Adobe Acrobat - [View as HTML](#)  
... Dave's news: Adriaan Hepburn is now flying his new LAK17a, Rob Tiffin has acquired an LS6 from the Spreckleys, Quinton Hoole has bought out all the **Kestrel** ...  
[www.cgc.org.za/news/2002-02.pdf](http://www.cgc.org.za/news/2002-02.pdf) - [Similar pages](#)

[KRAUTKOERANT - JULY 2000](#)  
... book! On the acquisitions side, Craig Fussell has just become the proud part-owner of the **Kestrel** ZS-GII. Congratulations! Do ...  
[www.cgc.org.za/news/00-04.htm](http://www.cgc.org.za/news/00-04.htm) - 46k - [Cached](#) - [Similar pages](#)

["Walkabout"](#)  
... of Alison's ASW 19b. Quinton Hoole and Craig Fussell have bought into the **Kestrel** syndicate. SSSA Technical Office: - Jeff Harrison ...  
[www.cgc.org.za/news/00-07.htm](http://www.cgc.org.za/news/00-07.htm) - 101k - [Cached](#) - [Similar pages](#)

[\[PDF\]From the Chair](#)  
File Format: PDF/Adobe Acrobat - [View as HTML](#)  
... The rule that "if it works, don't mess with it" was put to the test recently when the **Kestrel** syndicate decided to remove their instrument panel (who said ...  
[www.cgc.org.za/news/2001-04.pdf](http://www.cgc.org.za/news/2001-04.pdf) - [Similar pages](#)

Figure 2: Google Search Results for "Kestrel".

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## *Financial matters*

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Two points on financial matters from our bookkeeper, Barbara Anderson:

One: When submitting cash claims for work you have done on **aircraft**, you must **state the aircraft registration**. This way the expenditure can be linked to the correct cost centre.

Two: When making direct **electronic payments**, always include an **identification reference** with the deposit which allows the bookkeeper to recognise **from whom the payment comes**. This is the only way in which payments can be credited to your account (so far there are a number of deposits floating in limbo, as there's no way of knowing to whom to credit them). △

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## *Cloudbase*

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The Second Edition of *Cloudbase* – an essential manual for all Cape Gliding Club pilots, is being

reprinted, so all **new members** take note. Your entrance amount covered the cost of this huge book, so make arrangements with André Leeb du Toit (782 2362) now to get your own copy. △

## **Volkslogger<sup>®</sup> Flight Recorders**

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## *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. 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.

**Covers:** Liam Gartland of ELECO in Sandton can make glider covers at competitive prices. Phone 011 608 1924 or 083 654 7779 or e-mail [lgartland@hotmail.com](mailto:lgartland@hotmail.com). He specialises in helicopter canopy covers so knows what he is doing (Jet Ranger R1900.00).

## *Wanted*

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

## *Next Krautkoerant*

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

**Deadline for the October *Krautkoerant* is 25th September .**

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**e-mail [peter.wooley@capetown.gov.za](mailto:peter.wooley@capetown.gov.za)**

**Should any non-member readers wish to receive the KK via e-mail, please contact the editor**



***Dog owners, please co-operate!***