

# *kraut* KOERANT

February 2010

www.cgc.org.za

THE NEWSLETTER OF THE CAPE GLIDING CLUB WORCESTER SOUTH AFRICA

## Growth from Experiment & Change

Peter Farrell

The World Cup aside, there is a lot happening this year and to have it exacerbated by implacable administrative and legal externalities is just one of those things that we have to endure if we want to continue flying. I'm sure running and soccer clubs are a lot more simple environments in which to practice one's sport. I refer of course to RAASA and "Operation Shield". You will have seen in Bob Allison's e-mail that the next phase of Operation Shield has been moved from February to April. This has the benefit of your clearances applied for in April still being valid over the World Cup in June so you won't have to apply twice. RAASA, on the other hand, is upon us. Things are going to change but at this stage we are not sure of all the details, though some things are definitely for the worse. However, there is still time to get a motor glider rating before the new system becomes effective. The message is that you should try to find out as much as possible about RAASA so that you can get your admin in order in plenty of time, to avoid being unintentionally grounded.

Some time ago the club decided to make the Motorfalke the primary tug plane, primarily for the purposes of cutting down on aerotow fees. This objective has now become a reality and even though the Motorfalke had to be fitted with a more powerful engine, it has resulted in towing fees of about 40% less than on the Supercub. The unfortunate consequence is that the performance of the Motorfalke in hot weather is not as good as the Supercub. In addition, there is another downside. If in the long run we had only the Motorfalke for towing, we would lose tug pilots with Supercub ratings, as there are plenty of available motor glider rated tug pilots willing to do the job. The upshot of all this is that we have decided to put MIV back on insurance, at about R2000 pm, at least up until the end of February. In the mean time we are looking at fitting the Motor Falk with a larger oil cooler to ensure that overheating is no longer a problem. However this does not necessarily solve the density altitude problem on a hot day (see Paul's article on Page 4)

but it would make it a viable primary tug in the winter. Unfortunately, the problem of the shortage of Supercub rated tug pilots has still to be solved. Not having been a party to, or a supporter of the original decision, it is nevertheless an experiment that has to be properly worked through if we are going to come to a proper conclusion, or if we want to save on aerotow costs. To simply throw the exercise out of the window at this stage would be to throw away the money that the club spent on upgrading the Motorfalke, and discarding the possibility of lower tugging fees. At this stage we are presented with a challenge but please be assured, we do not want to jeopardize the club's flying activities.

Upgrading of the fleet is underway with the delivery of the ASK13 ZS-GHV and the "almost new" winch which was an unintended consequence of the ASK13 acquisition. We are now in the position where the club is long on two Ka7's and urgently needs to find buyers. The Ka7's are going for R35 000 each or R65 000 for the two together. Please let your friends know. Of course if we could keep them in the club it would be so much better. Then there is the Cirrus which is going for R120 000 with its trailer and standard instrumentation. In the meantime we are looking for an LS4 at a reasonable price. Please keep an eye out.

### *Some dates to remember:*

A **Beginners Course** will take place at the club from the 4 to 8 March. If you know of anyone who is interested they should contact Jon Tapson on 083 301 6991. The **Annual Dinner** has been moved to Friday 12 March and will be held in the Officers Mess at the Ysterplaat Museum. Finally, the **AGM** will be held on the 14 of April at a venue to be advised.

You may have noticed the Draft Club Policy documents have been distributed. The published policies are as close as possible to what can be compiled from old meeting minutes and the collective memory of the present committee.

Please read through these and if you would like to make a formal submission as to why you think some policies should be changed from those published, or if you feel that others should be added, please forward these to Jac Snyman (Club Secretary) before 10 February 2010. The committee will review these submissions and finalise a document for publication before the AGM, where they will be voted on and become Official Club Policy. Please note that any discussions on "cgcdiscuss" relating to the

proposed policies will not be monitored so please make formal submissions.

It was with much sadness that Gerhard Waller passed away on Sunday the 10 January after a long battle with cancer. Gerhard was a long standing member. He was an ever-helpful, optimistic and quiet gentleman, and will be sorely missed by his wife Marianne and family, Rudy his flying partner, and all his gliding mates. Keep flying Gerhard.

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## **Gerhard Waller**

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Our friend and fellow pilot, Gerhard Waller, finally succumbed to the ravages of cancer on Sunday 10 January 2010. Possibly through his positive attitude to everything he did, Gerhard confounded many as he continued to hold out against this creeping sickness for many years. If the world held more people like Gerhard, so unspoiled and devoid of self-seeking "agendas", it would be a better place. Our club is poorer without him.



Gerhard was already an "old hand" when I joined the club in 1987. In those days he used to fly the club's single Astir GJJ as well as the Twin GOK – then moving on the Cirrus GIG, before joining Rudi in partnership of their Ka6CR, Single Astir and Janus.

Being a modest man, not everyone was aware that Gerhard was also an accomplished cross-country pilot. Following one particular out-and-return flight from Worcester to Laingsburg in the single Astir, he told me that this had been his most enjoyable flight. He said that while it was not his longest, he enjoyed being clear of the Worcester mountains, flying free in the wide open spaces of

the Karoo. Gerhard held a Gold C Badge and had also completed the distance leg of his Diamond.

Trained in Germany as a plumber, Gerhard saw to many maintenance and practical matters around the airfield. This contribution relieved him of participation on the DP roster, though it no doubt led to many more non-flying "work" days for him. In this way he was part of that dwindling number of members from the "old school", who regarded the club as something to contribute to, not merely take from.

Apart from gliding, Gerhard was also keen on that typically German game, *kegel* (skittles).

There are certain little things that endear people to one, little things that might not mean anything to someone else, because they are so personal. In this way I will always remember Gerhard's kindness to me as a complete newcomer on the weekend of 8 August 1987 - my first Worcester weekend, in the days when we only camped at Worcester once a month. This was a mark of his generous and kind nature that he continued to manifest throughout the following decades.



**Gerhard (right) with Rudy and their Ka6**

Gerhard Waller, the eternal optimist, always with a friendly greeting, always enthusiastic, always approachable. Gerhard, you were a good person to be around.

P.W.

### Cross Country Achievement

Congratulations go to **Dolf (Dawid) Pretorius** for his superb 1004km flight in the flatlands of the Karoo on 5 January. And to add to the achievement, he was flying an unflapped LS8/18. Well done Dolf - sorting the men from the boys again!

Enjoying some soaring in the "Big Country" at Pokweni, Namibia, was **Errol Drew**, formerly of the Cape Gliding Club and now of the London Gliding Club, flying the Lange factory Antares 20m. Errol's own Antares is now based in England.

Flying opportunities at Worcester during the December to January period were badly utilized this year and members missed some good potential flying. All it takes is a little organization by one or two people to turn this holiday period (in past years known as the Winelands Weeks) into a low-key flying camp. Those who did make the effort to arrange a tug were well rewarded.

Since the start of the new year there have been some credible soaring performances by members, though not all have been posted on the OLC, especially those of **Otto Tönges**, who has been a stealthy but regular flyer. Much of this soaring has been achieved in the difficult circumstances of "blue" days coupled with heavy inversions in the valley.

Another "performer" who deserves a mention is **Jac Snyman** who took his Phoebus A to Renosterhoek and back on Sunday 31 February. A most credit worthy flight.

### Club News

As editor I must apologise for the dearth of club news in this Krautkoerant. You will all have seen our chairman's own newsletter earlier this month,

so here is little point in repeating that here. Except that hangar owners can be happy knowing that their annual levies are now being put to good use in keeping the encroaching vegetation at bay, but not the vegetation around the hangars. That remains an extra.

### Motor Glider Tugging Not Viable at 30°C+

I have to say that initially I was once of the most keen supporters of Motorfalke aerotow and the disposal of the Supercub. But I have to admit I was wrong about this. First hand experience has taught me that aerotow with the Motorfalke simply does not work when the temperature is over 30°C. Apart from other "safety issues" which our Chief Tug Pilot will explain on pages 4 & 5, the main reason the Motorfalke is failing as a tug is due to the engine overheating.

A launch to 2500' MSL over the golf course in the hot, inverted valley does not provide a satisfactory start for a cross-country flight, even if you can eventually scrape away from there after a time-consuming struggle.

This overheating is not merely a problem while towing GOK and heavy ships but applies to ALL SHIPS in hot weather.

It is sad to say, but unless the Motorfalke can be modified to run cooler during hot weather (an issue which is going to take time to resolve), we are going to be forced to use MIV during summer. At this stage, the high expense that goes with using the Supercub will have to be borne by the aerotow pilots, if they wish to partake in any decent cross-country flying. I'm sure other pilots will agree that the Motorfalke tug is proving to be a big disappointment.

### Member News

Paul Roos has resigned.

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## Beginners Gliding Course in March

Jon Tapson

The club will be running a Beginners Gliding Course in March and the organisers would be pleased if members will spread the word to any interested parties. The dates and modes for instruction are as follows:

**Thursday 4 and Friday 5 March** – instruction in the Motorfalke at Worcester.

**Saturday 6 and Sunday 7 March** - winch launching at Worcester.

The cost of the four day course, including flying, temporary club membership and Soaring Society of SA

(SSSA) membership, a copy of the Cloudbase Gliding Manual, breakfast each course day (except Thursday), and supper each course night (except Sunday) all amounts to R3250.00. Lunches are not included and drinks and snacks will be available on a cash basis from the club bar.

Contact person:

Jon Tapson  
021 671 8553 (h)  
021 650 4018 (w)  
083 301 6991 (cell)

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## *Tugging & Density Altitude*

*Paul Bailey, Chief Tug Pilot*

I thought I would put something together regarding tugging and density altitude and highlight the implications of density altitude and the consequences thereof. I have tried to make it for easy reading.

It has been found that a larger percentage of take off accidents in General Aviation have been Density Altitude related, especially here in SA with the highveld altitude and hot days.

The sic(x??)-seat Saratoga that crashed with six people on takeoff from Rand airport in "Black October" 2008 is a case in point. Fully loaded, maximum all up weight with full tanks, but the day was already 30° C at 8am. The aircraft could not climb out. Coupled with that, the turbo charger was not working properly. The DA was calculated at 8400 feet at the time of the accident.

During the last couple of weekends, temperatures have been in 35-41° range at FAWC. Let us take an average of 35° and let us assume pressure altitude at Worcester is in fact 650 feet.

This assumes there is no pressure difference for the day. On most days the pressure would either be higher or lower depending on the QNH for the day. Depending on what the current daily PA (pressure altitude) is, it could either improve the density altitude, or WORSEN it. In most cases it would worsen our example.

From calculations, the DA for this day would be:

$$\begin{aligned} \text{DA} &= \text{PA} + (120 \times (\text{OAT} - \text{ISA\_temperature})) \\ &= 650 + (120 \times (35-15)) \\ &= 3050 \text{ feet @ } 35^\circ \end{aligned}$$

Last Sunday, @ 41°, DA went up to 3700 feet.

So what this tells us is that at 35° at FAWC, the outside temperature influences the flying conditions as if we were flying at 3100 feet.

**I pulled out the 912ULS (100HP) Rotax performance charts and plotted the DA on the chart for our example. Performance graphs normally have the power output on the Y-axis, and altitude on the X axis, and all piston engines will show a decrease in power/performance for an increase in altitude.**

From this graph the following are plotted and found:

- **For 35°, the power performance of 50kw @ 3100 DA**
- **For 41°, the power performance of 46kw @ 41deg and 3700 DA.**

Now, referring to the maximum ratings at different RPM settings for the ROTAX, takeoff power is rated at 73.5kW at sea level, standard conditions.

To summarize

- **The ROTAX loses 32% of its power BEFORE it has even taken off at 35° DA.**
- **The ROTAX loses 40% of its power BEFORE it has even taken off at 41° DA.**

And to take the same example for MIV, our Super Cub, the results are as follows, with max power output of **135kw** or 180 HP:

- **For 35°, the power performance of 120kw @ 3100 DA**
- **For 41°, the power performance of 115kw @ 41° and 3700 DA**
- **The SUPERCUB loses 12% of its power BEFORE it has even taken off at 35deg DA.**
- **The SUPERCUB loses 15% of its power BEFORE it has even taken off at 41deg DA.**

*At Vic West (QNH = 4500ft), the DA on a 41° day is 8400ft, which gives us a loss of 35% power on takeoff in MIV.*

But that's not all

Let's start with the basic lift formula:

$$\text{LIFT} = \text{CL} \frac{1}{2} \rho V^2 S$$

CL = Coefficient of Lift. This represents: the Angle of Attack of the aerofoil and the shape of the aerofoil, and for the purpose of our example, let us assume it is a fixed angle of attack, i.e.: climbing.

$\rho$  = The density of the air, **N.B. critical in our discussions**  
 $V^2$  = The velocity (speed) of the aircraft  
 $S$  = The wing area

In the formula, the wing area  $S$  does not change, and let us assume speed is constant (e.g. 130kph for GOK).

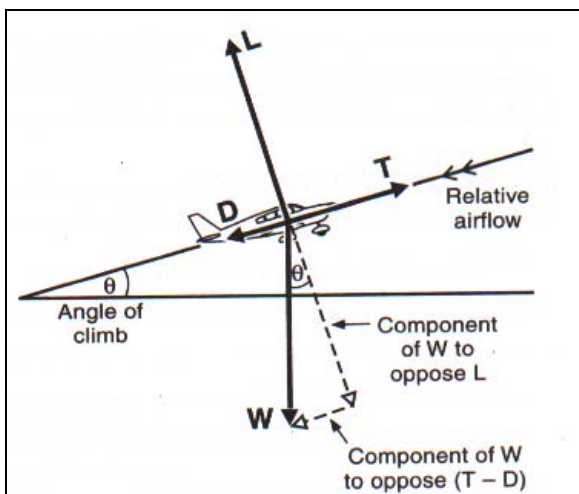
The only things that influences lift in the formula are  $\rho$  (air density) and  $CL$ , i.e. Angle of Attack. So in order to keep LIFT constant, either  $CL$  or  $\rho$  must change against each other.

In other words, if air gets less dense, i.e. density altitude, you need to increase Angle of Attack to keep same amount of lift for a positive climb. Another way to increase lift is to speed up, but bear in mind that we are already at full throttle, so this would not help us.

Let us assume we are climbing at the critical stage after takeoff, i.e. the height between lift off, and the telephone poles on runway 33 ends at the road.

We have just taken off, and find we are not climbing. We cannot increase speed as we are already at full throttle. We need to clear the 50ft obstacle (poles) but we are not even doing 50ft/min. One way to attempt this is to increase the angle of attack. Unfortunately, we are so heavy with the glider/tug combination that it influences our lift to weight ratio. We have also forgotten that increase in weight also increases our stall speed.

Although we might be doing 130kph, we are living on false hopes, as we are teetering just above the stall. At some point all our options run out.



In the figure of a climb (above), thrust  $T$  is always larger than drag  $D$  (that's what the engine is there for) but lift  $L$  is always LESS than weight  $W$ . This is due to the small horizontal component of weight

induced by the angle of the aircraft. This adds to the drag component, which means you need more thrust (i.e. power) in a climb to maintain Lift, than a straight and level.

Now comes the crux, the more weight you have, the less the lift component, so the more thrust you need to maintain a positive rate of climb.

Going back to the performance graph, we only have 50kw (32% LESS power) to start off with. This 50kw needs to get GZF, plus a glider, into the air and have enough power to maintain a **POSITIVE** rate of climb at the requested speed for the combination.

All aircraft are rated according to their **Absolute Altitude**, and by definition, this absolute altitude occurs where the aircraft CANNOT maintain a 100ft/min climb rate. So we might be in a situation where the ROTAX/SUPERCUB has already reached its absolute altitude by the time it has taken off.

And lastly, I'm not even going to bring in the phenomenon of ground effect that can add a false sense of security on takeoff. In a nutshell, once you are out of ground effect, you either need a larger angle of attack, a higher speed to maintain the same rate of climb, or to generate the same amount of lift, as that which you had in ground effect.

For those still not convinced, check out this these density altitude accidents on "youtube".

<http://www.youtube.com/watch?v=gOaAZ1i2gNA> and  
<http://www.youtube.com/watch?v=ZWC2XJYgcJU>

which occurred in the mountains of Colombia, DA, and at maximum all up weight. In this case it was a commercial pilot, so it can happen to anyone.

***In conclusion, you can see that for any engine aircraft, which includes motor gliders and self launches, the effect of temperature and airfield elevation plays a significant role in the performance of the aero engine. Do not be fooled into a false sense of security on hot days. Work out density altitude, get hold of your engine performance curve and check that you have enough power to take off and maintain 100ft/min. If you can clear all this, then you are OK.***

Welcome back to home, work and club to all those who have been away. The panel has had a recent meeting and has reviewed the flying and events of last year and wishes to put some plans in place to keep your flying interesting fun and above all safe.

Some early planning is already in effect for the year and anyone who has ideas and who would like to help with planning please contact Mike (or any other panel member).

Current plans include:-

- 1) Easter Weekend – we would like to see activities around the long weekend include flying as well as and some social activity at the club. The weather is not always reliable at Easter so we are suggesting staying at Worcester and building up a fun weekend.
- 2) We missed out on a Swellendam camp last year because of problems at Swellendam. We would like to return there for a camp during 2010 and possibly around the September long weekend would be suitable. We would like this camp to cater for the less experienced pilots as well as those who wish to fly cross country.
- 3) Victoria West – late November early December – dates to be decided. This camp will be repeated and hopefully will provide as much fun and enjoyment as last time. It is much too far ahead to look at details now.

- 4) The Worcester Week – this was a real success with lots of flying achieved and a really good vibe. We will be doing this again.
- 5) We are also considering some more cross-country flying training – this might include “lead and follow” exercises and dual cross country flights in the Twin - watch this space.
- 6) For the new comers we are planning an ab initio training course. This will include two “Falke” days on a Thursday and Friday and two winch days on the Saturday and Sunday. The dates are already rostered – winch days 4 & 5 March and winch days Saturday and Sunday 6 & 7 March. It will be a fully catered course. We will be sending out some posters but please pass this information to your friends. Winch teams and members will be needed to help introduce and establish the new comers in our sport.

Camps and away events cannot happen continuously and are time consuming. We would therefore like to include in our planning some “in town” evening activities to include a safety presentation followed by a met presentation by an outside expert. A further evening (or more) to present cross country films or videos and talks on cross country soaring is also being considered.

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## *Safety Corner*

*Ari Cotton*

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### **New Position of the Start Wagon**

On winching days the start wagon is now placed on the far side of the winch runway. This was changed so that the Lights Operator has full view of the main runway, the approaches, as well as the glider being launched. There are new sign boards that have been made and are stored in the start wagon which warn people that it is an active winch runway and that care must be taken. Please pack the signs back into the start wagon at the end of the day. During the morning briefings please remind pilots and crew that nobody may drive across the winch-launching area and that the sign boards are strategically placed to warn visitors and the uninitiated about this.

### **Radios**

This past Sunday all of the radios in all of the club gliders were behaving badly. I think that either all of the batteries are tired or else there may be something wrong with the clubs charger. Anyway, please check the radios carefully during the DI before leaving the hanger area and let us try get to the bottom of this quickly.

### **Weak Links**

The Cirrus was launched by a visiting pilot and the weak link broke near the top of his launch, which was very good because they changed to the correct weak link before his flight. This prevents over-stressing the glider. I will be pasting a laminated document onto the start wagon listing the correct weak links for each of our gliders shortly.

**COMPETITIONS**

Thanks extended to Klaas Goudriaan and his team of helpers for a successful SA Nationals. Results:

**Open**

1. O Goudriaan (Potch)
2. N Luebben/H Martin (Germany)
3. L Goudriaan (Goldfields)

**15m**

- A Bester (EP)
- D Bradley (MGC)
- D Bradley Jnr (MGC)

**Club**

- J Cross (MGC)
- M Attwell (MGC)
- AP Kotze (Potch)

**FINANCIAL**

Fees for SSSA and Aero Club for 2010 are R920.00. Invoices have been posted to the Club Treasurers.

**SOARING MAGAZINE**

Deadline for contributions to the 1<sup>st</sup> issue of 2010 is 15 February. All contributions should be sent direct to the Editor, Rod Mortimer – [rod@spinmet.co.za](mailto:rod@spinmet.co.za). Thanks to Rod for all the work involved with the magazine. Well done.

If you have not been receiving your issue, please ensure we have your correct postal address – email: [bobcar@global.co.za](mailto:bobcar@global.co.za)

**DOCUMENTATION**

**Licensing/ATF Office details – please remember:**

- P.O. Box 550, La Montagne, 0184, email: [ka3@mweb.co.za](mailto:ka3@mweb.co.za), Cell: Erica Ashman 083.590.6824, fax 012.803.2146 - preferably scan & email documentation if possible. Please ensure all documentation is fully completed, and state what it is that is being applied for.
- W.i.e. the cost of the first-time GPL will increase to R180.00. However all subsequent renewals, updates of medical, etc. will be provided free of charge.
- **100% Compliance** in all aspects of the requirements of the law is essential. Please note the following documents **MUST** be in the cockpit of all gliders/motor gliders:
  - **Weight & Balance - this should not be more than 5 years old**
  - **ATF (authority to fly);**
  - **Certificate of Registration;**
  - **Aircraft Radio Licence or receipt of payment;**
  - **an aeronautical map**
  - **1<sup>st</sup> aid kit – PLEASE NOTE THIS SHOULD BE SEALED**

All documents should be the original or alternatively certified copies.

- All pilots should also be carrying their GPL ensuring the validity and currency of both the licence and the medical. Student pilots should carry their training card.
- Instructor's brevets should also be updated bi-annually.
- All clubs are asked to ensure that a copy of the SSSA Manual of Procedures (MoP) is available at the airfield.
- All documentation on the SSSA website has been updated, addresses, etc. corrected – so please use the updated documents, rather than old forms. For ATF forms – these are downloadable, and those

with motors – please use the correct form for VW engine, TMG or pop-up motor.

**SAFETY**

All clubs are reminded that their bi-annual Safety Audit should reach Mr. Murray before the SSSA AGM's on 28 August. The updated Safety Audit Forms are now available on the website [www.sssa.org.za](http://www.sssa.org.za) (thanks to Bruce/Mathilde), and once completed should please be emailed to: [stevemur@iafrica.com](mailto:stevemur@iafrica.com) or posted to: Mr. S. R. Murray, P.O. Box 411072, Craighall, 2024.

N.B. do not use fax as this has been disconnected due to house move.

All clubs should note that their Safety Officer/s should be attending the bi-annual Safety Meeting to be held at Orient on Sat. 15 May. Please advise Steve Murray timeously so that appropriate catering can be arranged. Indemnity Forms used by clubs – it is recommended that these forms should include the contact details of the person having an Air Experience flight, as well as contact details for either 'next of kin' or a family friend.

**TECHNICAL**

APs (Approved Persons) need to re-apply for their AP status so that SSSA has a fuller record of their qualifications.

Any technical issues should be communicated to Peter Ashman email: [audpet@worldonline.co.za](mailto:audpet@worldonline.co.za) or 083.262.2084

Remember the Weight & Balance of your aircraft should be done at least every 5 years.

**MARKETING**

Clubs are reminded that there is a budget for the promotion of gliding in an effort to encourage new members and/or promote existing promising up-and-coming pilots within your club.

**AIRSPACE ISSUES**

"Operation Shield" exercise planned for February has now been postponed until April. Bob Allison will be meeting with Col. De Villiers in the near future and will report back about procedures that all clubs/pilots will be required to follow during the run up exercises and during the FIFA World Cup. For any airspace issues please contact Bob via email: [Bob@cy.co.za](mailto:Bob@cy.co.za)

**OTHER**

A new General Manager of Aero Club, Kevin Storey, has been appointed to replace Neil de Lange who has moved to RAASA.

CAA has granted the SSSA Aviation Training Organisation (ATO) status in respect of Glider Pilot Licencing, Aerotow Launch Rating, Winch Launch Rating, Touring Motor Glider Rating & Glider Instructor Rating.

It is with sadness that I have to report the death of one of our past members. Gunter Schwarz died on Wednesday 27 January from complications following on a heart bypass operation.

Gunter was an instructor at our club back in the 1990's. An electrical engineer by profession, he was factory engineer managing the Hoecht fibre production complex, situated near Killarney race track. He joined our club round about October 1986, going through the usual ab-initio training at Fisantekraal before graduating onto the club's wooden single seater, a Ka6e ZS-GFE, in May 1987, later moving on to the Single Astir GJJ, before buying his own glider.

Such was Gunter's enthusiasm for his sport that he was selected for the instructor's course run by John Ellis at Worcester in Easter 1988, and remained one of the most enthusiastic members of the instructor's roster until leaving the club.

A gliding mishap he was involved in bears repeating: After getting caught short for lift in the Ka6e one day near Nuy, Gunter had an interesting experience, as he brought the glider down to a landing in a potato field. He told me himself that as the glider was about to come to a standstill, he was just congratulating himself on such a well handled outlanding. But just as the wing dropped and caught, there was a terrible crunching of plywood, as the whole fuselage virtually disintegrated around him. The reason – faulty old glue joints, much of the weakness caused by years of leaking battery acid in the centre section where the wings attach. A good thing it didn't happen in rough air! Interestingly enough, Rudi Schurkes went on to rebuild this glider some years later, before he joined our club.

Gunter bought an immaculate ASW20FP (French Production) ZS-GRW in partnership with Ken Urquhart and Dave Jones, after which they became known as "The Three

Musketeers". I remember the incredulous remarks of one of the instructors, Dudley Parry, at the time, because they had paid the huge sum of R55 000.00 for the glider, and that "it even has a computer on board!" Both Ken and Dave sold out of the syndicate but Gunter continued to fly the glider for some years, earning his Silver distance at a club camp held at Calvinia.

Gunter was responsible for building one of the T-hangars at Worcester, which at the time was only the second private glider hangar there. Incidentally, he also built one of the first of the set of six small wooden huts at Worcester. Being a fastidious engineer, it was the only one built with three roof beams instead of the standard single beam.

If I would remember Gunter for any particular attributes, I would remember him as being a straight talker and a hard worker. He was nearly always involved when club gliders needed repair and maintenance work, and was a "hands-on" project leader when the ASK13 was completely refurbished in 1988. He was instrumental in fitting the disc brake to the ASK13. Apart from assembling his wooden hut himself, he physically built the steel double carport where Rob Kakebeeke now parks his cars, and did much more on the maintenance side.

Gunter left us when he retired and moved to a house he built in Yzerfontein. Finding this too quiet after having spent such a busy life up till then, he moved to Kenhardt in the middle of Bushmanland in Northern Cape, where he operated Ouma Miemies Coffee Shop and a guest house.

Our condolences go to Christine and his children Heike and Dieter (now an airline pilot operating out of West Africa).

I doubt I have ever rigged my glider without fondly remembering Gunter's voice asking "*vere is ze grease?*" I certainly will never forget him.



A scene from one of the “last suppers” at Baragwanath, circa 1983. Left to right: Yvonne Leeman, Tim Biggs, Joan Biggs, Candy Hultberg, Grenville Dunbar, Gigi Dunbar, Ingo Losch and Ian Dunbar.

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### KK Smalls

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**1: DG505-20W** self launcher – half share. Similar to DG500M-22, but later 20m model with winglets for crisp handling. Owner moving to Cape Town and will be based at Worcester. Only nine hours engine time. Everything is in as new condition. Anschau trailer and is very well equipped. **R625,000**. Peter How 083 265 0581 or e-mail [afriair@mweb.co.za](mailto:afriair@mweb.co.za)



**2: Nimbus 2**



ZS-TIM (photo by Adriaan Hepburn). 1971, S/N 15. Wingspan 20.3m. Best L/D 47.5. Last AI Feb 2009. TT 3790hrs, 1361 launches. Refurbished cockpit with carbon fiber panel and leather trim. New Microair transceiver M760, new Microair Transponder T2000SFL with altitude encoder, new Borgelt B500 flight computer with PDA and SeeYou software, new Flarm. ASI, 2x altimeters, batteries, oxygen system, and parachute. Recently fitted removable winglets, new Mylar seals and wingtip runner wheels. Trailer recently refurbished with RWC and new tyres. **R250 000.00** ex VAT neg. All realistic offers considered. Contact Trevor Johnson at 083 627 5523 [trevor\\_johnson1@absamail.co.za](mailto:trevor_johnson1@absamail.co.za)

**2: Ka7 (choice of two)**. ZS-GUZ and ZS-GUU complete with trailers. Fair condition. **R35 000 each or R70 000** for both.

**3: Standard Cirrus**. ZS-GIG with closed trailer, full set of instruments and Flarm. **R120 000**. Transponder on separate offer.

**4: Hut at FAWC**. The committee has agreed that the “Levitt Hut” next to the clubhouse should be put up for sale as the owners have been inactive for some time. Serious **offers** will be considered. **For items 2-4 contact Peter Farrell 083 226 8740**. We also request that if anybody has contact details for the **Levitts** to please forward them to Peter Farrell or the Club Secretary, Jac Snyman at e-mail [jac.snyman@gmail.com](mailto:jac.snyman@gmail.com)

**5: Altimeter**, imperial (foot). 20 000', Chinese manufacture, not 100% accurate. **R400.00**. Contact KK Editor.

**6: Hut for rent** at Worcester Airfield. Has water, lights, shower/basin plus kitchenette. Contact Paul Bailey 083 391 5502 or [paul@cirrus.co.za](mailto:paul@cirrus.co.za)

**7: Engine**. Rotax 912A 80HP engine. 23 hours TBO.

**8: Propeller**. Hoffman HO11A MM165-130

**9: Engine mount** for Rotax 912/Scheibe Rotax Falke SF25. For items 7-9, any reasonable offer to Peter Farrel (as above).

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***The Editor thanks Susan Walker, Mike Pascoe, Alison Navarro, Jon Tapson, Paul Bailey, Ari Cotton, Peter Farrell and Carol Clifford for their contributions to this edition.***

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