

Kraut KOERANT

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www.cgc.org.za

THE NEWSLETTER OF THE CAPE GLIDING CLUB WORCESTER SOUTH AFRICA

Where to from Here?

Peter Farrel, Chairman CGC



On Wednesday 30 September I attended a special Committee Meeting where I was co-opted by the committee members as Chairman of CGC. Firstly, my thanks and appreciation to the committee for entrusting the portfolio to me and secondly thanks to all those who have offered me their support.

In addition to Ed's resignation both Dave Morley and Jacques du Toit have resigned due to work commitments. We now need to co-opt two new committee members, one being responsible for the Website and PR, the other being responsible for the accounting function. If any of you are interested or have any suggestions please let me or anyone else on the committee know soonest.

The primary function of the committee is to offer a stable and reliable management platform for the club so that the members can go about their flying activities in the safest and most enjoyable environment possible. Obviously, longevity of the club and affordability rank high on the agenda, however, I don't think that these objects alone are sufficient for any club to operate on.

My father always said "if you don't grow you die". Even though over the last 10 years the club membership has not grown that much, the club has seen significant growth. CGC has changed from an essentially club owned fleet to a largely privately/syndicate owned fleet with in excess of 40 gliders. The growth of the syndicate fleet was never an objective of the club but happened anyway. On the other hand, there have been specific growth objectives and strategies that have at times failed to produce results or did not always work as expected, an instance of which is the necessity to increase the number of students. We have been running our winch operation for many years now, but only recently has it established itself as the major medium for training new glider

pilots and has probably been the major contributor to the comparatively recent increase in students. New students are an essential part of the lifeblood of the club.

Having flown in away camps and competitions for the past 20 years, I have always been of the opinion that away camps are also an essential part of the lifeblood of our club. The recent return of Mike Pascoe to the position of CFI will again establish "away camps" as being an annual tradition for many club members and grow them into competent competition pilots. Camps are a lot of fun and do an excellent job of advancing ones flying skills. They are an absolute must for any pilot wanting to spread their wings.

Another essential ingredient of any gliding club operation is the club fleet. Without it there is no training and there is no progression from solo to syndicate or competition pilot. In the past we have lost many students, soon after they have been cleared solo, because of the lack of a suitable stepping stone to graduate onto. We have had an assortment of glass single seaters like the single Astir and Cirrus and of course the old trusted steed, the Twin Astir. While I believe that the glass fleet is jaded to say the least, upgrading the club fleet is an expensive affair and having committed to the initial capital outlay there are the ongoing insurance and maintenance costs to be considered. In recent years the glass fleet has been underutilised, probably because of the lack of sufficient numbers of students working their way up the ranks. I think it is imperative that we set ourselves the objective of upgrading the glass fleet and putting a strategy in place to achieve that objective. The tenureship of one chairman is probably too short a period to achieve significant progress towards that objective, but a strategy can at least be put into motion.

Another growth point in the club that has been ignored for years in spite of the obvious demand is the development of the club as an international

away camp site. Two years ago Dick Bradley's "Soaring Safaris" came down to CGC for two weeks with a number of clients. Dick has decided not to return on an annual basis for a number of reasons, but most of the visiting pilots whom I spoke to were very keen to return regularly. In addition, there are a number of German pilots who make the annual sojourn to Worcester to make use of the stunning soaring conditions we have, arguably one of the best "club" soaring sites in the world.

On the domestic side Sven will this year be running a "training camp" for the national team in December and for anyone else who wants to attend. Of course there is Alison's annual, low-key, Winelands Week over Christmas and New Year which has been going for some time. There is also the Blade Runner competition run by Alan O'Regan. These all require huge efforts by a small number of people. It is my personal view that there is huge growth to be gained from consolidating all these "competitions" into one camp or competition, or both, covering a week or

maybe two weeks at some time towards the end of the year. In addition, this should be an opportunity to run a seven-day operation with international visitors as a revenue generating exercise. Of course this will have to be strategized with all role players to determine a possible suitable outcome, if any.

While growth is only a possible objective that will have to be teased out in strategy meetings with the idea of coming out with some workable strategies, we still have to attend to the day-to-day running of the club. Here we rely on many unsung heroes, many of whom have no official "office" within the club, but who commit a significant amount of time to their chosen tasks – thanks to all of you. To everyone who helped with the maintenance day last weekend, my sincere thanks. I understand that it was very successful and there was great camaraderie and the potjie was a success too. Thanks so much to Andrew and Wally for organising.

Winch Launch Failures – Mixing up the Levers

Article provided by Ari Cotton

There have been two recent accidents which resulted from incorrect control operation by the pilots following winch-launch failure.

In the first, a low-level launch failure. The pilot lowered the nose of his K.7 glider correctly but then pulled the airbrake lever instead of the release knob. The glider landed heavily and was found subsequently to have minor damage to one fuselage frame. The pilot was unhurt.

The second accident was more serious; the pilot of a K.13 at first responded correctly to a launch failure at some 200ft. by lowering the glider's nose, pulling the cable release and choosing to 'go ahead' and land further up the airfield. However, he then mistakenly pulled on the cable release again instead of opening the airbrakes. In trying to remain within the airfield boundary, he eventually hit the ground in an inadvertent sideslip near the upwind end of the field. The glider was very badly damaged, in fact a write-off, but the pilot escaped with little more than scratched legs - a very lucky man!

So there you have it - in one case the pilot operated the airbrake lever instead of the cable

release and in the other the cable release was operated instead of the airbrake lever. Most Instructors will have experienced the problem (usually 'recovered' quickly) of the P2 grasping the wrong control at a critical moment – a favourite is trying to release the cable at the top of a winch launch by opening the airbrakes! In a slightly different context, another one is trying to use airbrakes on the approach by operating the undercarriage lever!

These problems of 'selection' invariably happen when the pilot is experiencing stress levels which are temporarily higher than normal and there is no simple solution. The arguments about the pilot, on a winch launch, holding or touching or not touching the cable release have been and will continue to be hotly debated but the safest means of minimising the risk of such accidents surely lies with training, practice and concentration. **Training** pilots to understand and recognise the problems of wrong control selection. **Practice** in winch launch failures so that they are not a surprise when they occur and emphasising that total **concentration** from the commencement of each launch is essential to enable any launch failure to be dealt with competently and safely.

RAASA

Since the SSSA AGM you are probably wondering what the SSSA Exco has done about the letter from the SACAA Commissioner about gliding having to fall under RAASA. At a recent special meeting of the SSSA Exco a sub-committee was formed comprising Dave Mortimer, Dick Bradley and Keith Ashman. These gentlemen are tasked with dealing with the issues, implications, and the way forward. They are working hard and the various SA clubs will be advised of their progress, by which time the committee will have a better idea of how SSSA will integrate into RAASA

Tugging

Paul Troskie has stepped down from the highly responsible but thankless job of chief tug pilot. On behalf of the members, especially the aerotow pilots like myself, a big vote of thanks to you, Paul. Another Paul, this time **Paul Bailey**, is the new chief tug pilot.

Also to do with tugging, we now have our first "GPL-tug pilot", **Andre Leeb du Toit**. Congratulations Andre, I hope you are the beginning of many GPL-tug ratings to come. This will eventually make it possible to dispense with the need for PPL-tuggies altogether, and also dispense with our ridiculously expensive Supercub.

Soaring Then and Now

Bill Teague, our ex-South African gliding enthusiast in Canada, has written to say that the unusual dive brake arrangement on the Kronfelt Austria (see Mike Pasoe's article in the September KK) is basically the same as on the ultimate glider, the Space Shuttle! So nothing is new. He also mentions an enthusiast glider pilot he knew in England called Hugo Trotter who, in the 1950's, started a social club in London called the "Kronfeld Club", formed in honour and memory of Robert Kronfeld. Hugo was instrumental in establishing the Guild of Aviation Artists which still exists, although sadly the club folded a long time ago.

Bill says that **Victoria West** is an ideal venue for Mike Pascoe to stage a gliding camp as soaring in that region can be very good. In the December 1963-January 1964 SA Nationals at Kimberley, the task on 8 January was an out and return to Victoria West. As Bill had a late start time, he opted to turn at Merriman instead, making it all the way back for his longest cross country flight (which equaled the then world record). This was

360 MILES (580km), flight time 7 hours 30 minutes, maximum height 17,300', with a 30 minute final glider in completely still air. Nail biting stuff. Meanwhile, Bill's friend Bomber Jackson made it all the way to Victoria West and back to Kimberley, thereby breaking the world record that same day. Bomber had seen Bill returning, unaware that he had turned short of Vic West at Merriman, so was determined to make it back to Kimberley, thus spurring him on to such high speed. Bill was flying his Schweizer 1-23H (Sno Goose) and Bomber was flying his Standard Austria.

Other amazing flights of that 1963 camp for a 1:26 l/d performance glider were:

Kimberley-Dealsville-Christiana at 50MPH (80kph)!

Kimberley-Bloemhof out-and-return at 52mph (83kph), 22 000', in cloud. That's over 80kph average - how many pilots can't equal that in their 40:1+ ships? These guys were true "racing pilots" by any standards.



Bill Teague and his Schweizer 1-23H Sno Goose

All the club ships are racing jobs compared to these old glider designs – just imagine what can be achieved if you put your mind and skills into your soaring!

Tow Ropes

The club's Safety Officer has something to say about tow ropes further on in this KK. This comes after a tow rope was discovered which was on the verge of failing. It turned out that this tow rope had been snagged on a fence by a tuggie, but knowing this does not alter the fact that it was with the other ropes, available for use, so it could well have become the cause of a crash if it broke while towing at low level. There are designated responsible persons and procedures for checking

tow ropes. These procedures, it has emerged, are not always being carried out.

Membership

Hendrik Schloeman has joined the club – welcome Hendrik. Kelvin Holmwood has resigned.

For the first time in the history of the CGC (as far as I know), the chairman has resigned after only a few months in the position. Peter Farrel has been asked to step in and assume these responsibilities. A letter from the secretary with regard to this appears on Page 8 of this KK.

Best wishes go to **Herbie Oberhofer** who is recovering from a recent stroke. Let's hope

Herbie returns to his regular Saturday Worcester routine soon.

Herbie, Rudi and others recently visited **Gerhard Waller** who is not well right now, though I'm told he is his usual positive self. Keep your spirits up Gerhard, we miss your cheerful face at Worcester. We are thinking of you.

Certain recent events have emphasised for me how fragile life is and how *temporary* we are as individuals. This leads me to consider the days when I could have been soaring in my glider, but have been too lethargic to drive to Worcester. I am reminded that life does not go on forever, maybe not even beyond this actual hour, so whatever it is you want to do, do it now while you are still able.

CFI Corner

Mike Pascoe

Licenses & Paperwork

There has been a flurry of activity with regard to up dating pilot's paperwork and licenses. The Glider Pilot License (GPL) is an essential requirement for pilots wishing to fly away from the airfield. The only alternative is to fly on a "Student Pilot Licence". This only allows you to fly as authorized by the Duty Instructor on each flying day. Remember that you must carry your license with you when you fly.

In the event of an accident or incident one of the first questions asked will be "do you have a license?" If you are flying without a license – i.e. you have allowed it to lapse, many difficulties may ensue, including repudiation of any insurance claims that could arise. Apart from this, our sport is always under threat by commercial and other aviation interests and if we do not toe the administrative line, gliding as a whole can loose a great deal. So please comply with these requirements.

All pilots flying at CGC are requested to sign the daily flight sheet. Your signature on this sheet is to certify that you have all the necessary paperwork and that it is current and valid. The Duty Officer is entitled to stop you launching if you have not signed the form!

All of this may well change for the worse soon – negotiations are under way at present.

Whatever happens, remember that keeping your license current and valid is **your responsibility**. All the reminders and comments from the CFI and

Flying Panel are just that – reminders. **The responsibility is yours.**

The planned camp at Swellendam fell through because of local (Swellendam) problems and the hastily planned "Swellies at Woester" camp sort of spluttered along with difficult weather and poor support. There were a few interesting flights and those who bothered to fly enjoyed some ridge and wave and had some flying fun. The potjie that was scheduled for Saturday evening was postponed to the evening of the maintenance day.

Vic West Camp on Track

We have 10 names for camp flying. Still no takers for the Cirrus – come on guys. Tug pilots are arranged, visitors are coming from the EP Gliding Club, and generally all looks set for a fun camp. The dates are 28 November to 6 December. Any interested persons please contact me.

Sven is organizing a week of Worcester flying between 12 and 19 December. Bear this in mind when thinking of the year-end holidays and consider joining for a few days at least. If you are interested or have any questions contact Sven. Members of other clubs are very welcome indeed.

In case you have forgotten the requirements for getting a GPL, these are as follows:

- 1) A minimum age of 16 years.
- 2) A minimum of 40 launches including 20 solo flights and 10 launches per launch method. Six hours of solo flight which must include at least one flight of two hours or longer.

- 3) A Radio License – restricted RT license at least.
- 4) A Medical Certificate– a minimum of a Class IV which must be obtained before the first solo.
- 5) Passed theoretical examinations covering Rules and Regulations (“Air Law”), Aerodynamics, Meteorology, Instruments, Cross Country Flight, and Airmanship & General.
- 6) All exercises on the “Blue Card” student license must be duly completed and signed off.
- 7) Passed a GPL flight test as per the form.
- 8) Made and obtained a CFI-signed application and paid the initial fee of R180.00 (currently) and provided two passport photos, preferably in colour.
- 9) Once you have a license, all you require to renew it is a flight test – then the same dreaded form and medical examination up to date, and the application signed by the CFI. There is no additional fee for this.

You – A Tuggie?

So you have always had that urge to be a “tuggie”? If you are a GPL pilot – (that is a holder of a TMGPL) and are cleared to fly the Rotax Falke, satisfying that mad urge has now become a possibility. However, there are a number of criteria that you will have to meet if you wish to start tugging with the Falke. These requirements are set out below along with advice on how to get the rating.

The CGC MG Tugging Requirements are:

- Meet insurance requirement of a minimum of 250 hours PIC.
- As per SSSA, a minimum of 100 hours on type or similar, to include at least five hours on the Falke.
- Checked as Tug Pilot by the Flying Panel designated senior CGC Tug

Pilot(s). These currently are Paul Bailey and Ari Cotton.

- Passed a theory test as well as a flight test.
- Currency: Tug Pilots must be in current flying practice.
- The rating *per se* does not ensure you a place on the roster.

- *Notes:*

- The Pilot in command requirement is a “combined total PIC time.” This could include pure gliders, self launch gliders, PPL time, etc.
- The second requirement of “on type or similar”: “similar” is taken to mean Falke in any format, “tail dragger” TMGs such as Grob 109, Lambada, Whisper and others that meet this description. PPL time on “tail dragger aircraft”.
- **Only** Paul and Ari may sign off these tugging conversions.
- If anyone wishes to obtain this rating, please talk to Paul or Ari, or to me.

On The day at the Airfield

This is a reminder of a few important points that that will ensure a safe operation and that you all should already be aware of:

- The Duty Instructor is in charge on the airfield on the day. He is assisted by the other duty instructor(s) and by the Duty Pilot, who is his ears, eyes and hands on the ground. The Duty Instructor is charged with ensuring the operation is safely run. Everybody is to accept his decisions.
- The Tug Pilot is in charge of the tug. His/her decision as to whether to fly or not is final. Everyone should accept this decision and not try to “twist the tuggies arm” to get him/her to fly when they are unhappy with conditions.

Important Notice to Tug Pilots

Ari Cotton

It is the duty of the Tug Pilot to check the quality and integrity of the tow rope they use.

In doing this, you should take a walk along the whole length of the rope, inspecting it by hand, paying particular attention to the

joins at each end, the rings and below the hose-pipe.

Communicate damaged or worn-out ropes to others by cutting off the end of the rope, AND also please inform the Rope Master, Jerry Betbeder, so he can arrange repairs or replacement.

At the SSSA's AGM in August, Dave Mortimer read out a letter from the Commissioner of SACAA. He has stated that SSSA must fall under RAASA's oversight and certain of its administration. Various meetings have been held and all that needs to be done and the many details are still being discussed. The current ARO's expiry date is 22 Feb. 2010, after which oversight of SSSA will be carried out by RAASA rather than SACAA. Agreement has been reached between SACAA, RAASA and SSSA that existing current and valid licences, ATFs, Instructors, APs, etc., will be accepted until such time as they need to be renewed. However, Exco would recommend that all members validate all of their documentation, ratings, etc, under the current SSSA system to ensure no delays or teething problems at a later date.

Competitions

- Gauteng Regionals at Orient – 10 (practice) 11 – 17 October
- 2009 SA Nationals – 27 (practice), Mon. 28 December 2009 – Fri. 8 January 2010. The venue will be communicated a.s.a.p.

SA Soaring Magazine

The second issue of 2009 should have been received by the membership. Thanks Rod. Reminder to clubs and advertisers to check the content. Deadline for third issue of 2009 is 15 October. All contributions should be sent directly to the editor, Rod Mortimer (rod@spinmet.co.za)

Documentation

The Licensing/ATF Office details are currently:

- P.O. Box 550, La Montagne, 0184; e-mail ka3@mweb.co.za; cell for Erica Ashman; 083 590 6824; fax 012 803 2146
- Documentation should preferably be scanned and e-mailed if possible. Please ensure all documentation is fully completed and state what is being applied for.
- The cost of a first-time GPL has increased to R180.00. All subsequent renewals, updates of medical, etc. will be provided free of charge.
- Please note the following documents must be in the cockpit of all gliders/motor gliders:
 - Weight & Balance Certificate - this should not be more than five years old
 - ATF (Authority to Fly)
 - Certificate of Registration
 - Aircraft Radio Licence or receipt of payment
 - a local aeronautical map

- First Aid Kit – please note that this has to be sealed and re-sealed if used.

All documents should be the original or alternatively certified copies.

- All pilots must also carry their GPL to ensure the validity and currency of both the licence and the medical. Student pilots should carry their training card.
- Instructors' brevets should 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 and/or corrected. 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

Any accidents should be reported via e-mail to CAA, with a copy to S. Murray e-mail acidinbox@caa.co.za and stevemur@iafrica.com Steve. Murray would like pax pilots to provide contact numbers. on their indemnity form before flying – just in case someone needs to be contacted.

Technical

AP's will need to re-apply for their AP status so that SSSA has a fuller record of their qualifications. Any technical issues should be discussed with Peter Ashman e-mail audpet@worldonline.co.za or 083.262.2084.

Marketing

Clubs are reminded that there is a budget for the promotion of gliding in an effort to encourage new members. Whether you want to display a glider in your nearest shopping mall, get pupils at the local high school to enjoy a day of gliding, or attending a local air-show. Any such requests should be forwarded to Carol Clifford (bobcar@global.co.za). The Boy Scouts and Air Scouts are keen to get involved with special aviation activities and their involvement could not only help your club but also help them obtain their various badges. There is a fair amount of organization that is required so please contact well in advance. The scout contact is Dave Osmond (079 896 3801) and he would then refer your proposal to the relevant District Commissioner.

Airspace Issues

Any airspace issues - please contact Bob via e-mail
Bob@cy.co.za

Air Shows

Frank Martin will be running this portfolio
frankmartin@mweb.co.za

Other Points

1. Dates for future Exco Meetings:
 - a. 11 November; 10 January, 3 March; 14 April; 26 May; 7 July, 18 August
 - b. AGM 2010 is 28 August

2. Mr. Whitecross had been co-opted to the Exco. His input, especially on motor-gliding matters, is appreciated.
3. The Aero Club's AGM will be held on 27 October at 6.30 p.m. SSSA members were encouraged to attend. Three nominations (Messrs. Ashman, Bradley & Whitecross) have been submitted for the board.

Please remember that **SAFETY** is paramount. Keep a good **LOOK OUT** – far more important than having your head stuck in the cockpit and eyes on instruments and the various gizmos.
Carol Clifford 011 615 2461; 082 923 7147
bobcar@global.co.za

Alan Procter

Members who knew Alan were shocked to learn of his tragic death as a result of a collision with a driverless 18-wheeler truck on 8 September. Both Alan and his wife Marita died in hospital shortly after the crash.

When ones reads about the active people in the media, Alan was up there with the best of those involved with fairly extreme sports – for example cycling and canoeing. He could be called the archetypal outdoor adventurer. Only Alan didn't make a big deal of his outdoor pursuits, nor was he a showoff. One always had to ask him for his latest adventure story if you wanted the facts. At the time of his death, he and Marita (he, on crutches after breaking a leg while mountain biking) were just about to leave for Croatia on a kayaking adventure.

Alan started flying while still at school, going solo in 1964. He went on to obtain all three of his Diamonds while flying club ships. His Diamond Height was obtained while flying in Betty's Wave – when it was still "the place" to do this. Alan also became active in motor gliding, having a partnership in a little Fournier RF4 and later a share in a Piper Colt which he rebuilt virtually single-handedly. Few members realized that Alan was an accomplished glider pilot who had "been there and done that", due to his modesty. Later on he obtained a PPL so that he could become a tug pilot - he was still on the tug roster at the time of his accident. In the role of Tug Pilot he served with great skill, spending no less than seven years as Chief Tug Pilot. He handled all the technical issues of this sometimes difficult job with great skill, handling the prickly individuals that the CTP has had to deal with in his usual non confrontational way. In these ways he was a really excellent Chief Tug Pilot.

Mike Pascoe recalls two stories of his attempts to obtain his Diamond Height in Betty's Wave overhead Kenilworth. In the first he tried flying the K 13 – only separated from the cold at 20 000' by the fabric covered fuselage. On the next occasion in 1986, he used the more sophisticated Twin Astir but was forced to make a rapid descent through a cloud gap, ultimately landing at what was then called DF Malan (now CT International). He was aero towed out later that day – not a common sight at the main Cape Town Airport, even in those days.

The fact that stories of Alan's flying are hard to find is not a reflection on his achievements, but rather a reflection on the way he approached his flying. Everything was carefully thought through and carried out with meticulous attention to detail. His approach to flying was the essence of good airmanship.

More than flying, biking on roads as well as cross country was Alan's number one outdoor passion. He had cycled all over the world and had recently ridden over the Alps in a prestigious cycling event. Another of his pursuits was kayaking. He also owned two BMW motorcycles which he enjoyed riding.

"Normal" daytime pursuits saw Alan lecturing in his field of Civil Engineering at CPUT.

Alan – we miss you already. You are remembered as a gentleman, a positive person, modest and factual, but highly accomplished. You lived life as an example of how it should be done - actively, passionately and to the full.

P.W. & M.P.

Peter Böckle

It is with sadness that I report the death of past CGC member Peter Böckle who died on 7 September.

Austrian by birth, Peter was a Mechanical Engineer who joined the club in 1987. Being first and foremost a family man, he never devoted the time needed to really advance far in gliding, but was nevertheless a "model member" as far as participation on the glider maintenance front was

concerned. He and his family moved to Mauritius where he took up an engineering position, returning to SA around 2006.

A more positive, friendly and helpful person you could not meet. I am sure those who knew him will join me in expressing sincere condolences to Rosie, Christoph, Renate, and Ingrid.

P.W.

CGC Chairman Steps Down

5 October 2009

Dear Members

CHAIRMAN - CAPE GLIDING CLUB

Most of you have now heard via the grape vine that Ed Verpraet has resigned as Chairman of the Gliding Club. While he had great plans for the club, his health took a turn for the worse soon after being elected. As a consequence he has not been able to contribute to the club in the way that he wished to. He has therefore elected to resign and hand over the reins to someone else.

The committee approached Peter Farrell to take over the role of Chairman and he has graciously accepted. Thank you Peter!

We wish to welcome him and look forward to working with him for the remainder of his term. We are sure that he will make a very meaningful contribution to the running of the club.

Friendly greetings

Jac Snyman
Secretary – Cape Gliding Club

KK Smalls

For Sale

Ls6a 1R, fully equipped with Cambridge LNAV & GPS nav, Flarm, oxygen. Refinished in 2005. Extensively refurbished trailer. R350 000. Contact Rob Tiffin 084 509 0367.

G-Meter: Falcon Gauge G-Meter, -5 to +10 g, 57 mm. See specs at <http://www.cumulus-soaring.com/falcon.htm> As new. R1695.00. Contact kemitche@cisco.com or 083 616 6004

Wanted

Graham Levitt, please contact the Editor at the e-mail address below!

1: **Audio vario** (a very basic model will be sufficient, does not need a final glide or average function).

2: **Parachute** for glider. Wally Tamsen 084 774 7777.

Tug Pilots: Applicants must be brave, prepared to drive to Worcester, fly in any wind conditions, for free, without thanks, and at short notice.

The Editor thanks Susan Walker, Mike Pascoe, Ari Cotton, Peter Farrel, Bill Teague and Carol Clifford for their contributions to this edition.

Peter Wooley editor@cgc.org.za fax 021 487 2592