



Weekend News

30th-31st January, 2010

Gunther Schwartz

On arriving at the club on Friday evening Ed reported that Dieter had phoned during the week with the sad news that his father had passed away on Wednesday, 27th January, 2010. Gunther reportedly had a bypass operation from which he did not recover. Our thoughts are with his wife, daughter and his son, Dieter Schwartz.

Dieter will be visiting the Club next weekend to carry out his father's wishes and scatter his ashes over the air-field, as it was here, at the Club, that Gunther spent his happiest years.

Most of the time I enjoy doing the Weekend News and try and keep it upbeat and positive but, after Saturday when I was duty pilot, I regret to have to complain about a few issues!

During the week all the role players for Saturday had been contacted and I was informed by the members of No3 winch team that none of them would be available and no swaps had been made! With only aerotow now the options all seemed to be in order until Saturday morning when the tug-pilot did not arrive! – now what?! Had we been informed earlier, Rien would gladly have done the tugging and would have stayed over for his rostered tug duty on Sunday.

Well, thank goodness we at least we still have some enthusiastic members who stood in for the winching 'no-shows' and, to cut a long exhausting story short, at least each person who had arrived to winch had one flight. I must thank especially Jerry, Chris, Jac, Hans, little Hans, Dylan, Hendrik, Sarel, Kevin and Nicky for all their assistance. Thanks also to Francois who drove the winch all day and dealt with the snarls and cable breaks.

This is a Team Sport and, if you don't pitch, you **let down the entire team!** It is imperative to contact the duty pilot if you cannot do your duty at the last minute– **No Matter What!** The duty-pilot usually can make a plan to sort out the problem. Just 'not pitching up' is not acceptable!

SATURDAY:

To carry on with the real news, Chris was first to launch in his Whisper for a check flight with Martin and then later flew on his own. Adriaan flew his Lambada to Ceres to check out the conditions and Andre took the Rotax Falke for a test flight but Johnny found that the oil leak was still very much in evidence and he spent the rest of the afternoon trying to locate the problem area. Thanks to Johnny he has now identified where the leak is and

the engine will have to be removed to repair it. We were very lucky that MIV is once again available.

First off the winch was Hans Masche (snr) and he managed to stay up in the very buoyant conditions for 21 minutes. Martin then took a pax for a 'birthday flight' of 28 minutes in GHB. At this stage the wind changed to NW and we had to change runways. Thanks to Jerry who walked the wing of GHB the entire length of the runway. Until now, we had had virtually no wind so we were inundated with a plague of flies! Thankfully the wind blew them all away! The first launch off 33Rny was Martin with Ewald Kleber, a new member from Windhoek. He first had a no-start, then a cable break and then a short flight of 5 minutes. By this time it was 14h30! Peter Farrell then launched with Hans (jnr) and they had a great flight of 18 minutes. Good - the lift was still working! After assisting at the launch point, Kevin Mitchell launched his DG400 and had a great flight of over 200 minutes, as did Adriaan who flew for 140 minutes.

Dylan was the next to launch off the winch with Nicky and had a six minute flight (after all that hard work!), and Jac, too launched off the winch with PYC and had a four minute flight. Sarel and Nicky then disappeared in GHB for 55 minutes before hangar-landing the glider while Peter Farrell took the long-suffering and very helpful Hendrik for a brief flight of four minutes! At this stage the wind changed again and, after such a frustrating day, it was decided to pack up the operation at 16h20! Thanks, too, to Peter who assisted in packing away all the equipment - your help was much appreciated. I think that someone took "Murphy" home with them as he was not at the field on Sunday.

SUNDAY morning the cloud in the valley was about 4/8ths and the wind a light SE. Chris Hughes availed himself of these conditions and had a nice flight in his Whisper. By 11.00am it had changed to a light SW which picked up strength and, by 13h00 was about 35kph. Rien had arrived early to tug and Johan Gericke, the only instructor on duty, had Andre on standby should he be needed (and to legalize the days flying). Erwin was duty-pilot and was kept very busy from the beginning as we were short of hands. Durr had two launches in quick succession in GOK and then Adriaan took off in his DG 800 followed closely by Sven in EY. John Spargo flew GUC and then Francios flew it to Vic Peak. Jac Snyman took off in his Phoebus and also flew to Vic Peak. He managed to stay up for 5 hours and 37 minutes! Johan and Erwin in GOK spent 2 hours and 24 minutes also on the Peak. Durr had another launch in GOK with Johan and stayed up on the Peak for 81 minutes. John then launched again in GUC and remained aloft for 2 hours and four minutes. The thermals in the valley were working very well - in fact as well as the ridges. Adriaan flew for 7 hours and thirteen minutes and Sven flew for 7 minutes short of 8 hours! When we drove through Bain's Kloof at 16h47, Sven reported passing Bain's Kloof heading South at 5500 ft! Tom flew his Jantar for 55 minutes and Rob Kakebeeke was heard on the radio heading for Villiersdorp in his Carat. He was away for 3 hours. All had a fantastic day by all accounts! Well done to those who flew and enjoyed the wonderful conditions! You can never tell by reading the weather forecasts, can you!?

Last Word:

Another observation I made on Saturday, which from a safety viewpoint is important, was that **no-one but the Duty Pilot, should be in the Start-Wagon**. There is just too much noise and distraction to run an operation safely if everyone insists on congregating there! So from now on, please give the duty pilot some space to work without all the chatter and **stay out of the ‘start-wagon’** – especially when the winch Operation is running. Yes, perhaps we need shade-structures at the winch launch points as well?



Yes - Hexie means it! – photo Andre

OLC – CGC is now still 10th in the world..



Duty-pilots next weekend are:

SATURDAY: R Tiffin

SUNDAY: B Condon, C Hughes

WINCH – Team 5



See you next weekend – Alison (alias “Liewe Heksie”)