

# Glidabout

April 1 2006

## From the President

This has been a busy month, we had the three Scotts over for a fortnight, all comments were that they thoroughly enjoyed themselves, thanks to all of you who assisted them in having a good time. The visit was of mutual benefit, they had some good flying and we gained some good income from them. It is probable that they will come back next year and bring some more with them.

We had a weeks flying course with the RAAF joint with Beverley. This took some considerable work by our Instructors and Tuggies, again we gained considerably on the finance side, this is vital to keep us alive. Many thanks to all who helped particularly Kevin who put an unprecedented amount of work to put the package together. We also welcome some new members from the RAAF, please make them all welcome.

We keep damaging landing lights with the tugs rope, when it is towed back to the hangar or when changing strips, the council have complained and it can cost us \$300 for a replacement, equivalent to a members fees. I am sure that it is easy to forget the rope when taxing back to the hangar so I have made some posters that will be strategically placed to remind you. However please do not think that you can go back with the rope, the damage to both the rope and the rings is just not worth it. In addition with the new ring protector in position the rope will be sure to try to short cut the corner and do damage to the landing lights.



It was my birthday on the 5<sup>th</sup> so Jenny was good enough to take me away for a weekend to look at the beautiful cumulus as far as the eye could see. I had to hide away where I could not see it to prevent frustrations. Bob Bignell said he got a climb with the vario on the stops and the audio kept on screaming louder.

Damage to gliders and trailers has not been the best of late it is staggering how much it costs both in time and money to repair these jobs, \$5000 for the rudder on the Jantar and a similar amount for the canopy and generally just taking things a little slower and more carefully will prevent these. So please just slow down and think before you do anything with a glider do your checks and be as professional as you can with YOUR aircraft.

A lovely day at Mandurah

I have just heard that the company that is meant to be building our PW6 has not progressed at all as promised so the order has in effect been pulled. We will have to look at other possibilities.

#### **AEF Flights**

In the past we have had an issue with weather not allowing a passenger a reasonably long flight, 20 minutes minimum 30 min Max, unless otherwise agreed and paid for. We had some cases where the flight was not long enough because of weather and perhaps the pilot pulled off a little too early. We have agreed to increase the cost of AEF flights to \$110, we are still under Beverly \$140 and Narrogin. However on this basis please do not hesitate taking the tow up to 2500ft. The most important thing is that the visitor goes away feeling that they had a good time and were not ripped off. In addition the club is not penalized by having to take give a second flight to compensate.

*James Cooper*

## Round the clubs

For the third year in a row we have won the round the clubs comp. I am sure that it does a load for cross country flying, we have won not only because we have generally flown better than other clubs but have always sent someone round.

<u>Name</u>		Oct	Nov	Dec	Jan	Feb	Mar	Total best 4
James Cooper	GCWA	948			1000	1000	926	3874
John Orton	GCWA	924	981			966	980	3851
John Welsh	BSS		1000	1000			967	2967
Peter Perrot	BSS		989	957			887	2833
Denis Macneal	GCWA	948			923		929	2800
Robert Hanbury	GCWA	936		852		641		2429
Armando Rubiano	NGC	683	649	931				2263
Iain Russell	GCWA	408				957	837	2202
Greg Becroft	BSS			992			993	1985
Chris Runnicles	GCWA	1000					915	1915
Ross Richardson	BSS					905	880	1785
A. Boyle	BSS		881				886	1767
Swain Johnson	GCWA	778					897	1675
Owen Jones	BSS			857		753		1610
Paul Rose	NGC		657	891				1548
Kevin Saunders	GCWA	690					849	1539
Alan Arthur	NGC	588	686					1274
Don Woodward	BSS						1000	1000
Stuart McVey	BSS			957				957
A. Huggins	BSS		953					953
Dave Wellington	BSS						923	923
Bryan Blackburn	NGC			900				900
Russell Brierley	GCWA						889	889
A. Gartland	BSS		885					885
Charles Deal	GCWA	883						883
Len Randle	BSS						880	880
Allan Phelps	BSS						864	864
Glen Hawser	BSS						859	859

Dave Ellett	GCWA						845	845
Ray Tilley	BSS						841	841
Peter Young	GCWA						833	833
Ian Cook	BSS			820				820
Graeme Percival	BSS					776		776
John Dixon	BSS						774	774
Damion Grose	BSS						765	765
Harry Ozer	BSS			758				758
Dayle Found	NGC		557					557
Bryn Howe	BSS						500	500

### ***Team Competition***

GCWA		7515.50	981.00	852.04	1923.00	3564.00	8900.00	23736
Beverley			4708.00	6341.07		2433.89	12019.00	25502
Narrogin		1270.67	2548.68	2721.47				6541

#### Score

GCWA		5	1	1	5	5	4	<b>21</b>
Beverley			5	5		4	5	19
Narrogin		4	4	4			1	13

## From the CFI

### **Recent Activity.**

With summer arriving at last in early March, there has been a burst of cross country activity. On the recent three clubs day 10 of our gliders got round the 306 km course, led by John Orton at 110 kph. A welcome to new member Ian Ardler, who has done some previous power flying.

Our three Scots visitors, John Peter and David, were made very welcome and did plenty of flying over their two weeks. All of them managed personal best cross country flights and Peter his first 300 km. They have indicated they wish to return in the future.

A course was arranged at short notice to accommodate 20 RAAF students and introduce them to gliding. The period was from 27<sup>th</sup> March to 31<sup>st</sup> March. And our Scots visitors were still on their second week ! Since we couldn't possible handle this sort of number Beverley came to the party in a big way, providing two 2 seaters, a tug with daily pilots and four instructors. Thanks Daryl McKay, Richard McLean, Jeff Woodward, and Stephen Freiderich for instructing and Dave Goillon, Frank Howard, John Welsh, and Don Woodward for tugging. We had both of our 2 seaters and tug going with Bob Smoothy, Denis Macneall, Dave Ellett and myself all instructing at various times. Alan Powell stayed the first three days towing with Bob Milligan helping at the end of the week. Paul Repacholi helped with the ground operation and log keeping. Hope I haven't missed anybody.

Thanks to this mighty effort the students flew an average of two flights every day and by the Thursday all had gone solo. We hope to see future courses of this type, using combined club resources.

### **Roster.**

The latest roster takes us up to mid May. Please make sure you either front up for your duty or arrange a replacement if you can't make it.

The Duty Pilot and Log Keeper positions are vital to safe and efficient operations. This was demonstrated particularly during the busy RAAF week. The instructors and tuggies are busy enough, and a smoothly running ground operations takes a lot of load off them.

### **Pre-Landing Checks (again!)**

Two wheels-ups at WA clubs in the past month is two too many. In both of these cases, the wheel was put up before landing.

Don't forget – the 'U' in FUST means "Identify u/c lever, note present position, select, operate, check position after operation, check locked" not just "undercart". If you've done all that, in plenty of time, you're not going to get spooked on finals if the wheel-up warning goes off when you open the dive brakes. Wheel-up warning switches, particularly on Jantars, are difficult to adjust and sometimes play up. The Pilatus has no wheel-up warning so you don't get this problem.

### **Lookout Lookout Lookout**

I had a very close encounter with another glider over Cunderdin recently. I was running in to make a start on the Three Clubs course when another glider passed close beneath me from my rear right quarter and kept on going. The pilot had not seen me.

Conditions were perfect visibility and there was little traffic, most of the gliders from Cunderdin having already started.

More fruit in the cockpit doesn't mean less looking out.

Near misses can happen to anyone if we let our guard down. Don't let it happen to you.

To coin a phrase - '*The price of safety is eternal vigilance*'.

### **Ground Towing Speeds.**

With some of the 'you beaut' single - seater towing setups, there is often a tendency to tow out much faster, because you can. The problem is the damage that can occur if anything goes wrong.

One of our Jantars spent two months out of action in the middle of the soaring season when it was damaged in a tow out accident when the towbar parted.

Please tow out to the strip at a steady pace. It makes little difference to your trip time and may prevent damage if the unexpected occurs. I have asked all instructors to set a good example of safe towing speeds.

FSJ was recently run for an entire day with the starter motor, by all accounts, sounding steadily worse until it failed altogether. The result was a starter motor and ring gear damaged beyond repair and having to be replaced at Jandakot. Whilst the prime responsibility for the operation of the tug rests with the tow pilot, unusual noises are sometimes difficult to hear in the cockpit over the noise of the engine and with the headset on.

We fortunately do have the use of the Auster, that can be brought into use if necessary.

**If you see or hear anything unusual, please bring it to the attention of the tow pilot.**

Plenty of cross country weather still to come.

Go for it – safely.

*Kevin Saunders CFI*

**Airfield speed limit**

We have done some recent study and have found that in years gone by cars driven on the airfield had to carry a checked flag and drive at a limit of 8 miles per hour. It would appear that although the law that applied to cars carrying the flag was nullified. The speed limit has not changed. The committee was recently approached by the Cunderdin Police and they have warned us that they may set up random speed checks on the airfield at any time.

The committee have welcomed the possible action.

So drive slowly you may get photographed.



## Exciting new changes

The old saying that “there is always something good comes from bad” has never been more so than at GCWA at present.

The unfortunate news of the PW6 cancellation provoked much discussion at the last committee meeting as to what this meant and what action should be taken.

A simple discussion on the airfield one day recently has sparked one of the greatest initiatives that the club has seen in its long history. Sitting under the awning next to the bus, as we do, Kevin our CFI, Tugmaster and general “fixallproblems” superman came up with idea that we should have a coffee machine out at the airfield in the bus. Others added more fineries to the list, such as a small generator placed away from the bus supplying power for a fridge, fans, and a cooktop for the winter to make a nice toasted sandwich.

This idea was floated at the committee meeting last Monday. There was much excited agreement, the idea not only being accepted but expanded greatly. The committee could easily see the combined benefits of providing better facilities at the launch point. Gone will be the days of sitting in the hot wind, Norrene battling the flies as she does the logs. It was overwhelmingly agreed that newcomers to the club were much more likely to stay and join if every comfort was provided while waiting for their respective flight. Existing members would stay in gliding, it was decided, if comfort was provided at the launch point.. The committee overwhelmingly voted to support Kevin’s motion that instead of buying a new two seat glider, a very large luxury bus be purchased to replace the old red bus.

This bus will have all modern comforts including air conditioning, kitchen, televisions, coffee machine, lounge, computer, toilets etc.

It was also decided at the same meeting that the form 2 inspectors really do have spare time in the winter to form 2 Blaniks. In line with this, the IS28 will be sold and another Blanik purchased in its’ place, as they are so cheap now. The club thus becoming the proud owner of two Blaniks. The profits from this will go towards the luxury bus so as to provide the very best in comfort that the club can afford.

Bob Bignell put forward an excellent motion that some weekends flying be cancelled during the winery season so that club members could take the bus to the Margaret River region. It was suggested that if there was some gliding films shown on the buses’ plasma TV screen, this would easily be as good as flying itself. The motion, again was passed with a 100 % majority. It is envisaged that with time, these tours will increasingly take the place of flying, as

members reap the benefits of pleasure tours, wining and dining through the states' scenic regions.

So members, there we have it, the code to the club's future has finally been cracked. Launch point comfort and member tours will see us into the future.

Once again GCWA committee has sensibly represented the interests of members in a balanced and democratic fashion. It is to be remembered that the committee are the servants of you, the members. If you would like to contact the committee with any congratulations, or if there are any minor queries, please contact the mastermind of this new and exciting step into the future, Kevin Saunders. Failing this, James Cooper our president will be available to provide additional feedback.

As treasurer, it would not be appropriate for me to comment on committee matters, a sensible measure against internal corruption where, if left unchecked could result in unthinkable misappropriation of club funds. Therefore it is advised that all matters be directed to the above contacts.

Yours Sincerely,

*David Ellett*

Treasurer.

## From Scotland

I have a couple of hours before the family catches a flight to Tassie for a weeks holiday, so I will try to answer your questions.

Every UK gliding club member dreams of coming out to Australia to enjoy the strong conditions and the real opportunities to achieve distance tasks under ideal conditions. This can be a very expensive exercise, especially if professional venues are chosen.

When I came out in November 2004 for a couple of weekends, it was obvious that the Gliding Club of Western Australia was trying to promote the sport at reasonable cost and that all the graft was carried out by volunteers dedicated to keeping the cost of gliding down.

When I approached the members at Portmoak about coming out, this was a very important factor. Many expressed an interest, but factors such as time, work, air fares and family loomed large.

In the end there were just three of us, we were all retired with no work pressures. It seems that on looking back, that three was just the right number. No one was left out, everyone fitted in and we were all well taken care of, everyone able to fly when they wanted. So three or a multiple of three seems to be the right formula.

We all thought that the arrangements made for us were fantastic. Willing tuggies who appeared when needed and were uncomplaining when kept waiting, we could not believe!

A minder in the form of Bob Smoothie who anticipated our every need and helped us with, checks, orientation and task setting was exactly what we needed.

Our very grateful thanks to all concerned.

We were given every opportunity to achieve our goals, including enough of the right kind of weather. The fact that I personally did not do a 300k. was entirely my own fault. I did not programme the logger properly. But having said that, I had the best gliding ever and learnt a lot. Including how to operate the Jantar undercart, eventually!!!

We would all love to do it again if you would have us back!

When we tell our club members how we got on, there will probably be many be many more takers next year.

You seem to have exactly the right formula for making visitors welcome and giving them a great time. I know this means that some of your members have to give up time to look after

us, but this is very much appreciated. The local facilities in Cunderdin were great, including the swimming pool and camping in the bunkhouse was really great fun. You asked what more could have been included in the organisation. I honestly cannot think what more you could have done for us. You and the club covered everything. I hope to get a small article in the S&G about our trip, some time, so watch this space.

Kindest regards,  
John.

## Who works on Gliders and the Jantar Break.

There is a rule not just in GCWA but from the GFA that non qualified people are not allowed to work on gliders, surprisingly this means unless you are qualified the smallest adjustments additions and changes may not be done to gliders unless you are qualified as a form two inspector or parts replacement. This may appear a little silly when it comes to something as small as adjusting the break tension on the Jantar. There are however issues with everything in gliding where making changes to one component can effect others. Hopefully inspectors know the full ins and outs. An example came up recently when we were putting the Jantar back in the air after its rudder had been fixed. ( \$5000 of damage.)

What was found that the wheel break was not working whilst it appeared that full effort could be placed on the hand break. So what was wrong and why had it not been spotted. It is of course vital that the wheel break is effective. Don't even dream of going cross country without an effective wheel break!

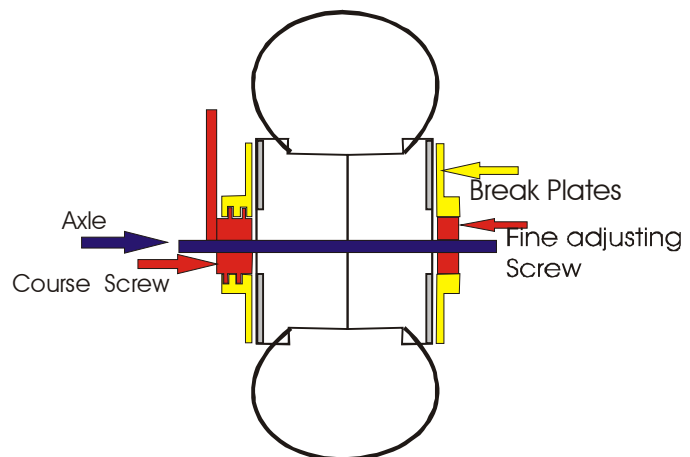


The Jantar has a break pads glued to either side of the aluminum wheel hub, either side of the hub are two break plates that are squeezed together by the use of rotating a course pitch screw on one side of the wheel.

Once we stripped down the wheel we found two things.

1 The break pad that was originally glued to the hub was not there. So the break plates on one side were rubbing against the aluminium wheel!

2 The screw mechanism had seized so that it was not possible to squeeze the break plates together. So even if the pads were in place nothing would happen.



Firstly there must have been a time that there was some considerable adjustment made to the break to be sure that break plates became effective as the break pads had worn away. Secondly during a DI the glider had been signed out with a wheel break that did not work.

It is worthwhile looking at why the course screw had seized. What happens if there is a slight rubbing of the break plates against the break pads? Perhaps when the glider is towed out to the launch point, heat is generated. The axle is steel and the wheel is aluminum. Aluminum expands more than steel so that the break pads, being part of the wheel, now begin to press against the break plates even harder thus causing more friction and heat, thus expanding the wheel and so on. This can quickly get to a point where the wheel seizes creating strain on the glider and tow out gear and even the tyre bursts, *I know*. In addition the heat buckles the break plate so that the course pitch screw locks up and therefore however hard you pull on the break lever after the event the breaks will not work.

So what can we learn.

Gliders can be finicky things.

When doing a DI be sure that the breaks work.

If doing adjustment of **any kind** to a glider get someone qualified to do the work.

*Swain and James*

## Operational Safety Bulletin 1/06 – Aircraft Familiarity

### Background

A number of recent accidents have highlighted the likelihood that inadvertent and/or incorrect control input at critical stages may have been contributing factors in some accidents.

It is believed that on some occasions incorrect and/or inadvertent use of controls is brought about by pilot unfamiliarity with aircraft type during high workload flight situations and this Bulletin is issued to remind pilots of the hazard and to assist them to avoid future occurrences.

### Cockpit Layout and Control Movements

Although gliders have become more similar in these aspects over time differences remain, some more subtle than others.

### *Undercarriage retraction/extension systems*

Perhaps the most common system is a lever on the right side cockpit wall that is moved forward to lower the wheel and back to raise it (or do I think this because I own a Standard Cirrus?). However, some gliders have right side mounted levers that are forward for wheel up and back for wheel down and others that are left side mounted and forward for up and back for down.

If you find the above confusing just reading it, is it any wonder that many pilots have landed wheel-up after cycling the undercarriage a number of times during circuit when flying a glider that has a different system to the glider they normally fly?

### *Wheel Brakes*

Perhaps the most common system is a “Bike” brake lever mounted on the control column (or do I think so because that is where it is on my Cirrus?). However, there are a number of other arrangements including wheel brake activation via the end travel of the air brake lever, heel brakes, floor mounted levers and etc.

An overrun situation in a tight paddock following an outlanding is not the time to try to remember where the wheel brake is! Nor is it of any use to be squeezing the control column with all your might trying stop when the wheel brake lever is located somewhere else.

### *Airbrakes and Flaps*

Airbrake and flap levers are generally located on the left side cockpit wall. There have been many instances of pilots misidentifying these in high workload situations, such as when landing. The most common fault being that pilots think they are deploying airbrakes when in fact they are using the flap lever. Although not entirely a problem to do with familiarity with glider type it can happen much more readily if the pilot is not familiar with the glider he/she is flying.

However, there are other very important considerations that need to be taken into account with the use of flaps in particular. The application and use of flaps varies considerably from glider to glider, the correct use of flaps during the landing phase can make the difference between a safe and an unsafe landing.

### Precautions that can be taken

Unfamiliarity with type is most likely to cause serious problems during high workload situations, most commonly during the landing phase. Confusion and uncertainty can be deadly ingredients to add to a high workload!

### *Conversions to type*

Conversions should always be thorough and comprehensive. Pilots being converted to a new glider type must make sure that they know and fully understand the function and location of all the controls and systems.

### *Becoming familiar with the glider*

Time is of greatest importance and pilots should be aware that “new” gliders take time to get to know. Sometimes differences can be minor and familiarity comes easily, such as when converting into another Standard Class glider of a similar era and performance to the one a pilot is used to flying. However, conversion into an Open Class glider for the first time from Standard Class will require much longer for the pilot to become familiar with all the necessary variations to his/her normal flying habits.

It must also be appreciated that flying a glider of lesser performance and/or less complexity than the pilot is normally used to is not necessarily an easier task. The same unfamiliarity factors can set the same traps and having less performance available can put pilots into unexpected and unfamiliar situations

Pilots are all individuals and only the pilot will know when a new glider feels comfortably to them. Pilots should take as much care as possible to avoid high workload situations until they feel that a safe level of familiarity has been achieved.

There is a natural desire in us all to get our “new” glider out there and see what it can do. Unfortunately, what they can sometimes do is bite us because we are not yet fully ready for them.

Kevin Olerhead Chief Technical Officer – Operations

## Wave camp and Gliders for sale

I hope things are going well at your respective clubs. Please accept this as an informal invitation for your club to join with Beverley for their up and coming wave camp from the 3<sup>rd</sup>-14<sup>th</sup> July inclusive. As you know there is a lot of preparation in getting tugs, oxygen etc... down to the Stirlings so it makes sense to all go at once. The reason we go in the first two weeks of July is because the met bureau tells us that that's when the most NW winds occur which is primarily why we go... for wave. Can you please extend this invitation to your membership and ask them to get in touch with Ian Cook [ian\\_cook@ca.com.au](mailto:ian_cook@ca.com.au) from Beverley if they intend going as he is co-ordinating the logistics of getting equipment down and back.

On another matter Beverley is selling cheap two club single seaters. The PW-5 is for sale for \$14,000 ONO with a trailer. The club Jantar is also for sale for \$22,000 ONO with trailer and B50/57 glide computer. Both gliders have microaire radios. If any of your club members (or your clubs for that matter) are interested in a single then let me know. These have been priced to sell. I know that the B50/57 was bought new only about 3 years ago for \$3500, that makes the Jantar the cheapest Jantar in Australia.

I hope you'll excuse the blatant advertising but please circulate amongst your membership.

What a fantastic interclub comp on Saturday, 25 gliders taking part, brilliant! I'm keen to know all the results James when you have them all. Greg Beecroft has all of BSS's details and is going to contact you.

*Don Woodward*

## Diary

Training weekend DSR supported	21-23 April
West Australian Gliding Weekend	20-22 October
Wave Camp 3rd-14th July inclusive	
Enterprise	10-16 December
	Southern Cross?
State Comps Practice	3-4 Jan 2006
State Comps Proper Provisional	5-13 Jan

# FOR SALE

## ASTIR CS VH-WUO

### Includes

- Borgelt B100
- new B40 vario
- Wired for Collibri logger and Garmin GPS
- 2 batteries
- Fittings for Mountain High Oxygen Cylinder
- Impact foam seat cushion
- 2 year old purpose built trailer
- all ground handling gear

This glider is in excellent condition and will give its new owner many years of enjoyable flying.

PRICE \$25,000

Contact Iain Russell

[iainrussell@optusnet.com.au](mailto:iainrussell@optusnet.com.au)

08 94052822 (work) 0427196389 (mobile)

08 92431066 (home)

