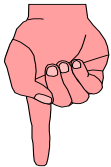


# Glidabout



**W**elcome to Glidabout, the newsletter of the Gliding Club of WA (GCWA).

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*“You’re on your own’ was all he said that day long years ago  
So long his name and face are lost in memory’s afterglow;  
Nor do I recollect of pride or joy or doubt or fright  
Or other circumstance which marked that time for solo flight  
The cryptic words alone endure : he said ‘you’re on your own’  
And down through time I’ve found it so – the test’s to walk alone*

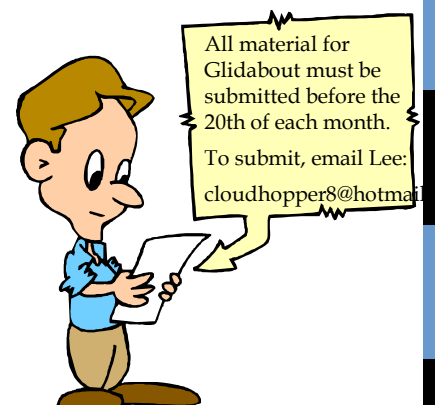
*Not that one choose to draw aside in churlish mein or vein,  
From common lot of what life holds of pleasure, toil or pain  
But that the call’s to rise and cruise alone with dreams unshared  
Or plan alone for some far goal, for which none else has cared  
Or fight alone for what you hold is worth a warrior’s strife  
And ask no gain or fame or aught beyond the joy of life.*

*I owe a quenchless debt to him who bade me seize my fate  
And hang it on the faith that I to it was adequate  
For when he said ‘you’re on your own’ and sauntered on away  
I knew that here, in four short words, was youth’s first judgment day  
Not wit to learn, not test of skill, not pride to satisfy,  
But will to walk down life in faith that life is theirs who try.”*

Gill Robb Wilson, 'Flying' magazine, Jan 1961.

**To Watch Out For:**

- Did we win the Inter Clubs Trophy or the WAGA Trophy?
- A new venue considered for Enterprise Week—have your say!
- Find out what is happening with our Caravan Park.
- Need advice on landing into a paddock?
- Find out when are you next on duty.



## From the President

Well we are getting to the end of the major part of the cross country season but there is still the possibility of getting in some good flights, I regret not going north on the third Saturday of the month for a 750 that would have won me the OLC FAI for Oceania, anyway I went round the clubs and watched the good weather follow me down to Narrogin. I imagined the Beverly pilots going into the now good weather that led them back to Narrogin, I ended being around one hour behind them. Bob Bignell and Lee went round for the club but unfortunately Beverley only had to score to win. So after a three year stint the trophy goes down the road. Ok we lost this trophy but what have we won this season. It looks as if Lee has won the National decentralised for pilots with less than 200 hours, this gives the trophy to GCWA for the third successive year!!! I have in mind who will win it for GCWA next year. Do you Terry? We have also won the WAGA trophy for setting the most state records with four records being broken thanks to John Orton, Chris Runeckles and myself. Of course John won the State Comps and the club won the team event - not bad I reckon!

- ⇒ For winter flying this year we hope to have the winch up and running, we are just waiting on the guillotine and it looks as if Rod should have this made soon.
- ⇒ I have just got the news that the PW6 should be due for shipment on the 15<sup>th</sup> of May.
- ⇒ The committee is considering the building of a launch point van. I am pushing for something that will have all the facilities that we require plus, so that there are no needs on the strip, something of a small club house at the launch point with facilities to make visitors coffees, all the paperwork available for new and old members, white board for instructors and coaches, table for the log keeper and perhaps a lap top for log recording. This all sounds great and Marek and I are working on the design. We will however require help in building it. It will probably be made in the winter months. On the assumption that we go ahead we will need help in its manufacture, cutting steel, welding, building benches, wiring, etc. If you are able to help please let me know.

### Special General Meeting

There will be a special general meeting on May 26<sup>th</sup> at the club commencing 6:30pm. See Robs notice. We will discuss both club fees and the club rules / guidelines. Over the years there have been rules proposed, agreed and in turn lost. As part of my general tidying up of the club's operations I have over the past years with the help of Kevin, Rob and others put together a basis for the club rules and guidelines. This is quite a lengthy document and would be costly to post to all of you so it will be posted on the club web page in the members area for you to look at. Please look at it and if you see any need to add, subtract or modify any part of the document please raise these at the SGM. There is a real possibility that the SGM will be lengthy, so to ensure that the objectives of the SGM are achieved please come prepared and that your points are concise.

### Book for Meals.

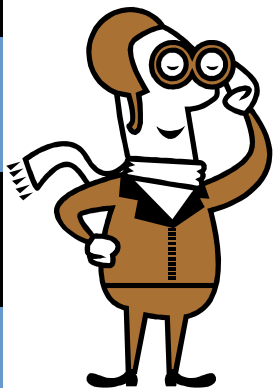
If you want a meal at the SGM then let me know so I can book for you.

## Sports

There has been some interest in having a camp go to Southern Cross next summer. Southern Cross has a distinct advantage in that it allows a long downwind leg early in the morning together with a final glide well away from the sea breeze and an inland tracking trough. However what we do depends upon you the pilot's choice. There are as I see it two options, to take Enterprise to Southern Cross for the last week before Christmas, or the other option is to go to Southern Cross at a moments notice on a potentially good day, Some rapid decisions have to be made as the day approaches, but if we have interested members on the starting blocks it is quite feasible. I would like to know from anybody intending to fly at Enterprise this year and what your preferences would be, Cunderdin or Southern Cross? If Enterprise does not go to Southern Cross would you be prepared to join a group who would go at a moments notice? In both cases if we went to Southern Cross I would need a deposit. Please let me know what your preferences are by emailing me on james@jamescooper.com.au

*James Cooper*

## From the CFI



### New Members.

- ❑ Welcome to Michael Grimwood who recently joined us. He's an experienced pilot not long out from the UK and owns an H36 Dimona motor glider. He will be based at Busselton.
- ❑ Welcome to Errol Croft from Goomalling. He's an experienced power pilot and interested in flying the towplane (Yippee!!)
- ❑ Terry Fromont is going great guns in the Pilatus, and has already completed his Silver C requirements.
- ❑ Jim Davies is progressing well in the IS28.

### Recent Activity.

- ❑ Variety Motorcycle Club visited us for their annual Bash. We made them welcome and nine of them had AEF flights. Thanks to Rob for helping with the Stemme.
- ❑ Michael Grimwood's Dimona had its Form 2 completed at Cunderdin by Chris Runeckles and Ray Tilley. I then completed the engine checks and test flew it, before Michael took his first flight in Australia.
- ❑ John Salmon's Europa has finally taken to the air after many frustrating setbacks. Denis gave it its first flight at Jandakot. After some adjustments I flew it for further evaluation and later took it to John's property at Balkuling. It flies well. That makes a total of six motor gliders operated by GCWA members.

### Incidents.

Premature release in the IS28 after a slack loop in the rope where the rings touched the top of the right wing. Damage was minor but could have been nasty. The 28 is a heavy glider and can start to overhaul the tug following a severe jerk on the rope. Remember, the best way of getting rid of a small loop in the rope is to yaw away from it and then gently line up again. Use dive brakes with caution since they can make things worse if over-applied. If you get an uncontrollable loop in the rope, release before it gets too big and break away from the loop. If the tug's turning too tight for you use the radio (if you get a chance) to ask the pilot to flatten out, but don't take your eye off the ball reaching for the mike.

### Roster.

New Roster is here. Teams seem to be working well. Please give the Team Leaders your support.

### Air Cadets.

Next Camp at Cunderdin running from 15-21 April using their Puchatek and our tug. Normal club launches will be available on both the weekend days.

### Tow Pilots.

- ❑ New member Roy Holden is now trained up and on the Roster. Please make him most welcome.
- ❑ Charles Galloway has completed his PPL flight test and is awaiting confirmation of his logged experience from Zimbabwe. Thanks for your efforts to help the Club, Charles.

### Towplane.

FSJ has now logged 60 hours on its new engine, which is performing well. Recently, the master switch was left on all week, resulting in a flat battery. Aside from damaging an expensive battery, it's potentially hazardous to either hand swing the prop or to start the tug with jumper leads. You have to really know what you're doing. Would all tow pilots please make sure they turn off the master switch at the completion of operations, and turn the fuel off. Also if who ever locks up the hangar too has a quick look at the master switch as a double check, and turns off if necessary. The switch is on the right hand side of the dashboard and **turns down for OFF.**

See you at Cunderdin.

Keep it safe.

*Kevin Saunders* (CFI- GCWA)

## Notices

### Notice of Special General Meeting Saturday May 26th at 7:30 at the club Cunderdin.

Issues to discuss:

Club fees for the next year of 2007-2008

Club Rules to approve the club rules, as apposed to the constitution. These will be posted on the club web page in the member's area. If you have difficulty obtaining these and need a hard copy contact James Cooper on 042999 2468 or james@jamescooper.com.au

### Our Clubs Future

Your committee is considering ways to ensure we remain viable as a club by making it a better, more vibrant place for members and partners to come too. We want to attract and retain more people and so grow as a club.

Each year we gain three or four new members but we lose the same number or they stop coming. Our total active membership remains about the same. We have only about 30 reasonably active flying members and we really need about 100 to be a strong viable club with a long term flying future.

We want your input of suggestions about what to do as a club to increase our membership both by introducing new members to the pleasures of soaring and how to make this club such a good place that they never want to stop coming here.

### Please flood us with ideas.

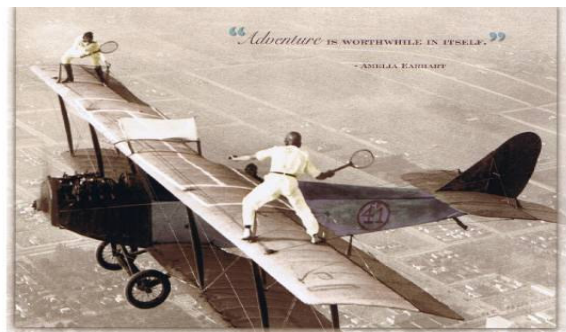
PS just because you are not on the committee doesn't mean that you can't put forward ideas for projects as Denis did with the motor cycle club event. We need innovative members with the initiative to take ideas and run with them. The committee is only eight brains and bundles of energy but the club is at least 30 we all need to take ownership of our clubs destiny.

Bob Bignell

### ⇒ The rules for next year have changed for the Inter club

Firstly the handicap for water has been reduced from 7% to 5% the reason for this was that many people were flying their gliders dry purely to gain an advantage on handicap, this reduced the flying time and thus practice in flying their glider in the format it was designed. Hopefully next year we will see more wet gliders.

⇒ The second change in the rules is that as per the state rules if there is a wind of greater than 20 Knots at any club at the time of launching then the day will be cancelled however it will be the duty of that club to contact the other clubs to let them know the situation.  
Full set of rules and results on



## Notices

### Gliding Club of W.A. Drafting a Club Caravan Park policy

The purpose of the club caravan park is to provide accommodation for members when they visit the club for club activities.

Fortunately the club van park has operated smoothly for many years thanks to the efforts of past and present members who actually built the park and maintained it. However recently issues have arisen which must be addressed. We are about to sign a new lease with the Council to improve our security of tenure on the airfield. As part of this, the Council requires us to maintain the caravan park to certain minimum standards. These include having all vans properly spaced to minimise fire risk, in habitable condition and able to be towed off site in case of fire.

1. Some vans occupy the most convenient and most shaded powered sites and have not been used for club activities for many years. As a consequence new active members are unable to access good powered sites.  
The point is: We are not a cheap storage facility for unused vans.
2. Our park accommodation is not for profit and should be used for Club/WAGA/GFA activities only. We are under pressure from the local commercial van park owner to not poach his legitimate business. Some people use the club accommodation for non club activities at their own convenience and not for club activities.
- 3.a. We have fire safety and appearance/tidiness obligations. Leaf litter builds up and is not cleared away often enough. It is unsightly and is a fire hazard.
  - b. Some vans are concreted or chained down and probably can't be moved without a chain cutter or angle grinder. They could never be moved in time, in an emergency.
  - c. Multiple vans on one site while not inconveniencing others, are none the less a fire problem and probably contravene safety regulations.

In order to address these issues and to retain the free flowing operations of the van park and acknowledging the work of past and present members who actually built the park, the committee is working on a policy to make it fair for all members.

Please contact me if you wish to have any input to the policy.

Bob Bignell

Maintenance officer

PS If you have a van at the park and wish to sell it, contact Bob Bignell or the committee and we will endeavour to find a buyer for your van.

## Out Landing Paddock Selection (Bob Bignell)

One of the outcomes for me flying in the recent State Championships, which we hosted at Cunderdin, is that I now am not worried about landing out in a remote paddock. When you learn a new skill you learn by repetition and I perfected my out landing technique by repeating it four days in a row in different paddocks in different locations between 90 km and 4 km away from home. All of these are very frustrating experiences but once you accept that it is inevitable you get over it and just do what you have to do.

It is important to accept it early and then plan your circuit exactly as you always should at home. Prior to the state competition this January I had out landed three times in twelve months.

- My first was December 2005 during the enterprise week. I landed just north of Watercaren. I was apprehensive and landed long. I almost ground looped for fear of running out of paddock but managed to straighten up and when I got out I still had 150m to spare. I didn't know how to judge tug tow out requirements so got John Orton to come and retrieve me with a trailer. He told me the paddock was OK and plenty big enough for an aero tow.
- My second was during the Narrogin comps January 2006. After landing I found the paddock was uphill and there was a tree line to clear for a tow out. I got another trailer retrieve. I was still not confident of picking an aero retrieve paddock.
- December 2006 during enterprise week at Cunderdin, I got low near Trayning and hoped for an airfield but there was none. I picked a very big paddock right next to the main road and right near town (easy to find from the air and the road). After landing along the furrows, I found it was softer than I thought and there was a light cross wind. Pushing the glider backwards in that paddock was very hard work for one person so I gave up and waited for help. I discovered a fence and a power line at the other end which I had not seen earlier but it was 900 m away. Zoltan came and towed me out with the tug. It was so dusty I couldn't see but he could and it was my first successful aero retrieve from a paddock I chose by myself.

Then came the State championships I out landed the first 4 days I flew.

- Day 1 Nembudding 70 km north East. Paddock close to the main road but turned out to be too soft and furrows across the wind direction. Not suitable for an aero tow. So Charlie and Gloria came out and got me. It was a good move to land close to a prominent road.
- Day 2 Hardly even left the field. Landed 11 km to the North of Cunderdin airfield most annoyed and frustrated. The paddock had a good surface and despite a slight uphill slope I paced it out to 1100m. Bob Cusack told me it was a good paddock when he came out for me. I was very pleased with myself since I trust his judgement and experience and he was saying what I wanted to hear.
- Day 3 Even though it was a strong day and I had over 10,000 ft at Hinze Hill and 80 km to home I thought I was home for sure but misjudged the effect of a 30 km/hr head wind and a cold air mass from the west which killed the day. I almost got home but still needed another 500 ft to safely cross the Mortlock river salt flats. 4 km from home I chose a good paddock right next to Cunderdin town and landed into a strong head wind parallel to a main power line which was clearly visible. It would have been fine to tow out of but the canopycover latching mechanism was damaged and it would have been unsafe to fly home so another trailer retrieve.
- Day 4 a paddock near Kwolyn called to me. (maybe the Earth really does suck!) It turned out to have patches of gravel rocks but was OK to tow out of and a 70 km tow home partially into the setting sun capped off my day.

The last two days were good days. I got my best ever thermal near Dowerin. I picked it up in desperation, at less than 4000 ft ASL it was weak but quickly went to a steady 10 knots average and held me centred. It took me straight to 10,000 ft in no time and gave me confidence to push on aggressively. I got final glide 90 km out but pushed too hard and still almost had to out land 10 km from home but, I got home both days.

**So at least until my next flight, I will never have to pick a paddock again!!**

## Out Landing Paddock Selection (Bob Bignell)

### My Ideas for Paddock selection are:

1. Pick your paddock early, stay within reach, keep your speed up close to ground and then sensibly work any lift in the hope you will still get away. Don't get out of reach of your paddock until you are high enough to find the next one. (probably if I had applied that to thermals I would not have needed to find a paddock)

2. The whole purpose is to get back on the ground without hurting your self, anyone else or the glider.

First priority find a paddock you can safely land in and land safely in it. It doesn't have to be the biggest or the perfect paddock (whilst still satisfying the 5 S's criteria).

Second priority secure your glider.

Third priority tell people that you are down, you are safe and where you are. Then get off the phone while you evaluate the paddock for possible aero retrieve. Get back to them when you have decided the best retrieve option. Give your direction and distance back to them. You get that from your GPS data logger. Also give your location relative to main roads, rail lines and towns.

3. Picking your paddock:

AM I GOING TO HIT ANYTHING?!

1. **SIZE** Is it big enough! you can land in 200m to 300m you can take off in 600m to 800m.

I try to visualise the size of the airfield back home to judge paddock size. Get into the habit of evaluating paddocks around home where you know the size.

2. **SURFACE** Is it smooth enough! Is it cropped! Is it hard or soft! Is it rocky! hard to tell until you get lower. If it is a light almost white colour it is probably good. This you can see from high up and choose early

3. **SLOPE** All paddocks even large hills look virtually flat from high up. You can see contour banks, water courses and contour ploughing and get an idea if the area is flat or sloped too much.

When you get lower you can get a better idea of the amount of slope. Landing up hill is fine. Taking off down hill is good.

4. **STOCK** Avoid paddocks with animals if possible. However if there are sheep it probably has a good hard surface and sheep usually keep away.

5. **SURROUNDINGS:**

AM I GOING TO HIT ANYTHING?!

Locate farm house in case you have to walk to it later. Approach needs to be clear of trees, power lines fences rocks and ditches.

1. Power Lines most dangerous, hardest to see but you must see them and you can see them. you must always expect them and expect more often. All farm buildings and houses have them somewhere. Just because you find one set don't stop looking for others.
2. Fences easy to see usually but one big paddock can have a fence across it.
3. TREES easy to see and avoid but may cause wind turbulence and trees can hide power lines

KEEP WELL CLEAR OF FARM HOUSES WHERE THE DENSITY OF FENCES, TREES AND POWER LINES IS GREATEST

WIND You need to be able to judge wind direction and strength so that you can land and take off into it.

You also take wind into account when judging paddock size. A good long paddock may be cross wind. It is best to land along any furrows but they may be cross wind. Usually you can land in a different part of the same paddock where furrows are into wind.

Indicators of wind

1. Rising Smoke or dust.
2. A sense of your own drift and down wind speed (close to the ground will be different from higher up).
3. If there is water in a dam and if you can see reflected light, the ripples are down wind the smooth shiny is up wind.
4. Wind mills, leaves and branches of trees.

Bob Bignell

## Upcoming Events



## Links to Useful Websites



Gliding NZ:

Geelong Gliding Club Newsletter :

Thirty Thousand Feet Aviation Directory:

Gliding and Motor Gliding International:

Sailplanes Unlimited:

GFA - Links page:

<http://www.gliding.co.nz/links.htm>

<http://www.glidinginmelbourne.org/plansail.htm>

<http://www.thirtythousandfeet.com/magazine.htm>

<http://www.glidermagazine.com/>

<http://www.sailplanes.com/books.htm>

<http://www.gfa.org.au/links/index.php#sport>