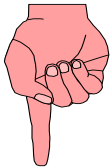


# Glidabout



## Inside this issue:



From the President	2
From the CFI	3
Upcoming Events	4
Useful Web Links	4
Duty Roster	5

Recent statistics indicate that the typical aviator has above average intelligence, an acute sense of awareness and an EQ that is off the chart. Here at GCWA, maybe it is because we are the longest established Gliding Club in WA, but here we are a little different; we are complete “air-heads”, or more correctly termed “aero-heads”. Welcome to Glidabout, the monthly newsletter of the Gliding Club of WA (GCWA). This newsletter is about flying—period. Enjoy!

## To Watch Out For:

- James models the latest flying suit designed to removed the boundary layer from any glider.
- Kevin corrects last months “rules of the air” quiz.



All material for Glidabout must be submitted before the 20th of each month.  
To submit, email Lee:  
cloudhopper8@hotmail

## From the President



**Trip Over East.** Well I am back from my trip over east to get the great weather that they have. It appeared that the best days were just before I got there and back in WA when I was over there. I was lucky enough to spend a couple of days with Bernard Eckey and have a fly in his ASW25 we did a short 300 OR up a trough line and had problems staying below the air space. Very little turning, and we flew about 30 k into the turning point and back home without a turn. Time at Waikerie was not so good, lots of unlandable terrain and strong winds but a couple of 600k plus flights, I don't think that we realise what great geography we have here. I spent six thermals over the same paddock once. We then set off to Narromine via some friends in Melbourne and the Great Coast Road. Conditions were marginally better with a couple of 700k flights despite 20 knot plus winds that got me back to second in OLC FAI. But still not the big one. Before I left I did the right thing and replaced the trailer tyres and had one fully blow out before Norseman.

**OLC.** Online contest is one of the best things for publicizing the club, it is surprising how many people over the world look at it to see what is going off, not only each club is ranked for its cross country flights. At Corowa they consider it so important for their publicity that they make it compulsory for pilots to download their flights, no flight no launch the next day. Although I do not consider it necessary to take these steps I would encourage all of you do download your flights onto OLC. It is very easy now.



*James Cooper*

**Flying suits.** It was mentioned many years ago in AG that we should up our image as glider pilots perhaps our baggy trousers and shirts and petal hats do not do much for our image when cyclists and netball players have tight shiny Lycia outfits. I would like to suggest the latest outfit I tried on at the Barrier Reef some time ago (see photo below) perhaps we could all get some stimulation from this new sun protection flying uniform!

### IS28

As we have all seen the IS28 is looking an all together different machine. Thanks to all that have helped bring it up to standard but particularly Rob Hanbury who has put in an exceptional amount of effort on the paint and preparation job, thanks Rob it is appreciated by all.

**Enterprise and records.** What a great week we had at enterprise with a final polish off on the last day. Once again GCWA has shown its true colours with Chris breaking the oldest standing record that being the 300k triangle held by Peter Kayne in 1983 it has taken all this time to break it and Chris did it at 136.15 kph well done Chris. We have this season broken 4 state records with myself doing a triangle of 854k. I have to say I was kicking myself not having declared more and perhaps getting a trip on the Barron Hilton Cup, but it was not to be. And all finished off with a usually sociable Christmas Party with old and new members present.

Thanks for all of those that helped at the state comps, although I have not had a full report I have heard comments that things went well and that visitors enjoyed the time at Cunderdin.

**From the CFI**



**Recent Activity.**

**State Comps**

Swain and the GCWA team did a great job of hosting the comps, which were safe and friendly. Congratulations to John Orton on taking out the Multiclass title.

See report elsewhere in this issue.

**New Members.**

Terry Fromont is now into the Pilatus, after several flights of over an hour in the Blanik and IS28.

Jim Davies has now gone solo, under Rod's watchful eye. Well done Jim.

**Visitors**

Ernst and Stephanie, experienced pilots from Germany, visited just after Christmas and made good use of the IS28.

John, David and Geoff from Portmoak Club in Scotland are with us for two weeks from mid January. John and David were here at the same time last year. Please make them welcome.

**Roster.**

New Roster going up to May in this issue. The support crews are working well so far. Please continue to give the Team Leaders your support.

**Tow Pilots.**

Still working on some new prospects.

**Rules of the Air.**

Last issue's quiz was a good idea, but was not authorized by me and contained some misleading answers.

**Specifically:**

Aerobatics are permitted in suitably rated gliders authorized by the Club Committee and with competent log book endorsed pilots. At GCWA the IS28 and Pilatus are approved for certain aerobatics not involving inverted flight or flick maneuvers.

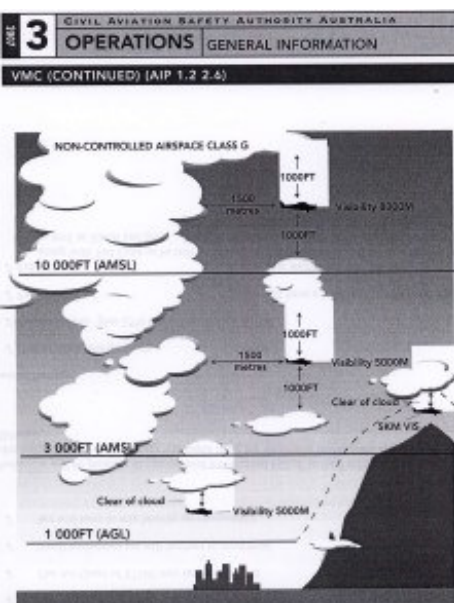
Flight visibility and clearance from cloud for VMC flight in Class G airspace varies and is contained in CASA's Visual Flight Guide and AIP 1.2 2.6. See the chart below, or look at page 201 of the new VFG yourself on <http://www.casa.gov.au/pilots/flitgde.htm>

Although technically you're legal below 3000' AMSL if you're clear of cloud at all don't push your luck on cloudy days anywhere near Cunderdin. Powered aircraft on IFR training regularly do let-downs through cloud heading for the beacon and they would only have a fraction of a second to see you if you're right under cloud base. Safest to break off your climb 500' below cloudbase to give them a margin. Also monitor radio calls to increase your awareness of approaching power traffic.

See you at Cunderdin.

Have a great 2007 and keep it safe.

*Kevin Saunders (CFI- GCWA)*



## Upcoming Events



Cross Country Coaching – 3rd February 2007

## 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.glidinginmelbourne.org/plansail.htm)

[http://www.thirtythousandfeet.com/mag  
azine.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](http://www.gfa.org.au/links/index.php#sport)