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Slideshow
Keep Soaring
IID
Why not the iPad issue?
Spring 2011
Contains stuff about gliding

The iPad Issue

Welcome to the iPad issue of Keep Soaring. It seemed like a good idea at the time. I guess a few people do print these newsletters out and read them, but the amount of ink and paper it would take would create an environmental disaster… so why not publish in a form which was easier to read on computer screens which are almost all horizontal or iPads which can be turned either way?

Although I could not do without a real book, I am not at all sure about magazines. Would the Australian Soaring be better in electronic form? I think so. Electronic magazines are easy enough to read on laptops and tablets. You can search them for articles very easily, and they don't clutter up your wife's house so they're not likely to get thrown out.

The compact (and secret) nature of electronic magazines and newsletters is very convenient as far as the Authorities are concerned. I have an entire year's worth of Aeroplane and Cross Country Soaring on my iPad which go unnoticed. This is even more important when it comes to seriously inflammatory reading such as the UK magazine "Bike" which has been banned in advance of the bike itself.

Black Dykes

It seems incredibly easy to get into trouble with the Authorities these days. I can't remember that it was always like this, nor can I remember exactly when things changed. I have got into big trouble a few times recently after returning from the club. Once was caused by a pair of women's knickers appearing in my bag, of a style not worn by the Authorities.

It took some time to clear my name from that episode and now, if I find women's underwear in my bag or anything else at all that I don't recognise, I tag and bag it, photograph it and ring the Authorities immediately with a watertight excuse. I also try never to lend my bag to my daughter.

In many ways, the Black Dyke incident was worse because it had wider ramifications. I have to state from the outset that I would not have thought about googling Black Dykes unless our manager, Ian Downes, had not put me up to it in the first place, so I blame him in a legal and binding way.

The Boy and I had been to see the Grimethorpe Colliery Band just before Maintenance Week and I made the mistake of mentioning this to Ian Downes. It appears that Ian is/was a brass player of some note but no sooner had we started talking about this than he started bringing up these Black Dykes… it seems that he, and probably a number of other members like Phil Anderton and Graham Holland are also into this special Black Dyke stuff.

The short story is that the Authorities caught me on the computer looking at several pages on the net that are now banned…what do you expect will happen when you call your band by a name like Black Dykes? If you think that's dodgy, then try looking up something far more innocuous like "wet nurse" or "rubber cement". Then duck and cover.

This slimmed-down issue is hopefully the way of the future. Less, but perhaps more often so more people will make their way to the back pages. There are some notable omissions such as the Flying Doctor, CFI and outgoing president Tim Carr who will hopefully write something for the next lightweight outing.

Complaints as usual to the Editor@Keepitsoaring.com

Presidents Message

What a great start to our Cross Country Season… two LKSC members won four of the five classes at the Queensland Sate Soaring Championships help at Warwick from 25th September.

Dave Shorter won the 15m and combined 15m/Standard classes and Bruce Taylor, who achieved a perfect score of 1,000 points every day, the 18m and combined 18m/Open classes. And this is on top of Bruce won the pre-World Championships at Uvalde in Texas in August and another member, Brad Edwards, came fifth.

Bruce and Dave both attended our recent Mini Grand Prix weekend where they were only too happy to share their knowledge. How lucky the Club is to have these and other greatly experienced members to guide newer members like myself along the learning curve.

As you know Tim Carr decided to step down as President at the AGM due to heavier family and business commitments. Tim leaves the Presidency with the Club in a "sweet spot".

Our operations under Ian Downes' mid week direction and our weekend volunteers function smoothly; our aircraft are well maintained under the competent leadership of John Trezise; the airfield is much improved thanks to Todd Clark's herculean efforts; our marketing is attracting a lot of students and there is a high tempo of training producing strong revenue. The Club is not only cash flow positive but reported a profit for the last financial year.

It is nice that our profitability is not flowing from exorbitant charges but from improved utilisation of assets. As a recent international visitor said about the Club… we seem to have struck a good balance between professionalism and clubishness.

With these good things happening Tim will be a hard act to follow. We should all be most grateful that his contribution will continue as he is staying on the Committee as Vice President. The Committee has also been refreshed by Jay Anderson accepting the role of CFI, Jenny Ganderton that of Secretary and David Bull joining as a committee member. David is a new member relocating, like Gary Ransby, from Queensland. Last year's Committee was strong; this years is equally so.

We have some great events coming up.

Paul Mander decided to run his excellent Speed Week at the Club yet again. It commences on 16th October and is greatly oversubscribed.

On the same day a group of intrepid members led by Ian Barraclough set off on the annual Keepit Safari which this year is going all the way to Lake Ayer, a 2,600km round trip. What a great objective. It's enough to make you want to buy a motor glider so as to be able to participate.

From the 29th October the Club will be hosting a GFA sponsored cross country coaching camp under the tutelage of G Dale, a British Gliding Association National Coach. G spent a season at Keepit some years ago and knows our airspace well. If you are interested contact Ross McLean by emailing him at ross.mclean@jetconnect.com.au.

The annual Kentucky Camp commences on Thursday 11th November at Bruce Taylor's lovely property in the New England. It is a great chance to fly the high country and experience convergence along

the eastern fall under the expert tutelage of Bruce and Brad Edwards. It's heavily subscribed, but there is still room for a few more aircraft if you are interested. Let me know.

Our Cross Country Weekend commencing on Friday 9th December will focus on developing our intermediate pilots by assisting them to achieve a 300 km flight. Gary Speight will be our tutor for the weekend.

You ask me what the key challenges are for the coming year. I say we need to heighten our vigilance on safety, further increase our free cash flow and ensure that members enjoy the sport ever more.

We had a number of safety incidents in the past year which very fortunately have not involved personal injury and mostly have been minor. But they are worrying and suggest our safety culture needs strengthening. Jay Anderson and Phil Anderton will be focusing particularly on this issue.

Our current cash flow enables us to maintain the quality of our aircraft, equipment and infrastructure. We depend on hard to get grants, like the one for the entrance road, to make significant improvements. It would be nice to increase our cash flow further and sustain it so we are able to implement a program of improvements. On the list are the acquisition of new aircraft and the refurbishment of the Clubhouse and Flight Centre.

We have demonstrated we can improve our finances by attracting new members, visitors and trainees and by making the Club more enjoyable so current members fly more often. The initiatives that have contributed to these outcomes will continue to produce some further improvement. But we need to do more and two things should help.

The commissioning of our new website in about a month's time will further raise our profile and should help us attract even more trainees and visitors. John Clark is to be thanked for this key initiative. He has put a huge effort into getting it right.

Where we have not done well is in attracting international visitors and it is in this that Members can contribute most to an improvement, and do it quite simply.

All you need do is post the trace of your flights, however modest, on the OLC. We are reliably informed that this site is watched closely by a global audience who are attracted by signs of regular activity. So please if you remember anything at all from this rambling message just remember to post your flights on the OLC.

There are instructions beside the Flight Centre computer. If these fail you I suggest you contact Jenny Ganderton or Jacques Graells who are experts and can help you through the process.

Before closing I must pay tribute to Tomas Munk, last summer's tug pilot, who was so tragically killed last month in Indonesia. Tomas was a most remarkable young man. He was an excellent pilot with a strong work ethic. He had the most pleasant personality and showed a maturity well beyond his years. There seems no justice when one so young with so much potential is taken away. He was a friend to us all and we should remember him. Our heartfelt sympathy goes to Tomas' parents Eva and Ladislav and sister Jana.

Chris Bowman

IAN'S IPAD
MY IPAD

JOHN - CAN YOU CHANGE THAT TO BEER O'CLOCK TODAY AFTER WORK

110%

I know a lot of you think that I don't write this myself but I DO! It's all my own work. JC does his bit of colouring-in for the rest of the comic but htis one's all me. If you doubt it, watch when he asks for an easy AFR... it'll be a pearler!

He siad that this version of the comic was laid out like my riting pad (or ipad... something along those lines) so i thought I'd go for an each way bet and do my own layout. Nice eh?

The major non flying event since the last Keep Soaring has been the completion of the entry road from the cattle grid and the car park. This greatly improves the ~~amenaty of our sight~~ entrance and thanks to all ~~who i forgot to thank~~ (to many to mention) for their efforts in the acquisition and completion. I put a pickie below.

The club has ~~akquired~~ bought a Grob 103 (VH-IUR) to be frends with VH-GFP. IUR has arrived at LKSC and is waiting for a cockpit upholstery upgrade before being put into service. I did not photo this because it looks the same as the other wone David Bull, who bought the glider down from QLD (qiiet little drink hehehe) reports the trailer tows very well; this will be a valuable asset. Thanks for your efforts David.

Flying from club members and visitors alike is happening at a ~~pleasing~~ grate rate and we continue to attract visitors from near and far. More recently we have had ~~international visitors~~ forriners from Honk Kong Ireland and "locally" from Queensland, South Australia and West Australia as well as our own New South Wales (well, your own' Up VIC").

Jason Townes and John McVeigh from Freemantle (near Perth?)

We also welcome Luke Kingston Murphy, our summer tuggie for season 2011/12. Luke hails from Townsville and has ~~underwent~~ done tow pilot training at LKSC. We look forward to a great summer with Luke "in command" of MRP.

LKSC continues to attract major events and it is pleasing to be able to show case our facilities and location to fellow pilots. Next week (~~comenci~~ starting 15th October) we have Speed week organized by Paul Mander. This is like goodwood speed week but not like Goodwood speed week because that has motorbikes etc and we don't.

Paul has arranged a fantastic week of coaching, analysis, sports pskology and the presence of Ingo Renner, 4 times Champeen of the World. What a ace week to look forward to' (why would the safari nuts choose this week to bugger of??)

In my last report I finished by farewelling our 2010/2011 summer tuggie, Tomas Munk as he left to pursue his flying career in Indonesia.

It was with a great deal of shock and sadness that we learnt that as a result of a flying accident in West Iryan, Tomas had lost his life .. a life that had been filled with so much promise for the future

And so a final farewell to our mate and thanks to Bob Emery for these words ...

"Vale Tomas...he was a good man"

He was also my good mate and we all miss him.

FROM IAN DOWSN

A BUOYANT WAFT

I admire English glider pilots – 4,000′ ceilings, 4 knot thermals on a good day, weather changes every couple of hours, tiny paddocks and tricky airspace corridors criss-crossing everywhere. There's usually not much room for hangars on the airfield, so much daily putting together and taking apart is needed. But none of all this seems to dampen (pun intended) their enthusiasm.

Last year I stayed near Nottingham for a week or so and I naturally sought out local gliding clubs. I chose the Buckminster Gliding Club at Saltby in Lincolnshire (www.buckminstergc.co.uk) as it was a 7 day a week operation and wasn't too far away (but little is too far away in England). Like the sites of many English gliding and flying clubs, the airfield was built during WW2 and was used by the RAF and the USAAF.

My visit at the beginning of September was on a warm, hazy day with a 4,000′ ceiling and maximum 4 knot thermals as anticipated above. The flight was preceded by pleasant chats, cups of tea in the pie cart (that's where all old busses go!) and admiring a beautifully restored Slingsby Dart and a Ka8.

My one hour flight later in the afternoon was in a Puchaz towed by a Rallye at a noticeably more leisurely pace than behind a Pawnee or Callair.

We wafted around in buoyant air taking in the scenery, however the view was limited by the hazy sky. My guide (Roger Keay, the club president and rostered instructor) pointed out several stately homes. Gliders were returning from 150km tasks and none had outlanded.

Their 7 day operation is similar to ours in its objectives and the way it works. Roger said they are doing OK, but business is slower due to the world financial situation and the UK's parlous state.

This one flight confirmed how different English conditions are to ours and made it easy to understand why English pilots come to us and marvel at 10,000′ days with 6 plus knot thermals. As I said to Roger (not patronisingly I hope), "It's like a good midwinter day at Keepit!"

Graham Holland

Maybe not last weekend Graham! Garry Speight reported cloudbase at 1200-1400 agl! "There were gaps between the clouds, so some some release heights were nearly 2800 feet. In the heat of the day the temperature got to a comfortable 13.4 degrees. (This max temp was 12.6 degrees below normal, but there have been several days worse than that this century.)". What a change from 13,000′ a week ago.

Dies Ire

As most of you know by now, our wonderful summer tuggie from last year, Tomas Munk, died in a plane crash in Papua on September 9th. The likely cause of the accident was bad weather and only Tomas and the pilot, David Cootes, were involved.

Tomas was an outstanding young man, funny, friendly, warm and big-hearted and few of us at Keepit were not touched by his presence at the club, whether it was his professional conduct when flying, his fear of Australian wildlife, followed later by his eagerness to eat it or make friends with or rescue it, and he became a part of many of our lives across that summer.

When Tomas left for his new job in Papua, he wrote a long letter to all of us at the club about his experiences in Australia which was published in the May-June issue of Keep Soaring.

The letter was at the same time, very funny and very touching. He ended the it by saying thank-you to all the people he'd been involved with at the club… which went on in detail for nearly three pages.

Someone said to me at the club, after reading the letter, that it brought a tear to your eye. I might suggest that you read it again, but this time you'll have tears streaming down your face.

The loss of Tomas is terrible for his Australian family, especially Joy and Ian, but mostly for mother, father and sister back in Slovakia. Our thoughts go out to all of them.

Dies Ire, the Day of Anger, is part of the sequence of the requiem mass. My favourite is the Dies Ire from the Verdi Requiem which conveys just a fraction of the anger that one feels at times like this. Anger, because we are powerless to do a thing.

There's a point in our lives when death is a shame but when it comes to young people like Tomas, just starting out on their life's journey, it is a disaster which no faith or philosophy can explain or soften.

Most of us have memories of Tomas which make us smile…

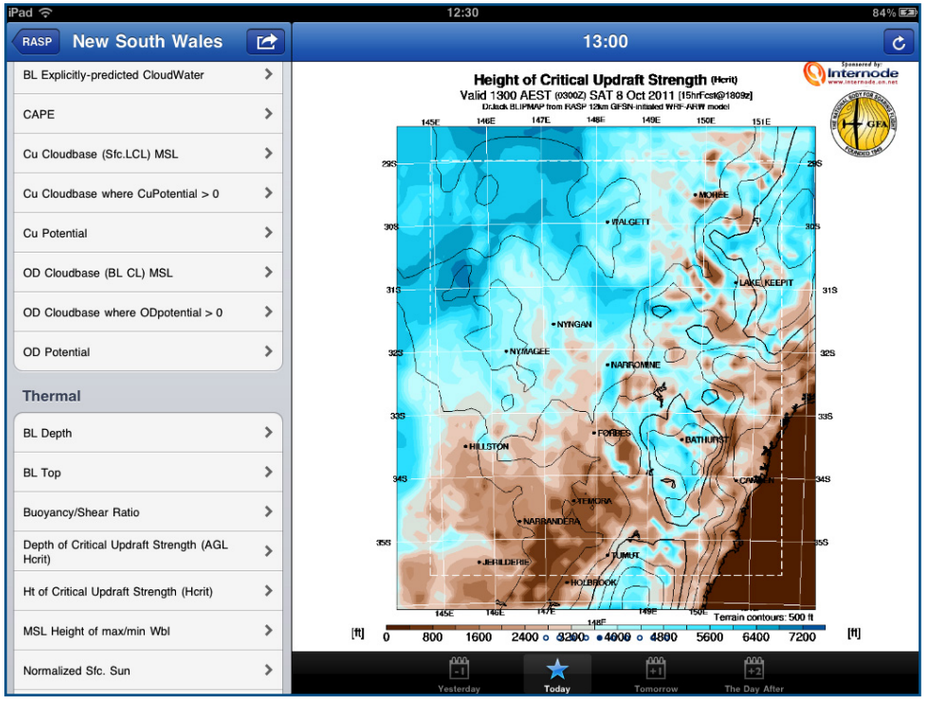
trailing behind Ian Downes around for the first two weeks like a frightened puppy in case a spider or snake jumped out and bit him…

catching a fish from the lake with a shovel and then barbecuing it one lunchtime…

tearing along the strip at night trying to run down a kangaroo in time for dinner…

There will always be a corner of our foreign field which is a part of Slovakia.

And as Tomas' mother Eva wrote… Tomas will always be with us and we will always be proud of him.



iGlide therefore I am

This being the iPad edition of Keep Soaring, it's only fitting that there is some mention about iPhone and iPad apps for the glider pilot. And with summer and the Safari coming on, the interest is in apps which help cross country soaring.

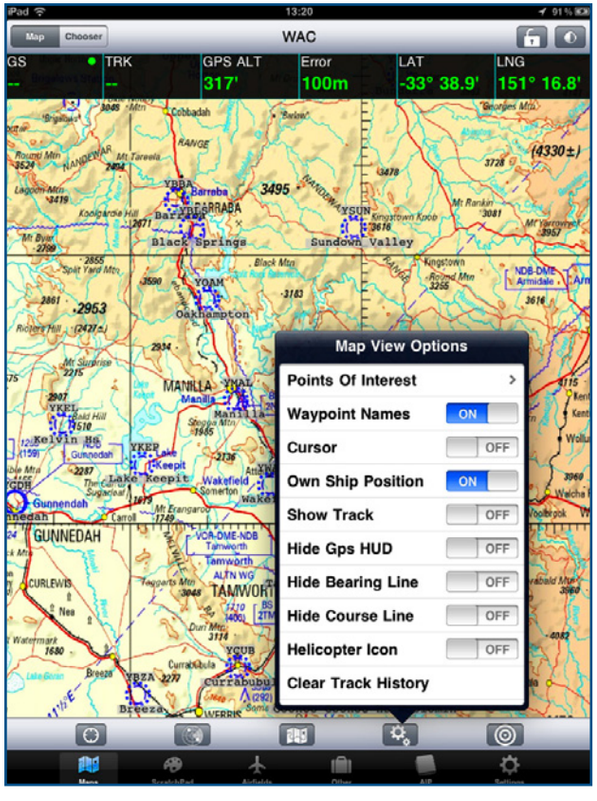
There have always been a lot of apps for both devices which will give you the weather… none of which are particularly notable for content or accuracy including Accuweather… which according to Jim Staniforth, is only called that because HopelesslyInaccurateWeather.com was already taken.

However, a welcome newcomer is RASP. Like many apps, RASP repackages the normal blipmaps into a form which is more convenient and quicker than using a web browser… it is a lot faster to start RASP and open a blipmap than to start Safari and navigate to the right page… it probably uses less data too which is a good thing if you are at the club or somewhere in the bush and paying for data downloads on a 3G connection. The map colours do appear a bit gloomy.

The king-hitter app right now has to be Ozrunways… that is, if you want to go real cross country soaring. The app was recommended to me by both Ian Downes and Marty Kahout our new occasional tuggie as an ERSA replacement. Marty has said that it's the app which will force him to buy an iPad (albeit reluctantly).

Ozrunways is called an "electronic flight bag" meaning that it contains almost everything you would have in a real flight bag except cigs and sarnies. Though the app is free, you pay an annual subscription of about $75 for which you can download the entire set of Airservices Australia documents including all of ERSA and all Airservices maps with one WAC covering all of Australia and all ERCs etc. All these can be downloaded to an iPhone or iPad using a home connection so you don't need to have any internet connection to use almost all of Ozrunways to the full.

Ideally, you have a 3G iPad with an internal GPS or you can attach an external GPS via wire or bluetooth. There are rumours that you can also use your iPhone GPS to power a non-GPS equipped iPad.



The maps are geo-referenced which means you get a proper moving map display… even though the icon used as your plane looks more like a Cessna 182 than a Ventus. This works using internally stored maps and the device's own GPS.

Weather radar is available at the press of a button on most map screens and this is about the only feature for which you need internet access.

Ozrunways allows you to add user waypoints and it's a simple two-tap process. Tap once on a map to pop a dialog and tap once on the create user waypoint button on the dialog and you're done.

This is great for long task planning since if you have turned on the options to see waypoint names or other points of interest such as Aerodromes, ALAs, VFR and IFR waypoints etc. your WAC chart view will get very cluttered.

User waypoints show on the map as a red cross and are easier to identify than the Airservices waypoints. If you tap somewhere on a map or on a waypoint, Ozrunways pops a window showing the closest waypoints… In the screen shot on the previous page, you can see White Cliffs as well as a user waypoint for White cliffs which is not named… it doesn't really need to be, because a tap on the White Cliffs entry brings up the details on the waypoint including an button via which you can open White Cliffs complete ERSA entry.

The app contains the entire ERSA database of aerodromes and landing areas and is a lot faster and easier to navigate than the on-line or paper versions.

You can print ERSA pages directly from Ozrunways and while it is more convenient that the on-line version, there's a technology lag between ERSA and 2011… Many, many ERSA entries like White Cliffs are on two pages, one and a half of which are blank. The blank pages have printed, right in the centre, "This page intentionally left blank".

So if you make a mistake with your printing… an easy thing to do when printing from a mobile device, then you will get to enjoy a lot of sheets of paper unintentionally printed with this annoying and superfluous message.

No doubt about it, the iPad is too large for a glider cockpit and the iPhone is too small. The alternative Android knock-offs won't run Ozrunways, but what else are you going to do? It's better than struggling with a copy of ERSA in the cockpit. There are lots of simple cases around which will protect both the iPad and the inside of your cockpit… if you can find a place to stuff it.

Viewing maps on the iPhone is less than ideal but you can usefully view ERSA entries and waypoint information. For most navigation purposes, the iPad is perfect (except for single seat gliders!)

Compared with buying all the Airservices publications, the cost of the subscription to Ozrunways is reasonable. I am not sure if the content gets deleted if you don't renew a subscription and in any case, you are probably not allowed to use the app for air navigation… the splash screen points this out.

The FAA have authorised a US charter airline to use the iPad as an in-flight tool as long as it is strapped to a pilot's leg and viewable during critical flight phases but we know that thousands of other commercial pilots have been using iPads and iPhones for years.

It's amusing to think, as you're told to turn off your electronic devices on commercial airlines before take-off and landing, that the pilots in the cockpit are still using them to run apps like Ozrunways.

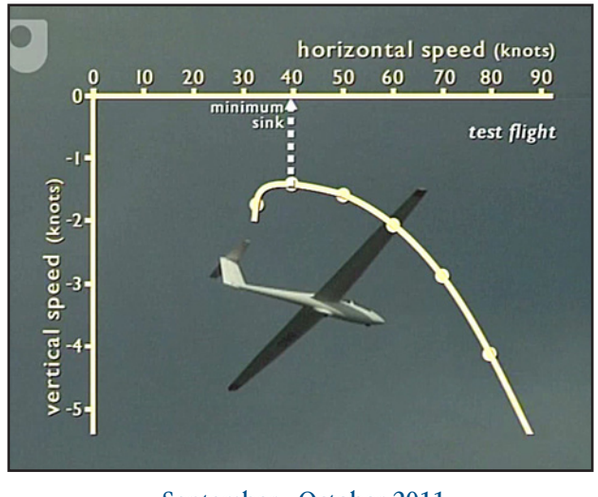
Soaring By Design

Although the internet can be a deeply shallow experience, there's some amazing stuff out there if you are lucky enough to blunder across it. Often, before some long international flight, I have a look at the iTunes U section of the iTunes store to see if there's anything worth downloading. One of us downloads anything about speaking French in the hope she can make up for the last 12 months of indolence in a 21 hour flight. It's all free.

The iTunes U is a difficult place to describe because there's so much there from so many different providers from Oxford and Cambridge to the Beijing open university. The content is in all sorts of formats including talking book, ebook and video.

Subjects range from codebreaking to game theory and ancient greek… and yes, gliding. "The 8 video tracks on this album describe some of the highly mathematical concepts used by pilots, such as glide angle, the 'best speed to fly', and the intricacies of competition flying. The principles of gliding are described with the help of 3D graphics and archive film. This material makes up part of the course MST209, Mathematical methods and models. '

While it is mainly intended for people who don't glide, there's enough there for people who do glide and certainly, it's an interesting introduction for people who want to learn how to glide… better than most of Basic Gliding Knowledge especially for the iPod generation! It's well worth a look, especially if you are going to be spam-in-a-can in some 747 for another precious day of your life.



From somewhere else, I got hold of a talk by Paul MacCready in the TED Talks series. TED (Technology, Entertainment, Design) is a non-profit organisation devoted to "ideas worth spreading"and they've got more than 900 (free) videos by the world's most inspired thinkers from all sorts of different fields.

The video I downloaded on Paul MacCready is more about the man and his ideas rather than being on specifics like the Kremer prize winning human powered flights or the solar challenger. It covers subjects as varied as sustainable power sources to gliders which fly on the up-currents from the human body.

Through his aerodynamic research, MacCready became a confirmed evironmentalist and in the video he spends a lot of time talking about environmental topics such as overpopulation and sustainability.

I've read books about Paul MacCready and was a little suprised to find that on video at least, he comes over as warm, open and intelligent rather than the obsessed eccentric person from the books. Other videos in the series cover everything from MacCready's solar powered aircraft to the Kremer prize.

The Vic Hatfield Grand Prix Experience

It would be wrong to say that the conditions over this long weekend event were not challenging and character building. There's was a very good turnout with almost all the club rooms and gliders booked and a good turnout of Tamworth members every day.

But the conditions were stable compared with normal Keepit weather… with a pressure cooker high sitting over the strip. In fact Bruce Taylor said something to the end that he looked up at the sky and couldn't recognise anything. However we flew and flew good.

The first day was patchy though most people made it around the task. The starts were more than usually exciting compared with AAT starts since there appeared to be hundreds of gliders in the one thermal waiting for the gate to open.

Flarms were useless for once since they were on, flashing and beeping almost all the time and the nice lady on my voice module never managed to finish a complete sentence about traffic somewhere or other. At least you knew the flarm was working!

The thermals were odd. They seemed to have many cores which bubbled up against the inversion layer. If you lost a core, you just flew a few seconds in any direction and picked up another which was as impossible to centre as the last… at least it was going up.

Saturday was mostly better. There were some huge thermals which went up over 10,500' for those who chose to wait and many were quite strong. However it was the AGM and the field split into two. For many of us expecting to be re-elected back onto the committee, duty called and it was stick all the way forwards to get to the finish… until the day died very suddenly. Others decided that landing out was a great option to avoid the AGM and Jenny, Dave Shorter, Vic, Jay and Dennis Stacey all landed out.

It was a shame to see Dennis land out since he appeared to have blitzed the fleet the day before and won… until he realised that in his new glider, the Cambridge was set to read in NM rather than Km and he'd turned short at every turnpoint!

I heard all these people calling outlandings and I decided to take the short way home. I should have had some fun with the two open class gliders of Geoff Sim and Steve Hedley when I joined them in a weak climb over the big coal mine near the gap because they thought I had also rounded the final turnpoint and was a contender but the lift, it was fiddling and small.

In the end, only the two big wings got home without two stroke or bailing out early. It was quite erie landing on the almost deserted strip with nobody coming in afterwards. Everyone else had either bailed out early or outlanded.

On Sunday, the weather read Garry Speight's email and did turn on a pressure cooker. Not much heat but plenty of pressure and nothing going anywhere… or so we mere mortals thought when the competition tasks were abandoned while we were sitting on the grid.

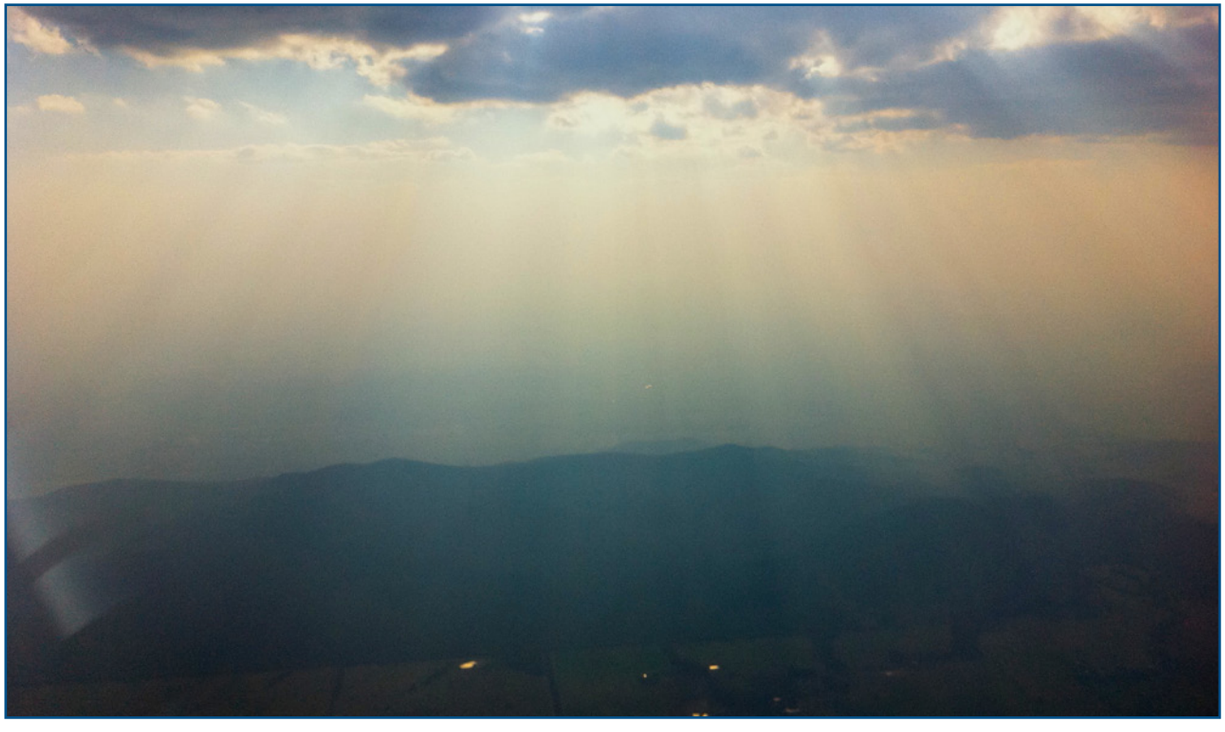
Most people did launch but found little or nothing to hold them in the air. However Bruce Taylor took off last and towed towards the Kelvins where he ridge soared for hours, only giving it away the wind dropped off and he sunk to 2000' AGL. He arrived back over the strip late in the day with what appeared to be at least 600' in the shiny new JS1.

Bruce gave an informative talk on ridge soaring and working the Kelvins in the prevailing westerly conditions which made most people weak at the knees, especially those of us like Jenny who have hundreds of hours ridge soaring hang gliders!

Jenny Ganderton:

Monday was a good day - we had a task to Manilla, Baraba, Curlewis and back to Keepit. My "handicap" was that I had a 10km radius round the turpoints - better pilots in better gliders had to go closer to the actual point.

I got out to the launch later than everyone else, but I thought it was working and we ought to start, so in best hang gliding tradition I "pushed" and they let me go to the front of the line! Must have been in hang



gliding mode after Bruce's talk about ridge soaring at the briefing.

Anyway I was right - it was soarable, but really peculiar broken up thermals - you'd get a couple of turns and think you'd centred it, and then it disappeared. There was a brisk northerly wind, about 13 kts, so a fair bit of drift.

The task started at about 1.30, and the blipmaps forecast it to be all over by 4 pm, fortunately they were wrong and it worked a bit later than predicted. I think I missed the start height by about 300ft, but after that was able to follow Bruce Taylor to a huge thermal that went to 10500ft - at least I got that high - Bruce was higher (Bruce claimed 13,000').

Then I lost him, and never managed as good a climb again!

Got down to 5000ft before I got another one. Meanwhile I heard other gliders outlanding, so I went conservatively. I managed to get back up to 8000ft just as Vic was landing in a paddock - I don't think the news cheered him up much.

On the way back I headed for some clouds that didn't do much, and instead of heading further west to some more clouds that looked a bit better I got an attack of get-home-itis, and headed for Keepit, thinking the Curlewis bit would be out of the question.

I got up again from Keepit and headed west to the Carrols and got high enough to glide to within 10 km of Curlewis and get back again. As I was heading for the Carrols I heard Bruce finishing!

I was pleased to think that some people were actually slower than me for once, then checked my

trace and thought I'd missed the turnpoint at Curlewis. However further checking reveals that it was OK :-)

Gabriel Kalkbrenner in JY, Steve Hedley in OZ and Garry Ransby in GR all finished the task - not sure what Dennis Stacey and John Clark did.

Allan Buttenshaw, John Trezise, Vic Hatfield and Jay Anderson flew but did not complete the task.

The whole weekend was great fun- even the outlandings were good experience, and having a task to fly really makes you try harder - even though in this case the scoring seems to have gone by the wayside. Many thanks to Vic for making it all happen.

John Clark:

Yes, Monday was a very odd day. After post flight discussions with Garry Ransby we both decided that there were two days… the one below 7,000′ and the one above. Bruce Taylor claims to have got to 13,000′ (and probably did the task on two thermals!) Some of the rest of us grovelled all day below.

I think that if you worked out early (as I did not) that the thermals actually did go through the inversion and that you could get close to the clouds, then you could stay up in little sink. If on the other hand, you failed to get that picture, then you ended up in fairly horrible conditions below.

Me, I failed to follow Bruce's rule of working out which clouds were producing lift and where under the cloud the lift was coming from as soon as you took off.

That being said, the clouds were tiny wispy things and very high right from the start. Bruce said later that he also thought that it was a very odd day because with a cloud base of 13,000′, you'd expect very strong thermals and there weren't any.

I bailed out of a 4 knot thermal just before Manilla at 6500′ with Jenny below. Was this the one which took Bruce to 13,000′. With such a strong thermal so early on, there was a big temptation to think that this was how the day would be all along the course. It wasn't.

The wind was running parallel with the Bora ridge so it was a lottery as to which way to go to Barraba. I chose wrong (like Vic!) and went for the NE side over Godfrey's. I got very low. The wind in the valley was very strong (20kts+) and I scraped up in a thermal near split rock which rapidly blew me back into the turning circle at Manilla with height gain of only 600′. I gave up and started the iron thermal for a few minutes to gain a thousand feet or so.

After that, heading out on the other side of the Bora ridge, I got a thermal to 7,000 and another to 10,000 where the sink was far less (though I was still recording 20 knots of headwind to Barraba. From there, I got to Curlewis, cruising under the cloud with very little sink and getting up over 11,000.

I assume that the West Australians have been burning off heritage forests of Jarrah and Karri to make way for necessary mining because by the time you got much over 8,000′, you could not see the ground. The visibility was legally OK but at that height with a late sun, the ground was almost invisible.

Both Garry Ransby and I had difficulty staying accurately on course because there was no horizon and you tended to drift towards any sharp item such as an off-course cloud. I made Curlewis with 3600′ and

went almost all the way back to Manilla. I got some great pix of the copper coloured lake on the way back.

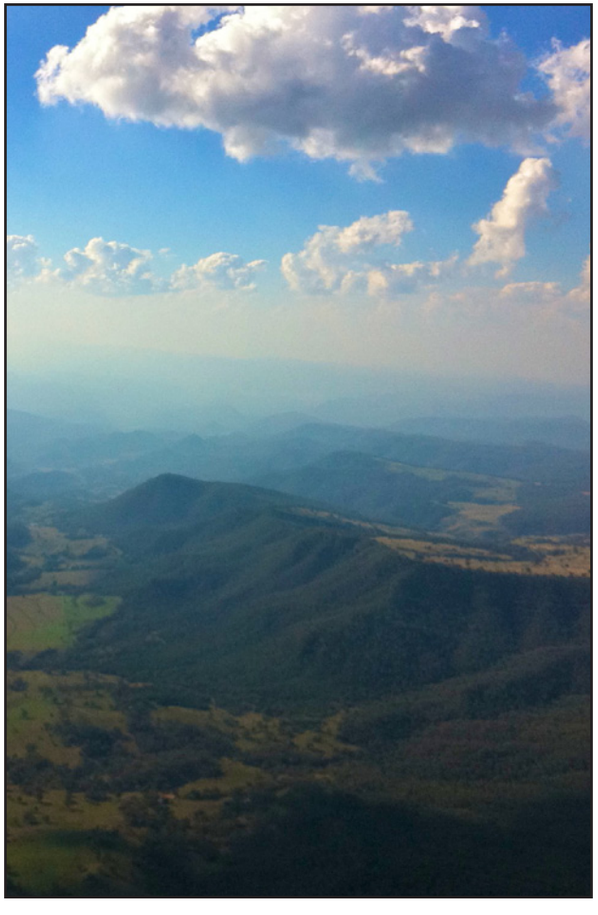
John Tresize:

I think Gabriel Kalkbrenner's flight was one of the big achievements of the day. Gabriel was at the Club on the week-end and intended to take the train back to Sydney on Monday. However, I found he lives less that a km from me so offered him a lift back on Monday night, which enabled him to fly on Monday.

On finding the LS7 available, he had no hesitation in having a crack at the GP task which, he completed successfully. Gabriel was thrilled with the flight, but had to curtail his enthusiasm a bit on the five and a half hours drive back as I had bombed out on off the launch and did not re-start.

Unfortunately for the Club, Gabriel is off to Germany to work (permanently) in October, and is very keen to continue his gliding over there. He will be working south-west of Munich so if anyone has any connections or recommendations with gliding clubs in that area, or knows anyone who knows anyone, Gabriel would be most appreciative.

Overall, the weekend was a huge success, in spite of the AGM and Chris Bowman's constant lobbying. Everyone who came to the Vic Hatfield Grand Prix Experience long weekend had a great time... even though the flying was very atypical for Keepit. I am sure the GPE will be an annual fixture from now on. Well done Vic!!



Later the same week...

A number of us wagged work and stayed for the rest of the week. Tuesday was very windy… 25 knots and gusting much higher… so flying was off.

The following Wednesday and Thursday were also interesting days in the spirit of the GPE weekend… low heights and multi-core thermals. On the Wednesday, I headed for Manilla to see if I could improve on my GPE task. Again, there was little in the way of lift and lots of sink around Mount Rankin. I continued on towards Mount Bora and watched as a paraglider launched and sank into the bombout. There's never any lift on this ridge… except that I have launched from here dozens of times in a hang glider and only been in the bombout twice.

In the low saddle in front of Mount Borah, I got a climb which shifted around before getting organised and very slowly climbed over the ridge. The joy of this was that there were a gang of slope-soaring RC aircraft flyers working the ridge below and I was able to slowly climb out and head off towards Mullaley. At least, if I was flying an RC plane with a 1:1 scale version so close, I would I find it exciting!

The next day, Gary Ransby, Harry and I worked our way towards Mount Kaputar with barely 5,500 as the maximum height.

Almost all the rocky outcrops gave reliable climbs (in their broken up sort of way) as if they had been reading Helmut Reichmann. The last bare rock before Mount Kaputar seemed to dare us onwards by giving a solid climb through the inversion to 7,000', both on the way out and the return leg.

And finally, on Friday, Keepit weather returned with CU popping all over the place and solid, anchored thermals. Gary Ransby and I tore off towards Bingara but didn't quite make it.

I got a fantastic climb around the outside of a wisp of cloud up to 8,000. Gary did the same but managed 9,800 and had to do a 180° turn to find a way out! He then spent a glorious half hour soaring through canyons of CU to the north-east of Manilla before returning home.

CFI Care

It is alarming that in my very short period of office I have had to file two incident reports. One incident was a "wheels up" landing and resulted only in minimal gel coat damage. It was fortunate that the other incident did not result in major injury/death and/or substantial aircraft damage. A significant causal factor in both incidents was a lack of currency on type.

In this issue the very wise and highly experienced "Mr Pink" (JC – how has Butts signed his article? *I'm not sure… Mr Pink I think.*) has espoused the need to develop "airmanship".

A major component of airmanship is the self-recognition of "human factors" and the degree to which they may affect performance.

The first step is to recognize the potential for any particular factor(s) to affect performance. Many such factors are self-evident; lack of sleep, illness/disability, preoccupation with extraneous issues ("emotional baggage"), dehydration, hypoxia and hangover. Lack of currency, either generally or specifically on aircraft type, seems to be more insidious.

Once relevant human factors have been identified steps must be taken to ensure that they cannot contribute to an accident or an incident.

Unfortunately, flying an aircraft is not "just like riding a bicycle". The fact that you were (or might have been) once a gun pilot in your 20's doesn't mean you can return to the cockpit at the age of 45 and expect to perform competently.

Lack of currency manifests itself at all levels. It is not unlikely that after a break of six months a glider pilot with 50 solo hours will need a check flight with an instructor to regain the levels of competence and confidence required for safe operation. Conversely, a pilot with 5,000 hours will probably fly acceptably safely, although not optimally, after a break of 12 months.

Even top level competition pilots notice degradation in performance after only a month out of the cockpit. Elite competitors fly two or three days a week.

In the exercise of good airmanship it is incumbent upon each and every one of us to recognize and anticipate our own limitations and to take appropriate measures to eliminate any risks emanating therefrom. It is all part of being "ahead of the aeroplane".

If you have any misgivings about your ability to perform safely and competently in the prevailing circumstances and conditions then in the exercise of

good airmanship you should not attempt the operation. Then is the time to invest in at least a discussion, and if necessary a check flight, with an instructor. The first is free. The second is cheap, especially compared to the potential cost of the alternative.

oooOOOooo

On a lighter note, with the concurrence of the panel I am implementing a number of initiatives with a view to enhancing both the safety and the enjoyment of our sport:

Every member will be encouraged/expected to attain a "Glider Pilot Certificate" - see GFA Operations Directive No. 2/09 – http://2009.gfa.org.au/Docs/ops/OD_2-09.pdf

The panel will maintain a file in respect of each member who has not obtained a GPC. The file will include a spreadsheet to be completed by an instructor in respect of each flight.

The spreadsheet will record scores (1-5) assessing performance in respect of each item in the GPC training syllabus. The files will be accessible to both members and instructors.

The spreadsheet should provide a useful tool to both members and their various instructors in identifying areas in which particular pilots need development/encouragement/training.

All members not holding a GPC will be assigned a mentor instructor. Members will be encouraged to select an instructor with whom they feel comfortable to act as a mentor.

Would all members please email me at jayoa@bigpond.com advising the following:

Name

GFA number

GPC (yes/no)

Total hours

Highest certificate held

Desired instructor/mentor (only if GPC not held)

In each edition of "Keep Soaring" I will publish an anonymous report of incidents and accidents. My sincere hope is that this issue will be the last containing such a column!

Finally, I apologise for the sermon-like tone of this article. Like most, if not all members of LKSC, my foremost desire is to do all in my power to make our sport both as enjoyable and as safe as humanly possible.

Above all fly safely, and fly safely above all.

Jay Anderson CFI

Fear Sports

I've only met one real Fear Consultant. He was a fellow hang glider pilot who used to walk around the take-off wearing a set of overalls with these reassuring words emblazoned on the back. Few spectators asked for a consultation!

How often do you mention to someone that you fly sailplanes, and get a reply which goes something like "I could never do that… I'd be too frightened…it's too dangerous.' There's no denying that any form of sport aviation comes with a degree of risk but in fact, gliding is not particularly dangerous and could hardy be called a "fear sport".

Oddly, the most dangerous sports are mostly the ones which are not generally recognised as fear sports. It's difficult to get absolute statistics and anyway, that's not really the point of this article. However, it's probable that horse riding is the most dangerous sport in Australia.

To get a benchmark for purposes of comparison (and no doubt it's a fairly floppy benchmark), statistics are normally based on fatalities per 100,000 participants. Boxing has a fatality rate of 1.3 deaths per 100,000. Horse riding has a rate of 128 deaths per 100,000.

By the time I was 35, I knew of 7 people who had died in horse riding accidents… and at that stage I did not know of anyone who had died in any other sport or pastime like motorbikes.

In fact, sport aviation is about as dangerous as rock climbing, scuba diving and a host of other sports which are not usually regarded as particularly dangerous. Gliding is less than half as dangerous as contact sports such as football which are again far less dangerous than horse riding.

Sports like hang gliding and paragliding have a very similar fatality rate to sailplanes but there's a hidden feature of these sports which is not often mentioned. In these two forms of gliding, non-fatal injuries are high and in many cases these injuries are what you might call "life-injuries". Something which you will be unlikely to completely recover from.

The lead horse rider in this picture is my sister. She's a very experienced competition-winning rider. She has her legs velcroed to the saddle because she lost the use of them in a horse riding accident some 20 years ago.

Of course there are many other sports where the injury rate is very high with many of these injuries being life injuries. Skiing comes to mind here…how many other sports have a hospital on the playing field? Right now though, mountain bikes are giving these hospitals more business in the summer months than skiing does over winter.

Medibank lists the following as the top 10 sports for hospital emergency departments in Australia: Aussie Rules (is this a sport?), Basketball, Netball, Running, Tennis, Cricket, Soccer, Aerobics, Rugby League and Rugby Union. If you lump all the football codes together with Aussie rules, the accident rate is still about 40% less than for horse riding.

With many of these non-fear sports, you expect to get knocked about a bit on the field. This is certainly the case with hang gliding and paragliding. Of course, one reason why there are not many injuries with sailplanes is that if we have an accident, it's usually a high energy

accident and less survivable than the injuries got from hang gliding and paragliding.

We all accept a certain amount of risk in the sports we pursue and life would be pretty dull without some degree of risk. We expect that with the right mind-set, equipment and training that we can reduce the risks to an acceptable minimum. But…

There is a dangerous component to our sport up at Keepit and that is the ATVs or Quad Bikes we use up and down the strip. (I'm not allowed to use the term bike here, because as Geoff Neely points out, you can't have a bicycle with four wheels… so we'll just call them quads.

The death rate on quads in Australia is about 14 a year at the moment, with four times that many serious accidents. In fact, you're more likely to die on a quad than a farm bike. Most quad accidents and fatalities are caused by roll-overs with riders being either crushed or dying of asphyxiation. Many of these fatalities are on farms where farmers spend hundreds of hours on quads each year but a significant number are casual recreational fliers.

The point of all this is, quad bikes are a fear sport. They are dangerous and should be handled with care.

If you want to enjoy a long and safe gliding life, take care on the quads because they may be more dangerous than your aircraft! Chasing roos on the strip around the strip on a quad may be more of a threat to life and limb than committing aviation!

Have fun, stay safe!

Note: The passenger on the quad in the picture has been photoshopped in for the purposes showing a dangerous activity for this story. It's against club rules to ride 2 up on quads.

The Lake Eyre Soaring Safari

Al Giles and Ian Barraclough were sitting under the awning outside the Clubhouse one evening late last season wondering what adventure could be conjured up for the next season.

A safari to Burketown surfaced quickly, or a repeat of the 1995 Heart of Australia Tour which circumnavigated the Simpson Desert, or a safari to Lake Eyre as it was forecast to be really filled with water this time.

It would have to be self-launchers as there was no tug available at that stage in the discussions and it would be over some un-landable desert country; besides, tugs are expensive And the idea took hold. Heaps of emails later, going to Lake Eyre emerged at the top of the list. And the word spread.

Shinzo heard about it and thought he might be able to get sponsorship from Japan. The name 'Lake Eyre Soaring Safari' was chosen to help with Shinzo's marketing. The tsunami and nuclear accident wiped out any hope of sponsorship from there.

John Clark heard a whisper and signed up on the spot. Tony Tabart and Jo Pocklington were very keen but have unable to get away from the farm. Veteran Morning Glory pilot Geoff Pratt said 'just up my street' but has had to drop out for this one.

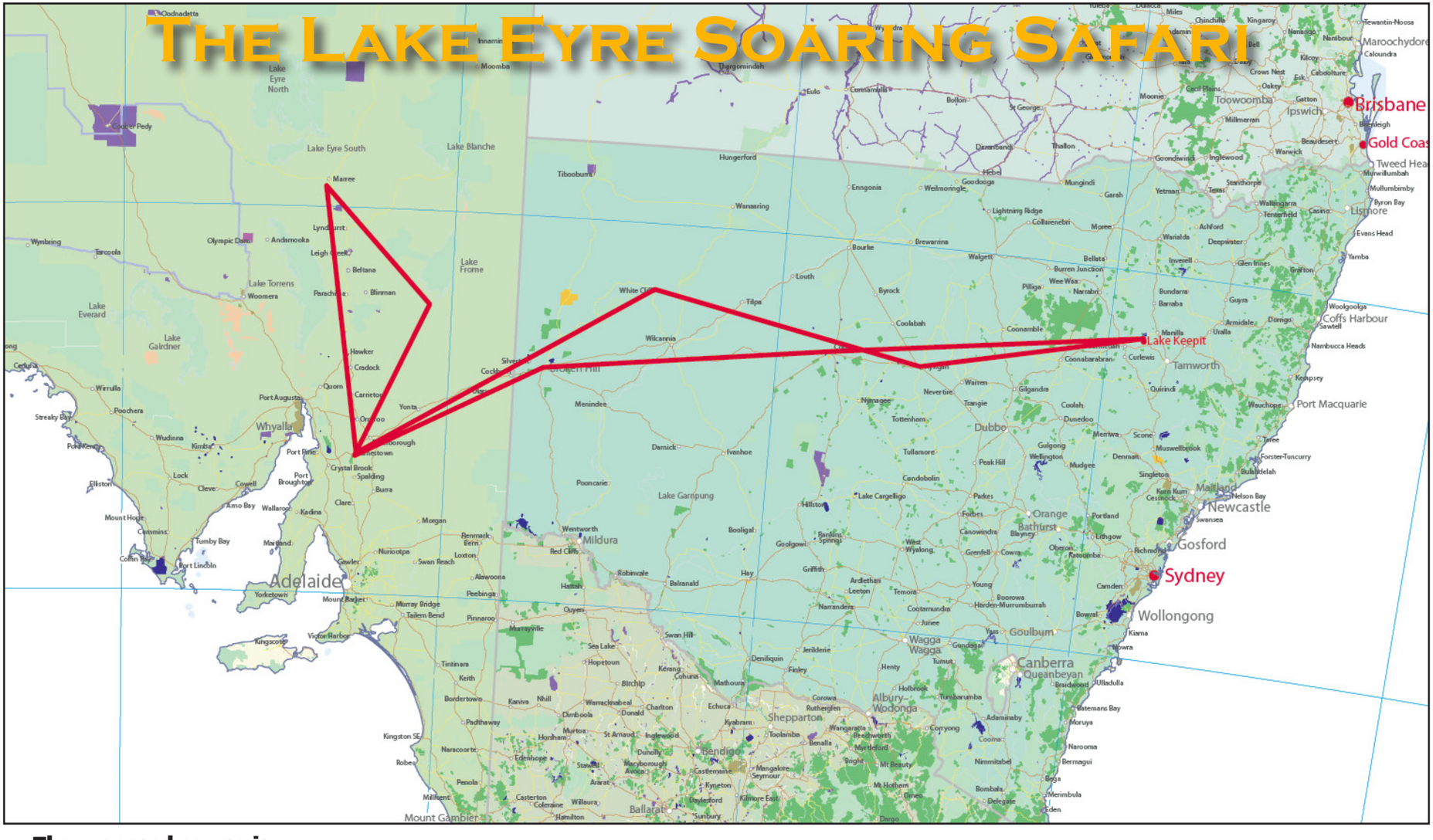
Jeff Hunt from HVGC heard about it also, but work has got the better of his semi-retirement. Bob and Jan Ward said "we are in, when is it?" Bob's partner in the Ventus was equally keen to come. Geoff Sim said "yes, that will fit in with my other trips".

On the patio at Narromine one evening, Paul Thompson said he would join in … Al Giles is flying in the right hand seat. Dion Weston in his ASH25M and friend Fraser Vickers round out the six gliders, thirteen pilots and crew with three vehicles.

So the team is assembled, a route selected that does not go over too many deserts, and which includes a station stay near the Flinders Ranges, a night underground at White Cliffs, a few days flying over Lake Eyre and some rest time in Broken Hill.

Jan and Bob Dircks are going to fatten us up when we all get together before we leave on 16th October. Well, it's on again! The legendary Lake Keepit Safari is all set to leave the club on October 16th for a truly epic event… Lets hope we get some great weather!

The Lake Eyre Soaring Safari



The proposed course is:

Distances in km:

Keepit to Nyngan	326
Nyngan to White Cliffs	401
White Cliffs to Jamestown	494
Jamestown to Marree	396
Marree to Wirrealpa	185
Wirrealpa to Jamestown	231
Jamestown to Broken Hill	303
Broken Hill to Cobar	413
Cobar to Keepit	462

Picnic days are scheduled en-route with opportunties for sightseeing and local soaring over lake Eyre and Wilpena Point. A splendid time is guaranteed for all.

If you want to keep track of the safari, have a look at: http://www.vachement-branche.com/index.php/competitions/spot-lake-eyre-safari

WILD WINDS

Saturday 10th September provided some interesting conditions with plus 20 kts WSW winds. Most launches were from R/W 27 and landings were either 20 or 27. Alan Buttenshaw and Steve Hedley were the very capable instructors and am sure that most low-time pilots gained from the experience.

For the benefit of those not present the following notes might assist if faced with similar conditions:-

Firstly, my qualifications for commenting are that a large proportion of my flying has been at CCSC whose airfield is located on the top of a N/S ridge. When westerly winds blow the sloping rugged terrain to the west and the trees around the airfield provide conditions probably as severe as any in Australia.

Everyone knows not to go too far down wind on windy days. When flying lower performance gliders turning base level with the end of the strip is pretty sound. On windy days I add 2-300ft to the normal circuit height and this is not just to provide for being caught in downdrafts.

The standard GFA circuit suggests 500ft AGL on downwind opposite the touchdown point, about 400ft turning base and 300ft turning final. There's more risk when making turns when flying in the turbulent air which we usually encounter at low altitudes. Turning with wind shear and turbulence is hazardous and safer to be a bit higher.

Using the formula 1½ VS plus half VW is usually OK but maybe not on final for 20. The strip slopes upwards towards the threshold. Wind speed on the ground might be 10kts and when at altitude it is say 20kts but the upward slope of R/W20 coupled with the tall trees at the threshold would probably mean gusts of more than 25kts.

This suggests that somewhere on final there will be a windshear of 15kts. On the day I personally flew at 70kts on final which felt about right.

On gliders with powerful dive brakes such as the Puchatek, Twin Astir and Grob, it is very much better to use no more than half dive brake extension when penetrating turbulent conditions on final.

Full dive brakes on these gliders induces a sink rate of not less than 1000fpm when flying at the appropriate approach speed. The glider is almost falling out of the sky. If a severe windshear or turbulence is expected far better to have only half dive brakes.

Interestingly, one can experience severe turbulence in the circuit but close to the ground the airflow must be laminar without vertical gusts. Compared to the rough air which you have just encountered air close to the ground it is relatively smooth. Worth thinking about as you get tossed around on final.

My practice when close to the ground and in stable air is to gradually, over about 5 seconds, extend the dive brakes to settle the glider. I have never had a problem doing this but not too sure if instructors generally would recommend this. I just like to get the glider firmly on the ground as soon as possible when turbulent conditions are around.

USE OF DIVE BRAKES.

I have been rabbiting on about this for years but nobody seems particularly interested. Dive brakes on many gliders such as the Twin Astair, Puchatek and Grob are very powerful. They generate sink rates of 1000fpm and reduce the L/D to about 5/1.

Blaniks are only good for 7/1 and other gliders such as Bergefalks are even less. The energy required to reduce the sink created by full dive brakes can only be obtained by a reduction in airspeed. The process happens quite quickly and a reasonable amount of skill is required to avoid a heavy landing when close to the ground.

In all the heavy landings of which I have knowledge full or nearly full dive brakes have been employed. I well remember on one of my first visits as a low time pilot to Lake Keepit cross hiring a Twin Astir from Dick Buckley. After a perfectly smooth landing he abused me for using full dive brakes.

He said "you winch launch pilots, trying to land as short as possible to avoid pushing the glider back, use full dive brakes and sooner or later you land heavily". That my experience had been with Blaniks and less powerful dive brakes did not impress him. He was entirely correct.

Full use of powerful dive brakes is really for emergency use only. If used on final they should be reduced to half dive brake when at least 100ft agl and the amount of extension checked by looking at the wing. Landing with half dive brakes in those gliders with powerful ones, gives plenty of time to round out smoothly and settle gently.

RIDGE LIFT

When establishing the CCSC airfield at Mangrove Mountain, the thoughts were that with the N/S strip on a ridge with ground sloping to the West, useful ridge lift would be found when westerly winds prevailed. No such luck.

As mentioned earlier that when circuits were conducted when westerly winds prevailed, conditions were extremely difficult. Some lift, but more likely turbulence and occasionally severe sink was encountered which required the pilot to put the nose of the glider in a steep descent to avoid stalling. 200ft could be lost in a few seconds and an immediate turn towards the airfield necessary.

Interestingly, the conditions which are ideal for wind farms are equally favourable for ridge lift. A ridge at right angles to the prevailing winds, a large flat area upwind, the ideal slope is about 1 in 4 and the sloping ground should be devoid of trees.

These conditions generate the highest increase in wind speed at the top of the ridge and compress the air to generate good ridge lift and perhaps trigger wave if the wind structure at altitude is right.

Conditions at Gloucester are a good example. The Buckets to the south rise steeply to about 1500ft but strong westerly winds only generate turbulence and little ridge lift.

The wind just strikes the nearly vertical face and creates turbulence without a smooth upward flow. The N/S ridge at Gloucester used for gliding averages about 1100ft above the flat land to its west.

Its slope is something like the 1 in 4 desirable angle and parts of it are reasonably smooth and free of trees. A westerly wind of no more than 8kts generates usable lift and stronger winds allow gliders to fly at 80kts or more and not lose height close to the ridge. The workable lift can go to 2000ft above the top of the ridge.

Flights are often possible first thing in the morning, later on a mixture of thermals and ridge lift and later on in the day wave can be available. Wendy and I well remember climbing to 13000ft in a K7 and still in about 4kts of lift. At lower heights the lift was often averaging 8kts or more. A truly interesting site when conditions are right.

Harry Medlicott.

Maintenance Matters

Following some off-season activity and a very successful Maintenance Week, I am confident we can go into the coming season with a fleet which will provide a high level of satisfaction to all users.

Last season a number of minor problems arose which resulted in a loss of flying hours and potential revenue for the Club. Most of these were not strictly "airworthiness" related which may have resulted in their resolution falling between the cracks. These problems included batteries, radios, flarms, loggers, parachutes, harnesses and even trailers. I am pleased say that resources, both manpower and financial, have now been harnessed to facilitate the management of all aspects of glider maintenance.

Specifically, the following actions have been taken:

All Flarm units have been tested, had software upgraded and where necessary, returned to the agent for repair. Lee Braithwaite has largely overseen this task and as a result has gained a high level of understanding of all issues associated with Flarm.

All loggers have been tested and faulty units sent for repair, or retired. The Club now has four functioning Model 20 loggers which are fully interchangeable between gliders. Jacques Graells has taken on responsibility for all tracking devices and has gained a very high level of understanding of all associated issues.

The only on-going issue with loggers likely is the susceptibility of connectors to problems with crimped cables. A supply of replacement connectors and a new set of crimping pliers has been purchased. All GPS/Nav systems were checked during the recent Maintenance Week and are now functioning OK.

Jacques is has a thorough understanding of a range of tracking related technology including Spots, Flarm, and the operation of various software programs such as XC Soar. It is important that the results from every goal/badge/OLC flight undertaken are recorded one way or another.

All batteries have been tested using a load tester designed and manufactured by Lee Braithwaite. All connectors have been replaced, and six new "intelligent" battery chargers have been purchased.

A new wing walker has been purchased for the LS7 as the previous wing walker was damaging the winglets and ailerons. The previous walker also was part of the trailer kit, so this can now be returned to the trailer.

After a survey of Club parachutes, four have been retired, and four new parachutes have been purchased. The maintenance of Club parachutes in now being managed by Maren Goerdel. Likewise, all harnesses have been checked and replaced as necessary.

During the Maintenance Week, all gliders were cleaned and polished to enhance presentation.

To ensure gliders are presented to hirers in a satisfactory condition, a check-list has been prepared so all aspects can be verified immediately before hire commences. I have also recommended that at the beginning of each season, a cross-country flight be undertaken to verify that the glider has a good chance of being satisfactory for this purpose.

This year's upgrade project is to refurbish the cockpit of the Jantar. To date, all necessary parts have been purchased and the cockpit has been stripped out ready for painting. This upgrade will include incorporation of a GPS/Nav unit to complement the existing LNav (ie removing the Garmin 12XL) and installation of a Borgelt B700 with emergency power pack as a back vario. This work is expected to be completed during October.

As has been announced by the Committee, the Club has purchased another Grob 103 Twin 11. This glider will be subject of a cosmetic cockpit tidy-up when it arrives in October, followed by installation of a Cambridge LNav, GPS/Nav system identical to the rest of the cross-country fleet in mid 2012.

The glider trailer will also be assessed when it arrives and upgraded as necessary.

The Club Grob 103 now undergoing repairs at Temora is expected to return during November.

It is great to see the increased interest in glider maintenance from Club members. Last year, there was good representation at the Warwick airworthiness courses. During October, Bathurst is running an airworthiness course and interest has been expressed by several club members in attending which will further strengthen our capabilities.

The range of skills now available and the willingness of members to work on Club gliders as indicated by attendance at the very successful Maintenance Week is of immense benefit.

John Trezise
25th September, 2011

Maintenance Week 2011.

The Flying Doctor Finds Happiness

Al has struggled for years to find a single seater which fitted his manly frame… a situation which at one time let him to see if getting the glider wet would make it stretch enough to fit…but now he has an answer. A mono Duo!

Removing the back seat and rear instrument console completely and pushing the front seat back into the vacant space has made the Duo into a practical single seater for the bigger bloke.

There's plenty of room in the back for food, water and the equipment essential for a decent Safari… in fact everything except for Ray Tilley.

Stage 2 in the master plan is to add a second sustainer in front of the first one to allow level flight with Al sitting at the controls.

More on this later…

ASHES TO ASHES

There was an article in the last issue of Keep Soaring, in a very slightly humorous vein about deficiencies in modern gliders, especially self launchers. Manufacturers just don't seem to take some elements of engine installations seriously at all.

While in Germany, I asked one, not the manufacturer of the glider above, why fire extinguishers were not fitted to self launchers and the reply was, as quoted in this earlier article, "people don't want to carry the extra weight."

Have the factories asked these "people"? After a fire? There's a heap of discussion going on in the closed discussion groups of self launcher owners about what they can do themselves to warn of fires and to put them out.

You have to wonder why owner/pilots have to do this engineering themselves and in what other sports, manufacturers would be permitted to continue with such a lax attitude to the safety of their customers.

Pink, some people will not be tickled, by this.

COMMAND, RESPONSIBILTY, JUDGEMENT AND EXPERIENCE.

A scratching of the surface, and all my own thoughts (responsibility). Allan Buttenshaw.

Glossary of terms:

Command: Military have authority over ; be in charge of.

Judgement: the ability to make considered decisions or come to sensible conclusions:

Responsibility: the state or fact of being accountable or to blame for something:

Experience: the knowledge or skill acquired by a period of practical experience of something, especially that gained in a particular profession:

Airmanship: the safe and efficient operation of the aircraft, both in the air and on the ground. (allbutts)

That sets the meaning of the words I hope to use here to offer guidance, reflection and help in the exercise of sound **AIRMANSHIP**.

The application of the above principles and tenets will, over time, lead to a safer and more rewarding involvement in our chosen sport of gliding.

In practice, this topic resembles an iceberg, no matter which way, or from where you view it, it is only part of the whole!

1. Command: For all intents and purposes, this goes hand in hand with Responsibility; to be in charge of, is to be responsible for, however, I have used both terms, as some people like to be in Command but shirk the Responsibility (eg Politicians).

A unique point of aviation in general is that there is only one Captain. He (non-sexist generic term) may get support from fellow crew, however, he is responsible for the outcomes of the flight. In a single seater this is obvious, but in a two seat aircraft, say, with two level 3 instructors on a mutual flight it is not and it is imperative that one be designated pilot in command before the flight!

Students and low time pilots are "fledged" and guided by the instructors in this skill by the progressive withdrawal of advice. The student learns to make decisions on his own, with the mantle of safety provided by the back seater. Until the student can demonstrate a degree of reliability in this he will not go solo. Post solo he will be checked and observed to continue the process.

Easy stuff you say…….

What then, when the Duty Instructor witnesses a poor display of Command skills on the day by a pilot of some experience? Generally the whole 4 items will be part of the problem, hopefully without harm or damage.

Now we enter the two way street. By virtue of the fact that the pilot in question has been flying and as the Duty Instructor (DI) is responsible for the day's operation, the DI has approved that person to fly. In so doing the DI relies heavily on the pilot "doing the right thing" and if the Command problem comes from a lack of discipline then I expect the DI to be quite direct in dealing with the pilot, with a check flight or such as a guide!

If the problem involves a lack of skill or judgement then a training flight, explanation of errors and guidance for the future is more suited. Both outcomes depend on an honest reply to the question "Why did you do that?"

Command includes things like preparation, good sustenance, rest, study (of weather, checks, planned route cross-country, the aircraft flight manuals etc), recency, attentiveness and much more.

There is a fair overlap here of the Airmanship aspect of the operation. Anticipation is a great aid to good decision making. This is the nub of effective Command… make things happen at a pace you can manage.

If you arrive high on downwind with 3 other gliders, it reflects poorly on your getting the spacing worked out in advance. If you are not on the ball it's not the others who got in way. You failed to de-conflict before the event!

2. Judgement: There is a component of Judgement that highlights common sense, and, in flying as in life, some people have lots and some are a bit short.

An overlap here with Experience… if you live long enough you will gain judgement. A bit Darwinian I think, however the path is protected by the oversight

of a chain from the GFA MOSP down to the Instructors panel and to the individual.

If judgement remains poor then fishing is a safer pastime!

Judgement is not just about flare height or downwind spacing or choosing a runway. Consider the big picture; several people are going to attempt to fly to Narrabri and back. You haven't flown for a few weeks and only managed 25 mins then in average conditions. You had a restless night last night, left home with jobs undone that your wife wanted done and you feel you should do this flight to bring everything back together!

Better Judgement would dictate a launch and local flight to re-hone some basic skills, reset the comfort zone around the airfield and give the option of landing at home if concentration lapses. It's Airmanship really.

The single most critical area of dynamic judgement is in joining other gliders in a thermal. For almost all pilots this skill is new. Closure rates, range assessment, radial movement, height disparity, speed control and the need to see all the other gliders, combine to make a high workload and a fair bit of stress… (a healthy thing here)!

Don't take it lightly or try it on your own, work up to it and ask for dual flights when the days are good so you can get Experience at this critical skill!

3. Responsibility: This can be a touchy subject, mainly because it's part of the blame game, modern social attitudes toward guilt, blame, fault and error lead to a huge cringe factor! No more George Washingtons here… deny, litigate, prevaricate, go sick, hide, cry anything but say "I DID IT". Bloody poor show I say!

To err is human, to lack skills, judgement or experience is part of the learning curve. Denial is avoidance, deceit and cowardice (so there!) What happened to all our hairy-chested people that could take it on the chin, so to speak?

Being accountable is fair. Further, it should lead to reflection on actions before they are carried out… As you contemplate flying below the windsock or making 3 legs of the circuit from low downwind, think, "In the ensuing court of enquiry, was that the best course to pursue?" Sort of Airmanship, really.

A real positive from honest, considered action in this area is that a post accident/incident review should be a learning tool for all; errors reappear, new pilots come along… Reading about someone else's problems leads to gaining Experience from it, improving your Judgement in that area and should make you think what you would have done if you were in Command and exercised sound Airmanship!

If you get something wrong, admit it and ask for advice on how to avoid it happening again. If it does happen again ask for help, don't avoid the issue.

It is the Pilot's responsibility to have an up to date log book. The log book must have a current Annual Flight Review sticker, at Lake Keepit if the pilot does not have a log book with them, they don't fly! That means you take it to the DI and he checks it! I Air Experience Instructors, like L1, L2 instructors need to have that privilege renewed each year by the CFI.

4. Experience: The definition pretty much says it all. In the early days of learning to fly, the student generally has to rely on the instructor to pass on information. With time, interpolation of outcomes broadens the knowledge. However, well read enthusiasts and particularly those that have made and flown model aircraft have an advantage in understanding aerodynamics. Similarly, listening to experienced x-country pilots discuss the day's challenges and their management of them gives a database of knowledge that you can try to apply. Several books on x-country flying are available, some on line on the GFA site (Flying Faster and Further), Helmut Reichmann's Cross Country Soaring"" is a well presented, easy read. If needed he presents technical details to back up his points.

5. Airmanship: To me, the definition says it all,

The problem comes with not knowing what you don't know! As a guide, if you haven't done something and you want to try it, don't just ask anyone, ask the instructor present! Most things can be done with care and training, all GFA endorsed Instructors will be able to help you, or find someone responsible who can.

On cross-country flights, get well ahead of the flight, try to look up to 40 or 50 kms ahead for thermals, gliders, terrain etc. This should make you aware of landing opportunities well before you get low.

In a club class glider that distance only means 20 or so minutes, and things change in that time!

Be aware, look out, listen out, if distracted doing checks, do them again! Get ahead of the aircraft, anticipate the problems that you may confront in

10 or 20 minutes. That will lead to handling what's happening now more comfortably.

If you're in trouble or unsure of the best action, use the radio to get help and to tell people what your plans are. However, Aviate, Navigate and Communicate are the steps to follow when the pressure is on.

Summarising:

Be the Captain!

Be responsible.

Think Airmanship.

Be proactive.

If you see an impending problem speak up! To assume something makes an ASS out of U and ME.

Seek advice, help, guidance and offer up advice and help where you have the expertise and experience. Taking on responsibility makes you consider your actions and that's a good thing!

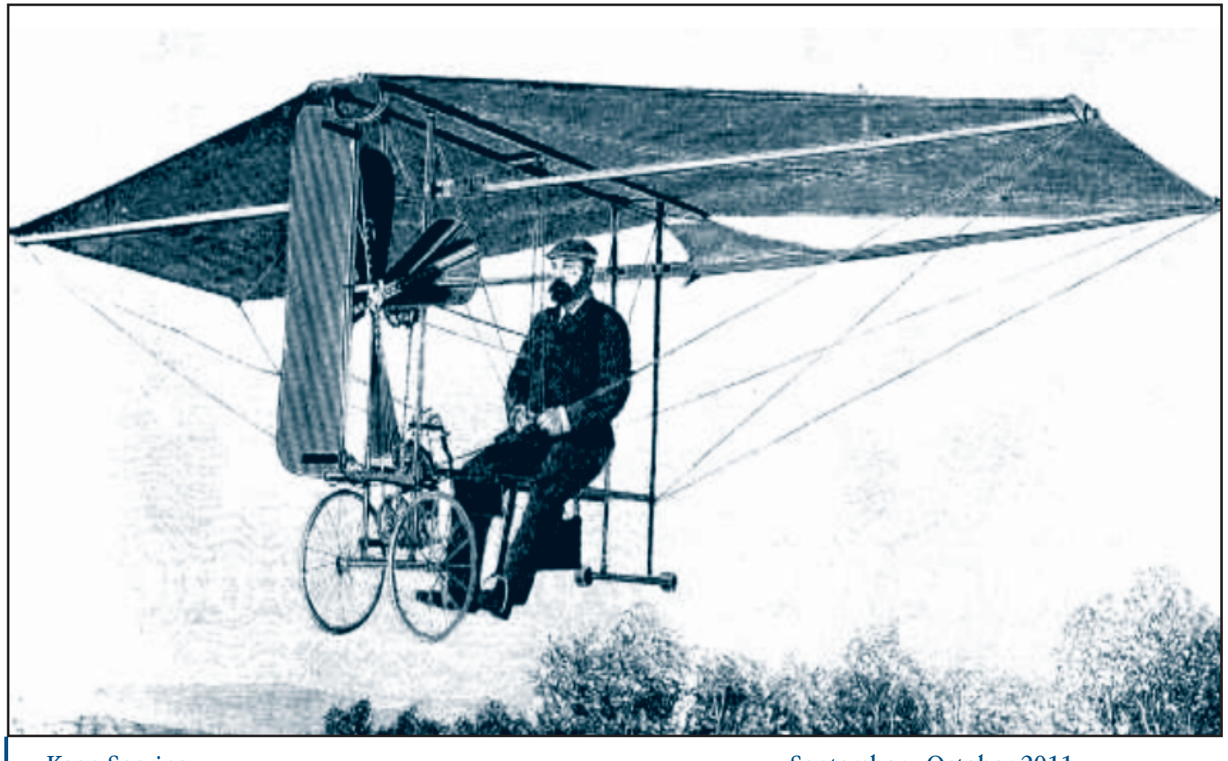
The club trusts you to use and care for its equipment and REPUTATION, return the trust with thought and care!

In all things be honest and critically assess what you plan to do…

before the Alligators get above your Knees!

And…

ENJOY!



Letters to the Editor

Dear Sir,

You published a shameful photo in the May-June issue!

I am surprised that any pilot should have submitted it for publication, and appalled that, as editor, you let it slip through to print.

The photo subject is a yaw string. Not only has this string been cut too short for its proper use (lax standards in Daily Inspection), the string alignment shows appalling control co-ordination on the part of the pilot.

Even when taking a photo with the other hand, surely any Lake Keepit pilot could do better!

Outraged of Manilla.

Editor's (humble) reply.

Well spotted! I type this response, sitting slumped in shame in front of my computer.I have been searching through the new website with the aim of rooting out pictures which contravene the FAI and UN mandates on yaw string position and length and found this horror to the left. I'm sure it sends shivers down your spine too.

The picture was obviously taken at Lake Keepit and in the club Grob when it, unlike Gaul, was in one piece and it's too too obvious that the yaw string is both too short and off to the right!

What's not so obvious is that the person taking the picture is Geraldine in the front seat who would be far to nervous to be trying to land the glider herself, especially with the yaw string over like that.

I have fixed the yaw string in the picture below and I believe it now meets DIN standards and that Ian Downes (who was flying) will go easy on my AFR in spite of threats to the contrary. I can offer the same retouching service to other pilot/photographers for a small emolument.

I still have a worry (at this early stage in my career as a pilot and editor)… and that is whether the glider was side slipping into the strip at this stage and perhaps I should put the string way over showing the pilot's skill at keeping the wings level in such trying conditions?

I rely on your 14,000 or so more flights than me to answer this question so the club recovers from the international shame of having this rubbish on the club's website.

JC

Musée de l'Air et de l'Espace, Le Bourget, France

Aircraft museums are fun. If you're away somewhere and can't fly a plane, your next best option might be to visit an aircraft museum, even though you may not want to spend weeks travelling around museums like Ross Edwards and Peter Sheils did last year.

The museums we know best are often the ones which speak our own language… the Science Museum in South Kensington, Duxford, Oshkosh, the Shuttleworth Collection or the infamous Smithsonian are ones that spring to mind. The Wasserkuppe is obviously well up on the list if you are into gliding even though there's barely a word of English on display…the gliders there are mostly so famous that no explanation is really required.

One museum which does not come up too often is the French Museum of Air and Space at Le Bourget, just outside Paris. And it's a cracker!

Founded in 1918, it is probably the oldest aviation museum around (other than the many dedicated to the life and achievements of the celebrated New Zealand aviation pioneer, the legendary Richard Pearse. Since few other museums actually mention Mr. Pearse, the Kiwis should sing his praises even louder.)

Anyway, back to Le Bourget. It's located near Paris, that most romantic of cities and is ideally placed for a romantic outing for one while the other party in the romance goes shopping. Le Bourget is only directly accessible by bus or car. You can get close by train… it's on the line to Charles de Gaulle airport, but it's a fair way from the train station and oddly difficult to find.

A little like the spaceship which appears at Lords cricket ground in Douglas Adams' Hitchhikers Guide, Le Bourget is so big that you can easily miss it. The first time I went there with the Boy, we caught a local bus from the station. The driver and passengers told is to get off because the bus was at the museum. We got out and stared around and couldn't see anything… then the penny dropped. Everything was Le Bourget… although the Ariane rocket towering over the roof should have given the game away.

In fact, Le Bourget was the main Paris airport before Charles de Gaulle took over and the old airport buildings form the hangars and galleries of the vast museum.

The type of aircraft that were around when you were a kid probably dictates the types of aircraft you like to see in museums. I wasn't around before the first world war but for me, this is the best feature of Le Bourget. The old terminal building is just stuffed full with dozens of pre-war aircraft, some dating from well before the Wright brothers, which are mostly original.

Yes, they have a Concorde, a 747 and a Euro space shuttle there, but these seem to be overshadowed by the old aircraft.

There are a number of reasons why the old aircraft appeal so much to me. Perhaps the main one being that old aeroplanes show so many interesting solutions to the problems faced by designers.

Nobody knew what was the right way to do something, so they tried everything and there is very little in modern aviation which was not tried before 1918.

By the mid-20s, aircraft were getting more streamlined and more enclosed so there's less to see of how the designer built them and made them work. With the WWI and earlier aircraft, it's all brilliantly on show.

Le Bourget would not be French if it didn't have a lot of eccentric aircraft. It doesn't disappoint with heaps of odd aircraft from the Flying Flea to Jules Verne jets to strap-on helicopters.

And yes, there are a lot of gliders too although being hung up in the roof, there's not so much to see. Unlike powered aircraft, vintage gliders can be got airworthy fairly easily and used. There's a Fauvel plank, a Primary, a Fauvel and a lovely Habich amongst many others.

There's a gallery full of prototypes and experimental aircraft, most of which are barking mad… but overall, my favourites are the gossamer ultralights such as the immortal Demoiselle which would look perfectly at home on many ultralight strips today.

Because of the distance from Paris and the fact that there's nothing else to see at Le Bourget but heaps to see inside, I'd recommend that you make a full day of it. and to keep the romance alive, bring back some souvenir of the air to your significant other who hopefully got the credit card jammed in some machine and failed to buy so many clothes that you can still make it back to Australia with some money in the bank.

http://www.museeairespace.fr/


DELTA EXPERIMENTAL - PAYEN
Katy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