

November 2011

GGC UPDATE

Australia's
Premier Gliding
Club - Since 1929
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sport aviation
near Melbourne
and elsewhere.

Soaring in
company over
Lake Keepit

SUMMER IS COMING - ARE YOU PREPARED?

What do you want to achieve this season? Make a list of goals, and start acting on it! See a coach for ideas or advice if you need it. Send your items, ideas and feedback to the [Editors](#)

Christmas Camp - Tocumwal

Whether or not you are intending to come to this event, can you please ensure that you advise [John Ashford](#) immediately.

Competition Entries

We have a large contingent of Geelong members entered in both the VSA State Comps, and the Club Class Nationals. This is fantastic to see, and shows that the club's approach to encouraging cross country flying is definitely working! If you are considering flying a competition, but not sure where to start - then Horsham Week is a great place! It is well attended by the Bacchus Marsh clubs, so there will be plenty of familiar faces around, and it is just an all round easy-going kind of event.

If you just want to learn heaps more about cross country flying - and maybe get the chance to fly a badge flight or two while you're at it - then

there is a coaching week at Horsham that will be taking place in the week before the competition. The dates for these events can be found further on in this issue of *GGC Update*.

It is also worth noting that Bacchus Marsh will be hosting the State Comps next season. More to come on this soon!

Online Contest

Thanks to Rolf for organising with the OLC to start up a 'Destination' competition for Bacchus Marsh. This competition allows for pilot handicapping based on their best distance flown, and submitted to the OLC. It also decreases the handicap on older gliders, and increases it for the new shiny ships. So if you've ever wished that you could beat our club coaches - now you can. Become a member of the Vintage Gliding Association, get permission to fly the K4, then fly a circuit in it!



Because we need to beat all the other clubs!

Aside from that obvious point. The OLC allows you to easily keep a record of all of your flights. All that is required is a small amount of time to learn how to use a logger.

You know it makes sense.

To find a coach (Jarek will be very happy to help), check the latest [roster](#).

COMING UP



Diary dates:

3-10 Dec:

[VSA State Comps - Ararat](#)

26 Dec - 9 Jan:

Christmas Camp - Tocumwal

2-13 Jan:

[Club and Sports Class Nationals - Benalla](#)

28 Jan - 3 Feb

[Horsham Coaching Week](#)

4-11 Feb

[Horsham Week](#)

Letter from America

by [John Ashford](#)

Apologies to [Alistair Cooke](#)

AIR TRAVEL AIN'T NO FUN ANY MORE

Thanks to Rolf Buelter I was deposited at Tullamarine about one and a half hours prior to scheduled departure. The 747 was fully booked as usual and left 20 minutes late. 14½ hours later, I was emptied into the USA immigration, customs and Transportation Security Administration aptly called Thousands Standing Around by Jim Staniforth. The facility at LAX is not big enough and this took two and a half hours to negotiate due in part to the upcoming 10 year anniversary of 9-11. Then a two hour bus ride to Bakersfield and another 2 hour wait for Janice to come off duty (Nurse) and then drive to Techachapi. Total travel about 25 hours.

Over the weekend the Experimental Sailplane Association had their annual workshop. My talk was about the two V8 powered Pawnees in Australia. This created a lot of interest. The highlight of the workshop was a demonstration of a model hummingbird which was not very much bigger than the real thing.

My talk was about the two V8 powered Pawnees in Australia.

These guys who are into nanotechnology had this thing flying right up to your face and backing away and hovering just like the real thing. It is said there is CIA or military money involved!

On Saturday night we had a big party at the glider port, but late in the afternoon a big fire started just one

canyon away when a fully tanked Cessna 210 spun and crashed. It was believed the pilot was showing off to friends in the canyon. In the dark, we were treated to about five of those big Elvis Skycranes doing their stuff and two visits from a DC10. "Tanker ten" dumps an immense load of water on a fire, but only in a straight line. Lots of smaller choppers added to the excitement which went on all night and for 5 days and nights after. No flying for us, as the fire boys put a Temporary Flight Restriction on the glider port while they used it as their base.

"Tanker Ten" dumps an immense load of water on a fire, but only in a straight line.

Look at Youtube and search for canyon fire and Canyon Fire DC-10 and also vimeo.com/28621812 look particularly at DC 10 (no Hyphen) The next Saturday night there was a thunderstorm of very large and wide proportions which caused fires over the whole of Kern county. The Fire boys put the TFR back on the field so we lost it for another week.

PRAGUE INTERLUDE

The OSTIV people twisted my arm to attend the Sailplane Development Panel meeting in Prague. More airline and airport discomfort. After a letdown through about 25,000' of solid cloud covering most of Northern Europe, we were a bit late and I found out that Frankfurt could no longer cope with all the traffic. After a 10 hour flight I was not very happy when it took 2 hours waiting in the queue to get through security. This made me late for the Prague connection and I had to wait another 4 hours for the next flight. Well I had one win that day. The Prague public transport is very good and it cost me a dollar on a bus rather than a taxi at \$65. The OSTIV meeting was excellent and I

Save paper - read
this on the screen!

NIL QANTAS?



Qantas grounds GGC members

John Ashford, Jarek Mosiejewski, Mike Durrant, and several others were inconvenienced to varying extents as a result of the corporate action taken at short notice. Martin Power was OK - he flew with Virgin. Ailsa McMillan - coming back from Lake Keepit - was glad she'd used the budget airline - JetStar and QantasLink to get home, where there were more TV crews in the Qantas terminal than passengers!

The Online Contest is *very* funky. When you submit flights to it, you get points. And if you get more points than any other Bacchus Marsh pilot does, then you can win the Destination Competition! Even if you are only flying circuits - you get points! So submit your flights, and help Geelong to win!!!

was able to find out what is happening in Europe, particularly about the Blanik, but also at Schempp-Hirth and Schleicher. At the Czech equivalent of ARL we saw two Blanik wings about to undergo some testing. They would not let me take photos but obviously they were about to validate all the tests we invented years ago!

At the Czech equivalent of ARL we saw two Blanik wings about to undergo some testing.

Fortunately after the three days of being locked up in the university the weather turned good and I was able to re-acquaint myself with the beautiful city of Prague.

Back to LAX and this time no delays. Even Thousands Standing Around excelled and I was out of the airport in 25 minutes - a record! This time Ian Cant had loaned me his Forester which stayed at the long term car park while I was away and I was able to drive direct to Tehachapi which takes only 2½ hours arriving on time for yet another party.

Then I discovered that at Santa Rosa in Sonoma County there is a competition for electric powered and other efficient airplanes. This is sponsored by Google, and NASA have put up a USD 1.3 Million prize for the best aircraft. 200 miles per gallon per passenger has to be demonstrated to qualify. A formula has been given for the conversion to electric power from mpg. So off I went to Santa Rosa, staying overnight with Bernald Smith at

Fremont near San Francisco. I have known Bernald for many years, he is well known in International Gliding and even now in his eighties is a veritable powerhouse. Bernald wonders why "Terry Cubley says he hates me!!?"

At Santa Rosa there were only four qualifying entrants, all motor gliders. The Pipistral was tipped to win and did. This has two Taurus fuselages joined by a massive centre wing which houses the batteries and has a single propeller on the motor in a nacelle mounted on the centreline. Although this arrangement won the competition it is a rather unsuitable scheme for a practical airplane.

Bernald wonders why "Terry Cubley says he hates me!!?"

The second place was taken by "egenious". This looks like a Dimona or Grob but with the motor and propeller mounted on the top of the fin facing forwards. Klaus Ohlman was there demonstrating it and had apparently set some records in it. It looks a really practical airplane and with the recent demise of Limbach, I wonder how many motor gliders might get turned over to electric power. Google CAFE for info.

Stay tuned for the next enthralling episode.

From Santa Rosa I drive to Aspen to visit Kevin Manie's (associate member's) son.



Online Contest

Did we mention this?

Upload your flights! There is a guide that explains how to register available from the GFA website [here](#).



We have two new gliders in our fleet!

And so we should look after them carefully to ensure that they stay new! The new Duo Discus will be registered as VH-GHE, and of course the LS4a will continue as VH-UKA.

By taking a little extra time, and planning ahead, we can all get more enjoyment out of the assets we own as a group of enthusiasts.

In fact, we really need to look after all our equipment folks - from older aircraft that look worn out, to trailers, to parachutes, workshop gear, loggers - the list goes on. This stuff belongs to all of us - so let's treat it better than we would if it was our own individual property.

While we are on the topic, please always ensure batteries are put on charge after use. The next person needs them to be ready for their flight. Same goes for everything else. Leave it how it should be found.

If you need help with correct handling of equipment - ask someone. Don't guess, cause damage and then cover it up. Let someone know if something gets broken or wears out. You can arrange or help make repairs and learn in the process.

Finally, can we all please follow the policy of leaving parachutes in gliders at the end of a day's flying. The exceptions to this are the K13 at all times and all aircraft when we are away from Bacchus Marsh and gliders are tied down outside. There is a parachute for every aircraft seat (or there should be) and we have a smaller person parachute (in a red bag). The only parachutes in the clubhouse should be two from the K13 and the one in the red bag with a tag marked 'MICRO'.

FLARM NAV DOWNLOAD	INFO	STEP 1	STEP 2	STEP 3
	<p>Both the K13 and Puchacz are equipped with FLARM NAV flight loggers.</p>	<p>Bring a USB to the glider after the day's flying, and plug it in to the FLARM NAV, which will be located in the rear instrument panel.</p>	<p>Tap the right hand button until the 'logger download' page appears. Then press the OK button until a file name appears (it may take a while to respond.)</p>	<p>Take the USB to the clubroom computer, where you can submit to the OLC and analyse your flight with an instructor or coach using SeeYou.</p>