

Stall Tales & True

THE NEWSLETTER OF THE SOUTHERN TABLELANDS GLIDING CLUB INC

JULY 2009 • No. 11



The club exhibited two gliders at the Goulburn Show in March creating a lot of interest among showgoers. More pictures on page 4.

PRESIDENTS REPORT

The main thrust of my brief introduction to this our 11th Newsletter I direct toward our Annual General Meeting and Presentation dinner.

All necessary formal notice is attached, however in reference to the Annual Dinner I urge all members and their partners to set aside this date i.e. 5th September next and join in what has become a thoroughly enjoyable annual occasion.

Much has been achieved this year and I will be expanding upon this in my report to the meeting on the 5th September.

I regret to say we did have a serious accident during this period which sidelined an invaluable club member. I look forward to Malcolm rejoining us, perhaps initially in an administrative capacity, in the not to distant future. The expansions to our facilities briefly alluded to above has not come without cost, some quite tangible and perhaps some rather intangible.

I urge the incoming executive and committee give thought to a period of consolidation and planning for the period ahead.

ANNUAL GENERAL MEETING AND PRESENTATION DINNER

The due notice of our AGM/ Presentation dinner is included with this newsletter.

Also included is a copy of the Nomination Form and Proxy Form.

I ask that members give consideration to two matters in particular.

1. Nomination for election as office bearers and ordinary committee members of the association.

Whilst our Articles of Association allow for nominations to be received by the Secretary a minimum 7 days prior to the AGM I urge interested members to lodge their nominations with the Secretary by the 21 August 2009 and prior to our last Committee Meeting.

Irrespective, if nominations received

as required by our Articles equal and relate to the various positions those nominees will be formally elected at the AGM. Nomination from the floor of the meeting and/or vote will only occur if insufficient or multiple nominations are received.

2. Matters of General Business or Special resolutions.

Any member desiring to bring forward matters under either of these two provisions needs to be aware that notice to members with detail must be distributed by the secretary a clear 14 days and 21 days respectively prior to the meeting.

Please phone me if further information on these requirements is desired.

May I conclude by wishing all members, their partners and families an enjoyable association with our Club. Myself and Ailsa look forward to joining you at the Annual Dinner which brings to a close our operational year.

Colvin Berry, President.



A weekend in Temora

LEARNING AEROTOW

As members are aware we have bought another Blanik – GTE. Those who read our Yahoo group postings will also know that for a while we toyed with the idea of flying it back from Temora. Well to be more accurate Robert LGB teased me with the plan that he and I would fly it back from Temora. For someone without a single cross country flight I will admit to significant trepidation about Robert's plan. He claims, and he might be right, that the only way to expand one's gliding repertoire is to push one's limits as often as possible.

And so with Tim Causer's plan for more flying, a small group of STGC members, Tim, Kim Warby, Robert and I, turned up at Temora Aero club on the weekend of 21st and 22nd of Feb this year with plans to firstly buy GTE, then use it to help me get my aerotow endorsement and then perhaps try and fly it back to Carrick.

As it turned out we couldn't get a support crew for the return flight so that part of the plan was shelved. A quiet sigh of relief from me as the idea was attractive but quite scary.

We turned up at the hangar earlyish on Saturday morning to check out our "new" baby. As expected Robert was heard mumbling things like "bloody Blaniks – heaps of ****" etc. The aircraft had basically not been flown for 3 or 4 years but was endorsed with a fresh 40 yearly and Form 2 so was ready to fly. And so Robert took it up for a check flight and then came back

and said something like "right Jim – lets get stuck into this endorsement.

I had a few aerotows under my belt before this weekend and so I had some idea what was coming. However I didn't expect the heavy duty training that Robert had in mind. First flight was a normal tow to 2000ft, just to reacquaint me with the concept. And I then got a little lift to climb to 4600ft for a gentle look around.

Those of you who have flown with Robert will know that he is fairly full on and he made it clear to me that I was in for a fairly rigorous training session. And so "lets get back on the ground to do it all again."

Next launch was going well until I bunged myself off at about 300ft!! What a turkey. I had had my hand on the release and hit a bit of turbulence and I was gone. Unlike a 300ft release at Carrick there is not much room to land ahead from this point and so we did a 180 degree turn and landed downwind without any problems. At the time I didn't realise that this was also an aerotow launch failure test for Robert who hadn't had one for a very long time. Needless to say we both passed the test and we survived and could use the glider again.

First aerotow learning point – constant need to reassess the landing possibilities after an early release. Well now I started the heavy work of learning all the possible things that can go wrong with aerotow. And it seems there are a

lot of them and I needed to learn them all in the one day – or so it seemed to me at the time.

And that was a taste of what came flight after flight for almost the rest of the day.

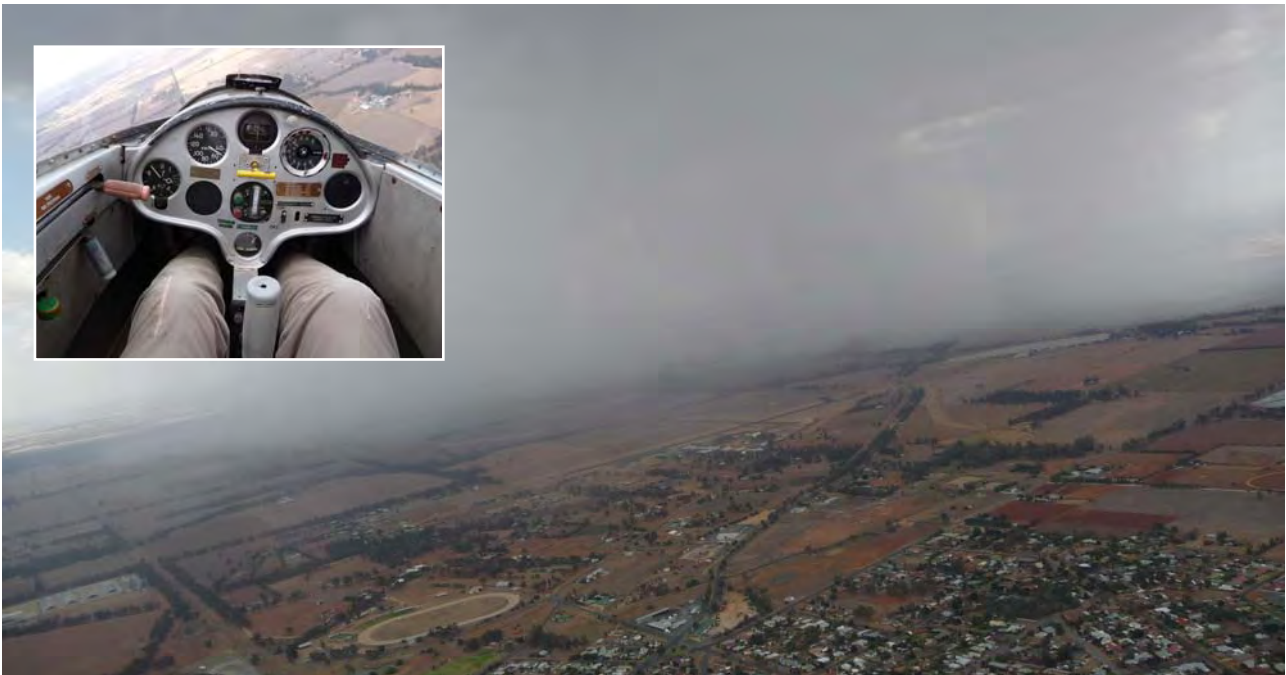
When the tug says "go" by wagging its wings – you go. You don't say "Ah S****" or something like that – you look right, pull the yellow handle and go. Robert wasn't happy until I simply did it the correct way. In total I was waved off, at Robert's request, by the tuggie at least 3 or 4 times and Robert pulled the bung on me at least once and probably twice. He finally let up and let me try soaring again on the last of 9 flights for the day. A very pleasant 40 minutes with lift to 5300ft and Robert almost, only almost, quiet in the back seat.

All these early releases meant very little soaring and lots of take-offs and landings. At one stage, during the day, I was trying to record our flight times on my phone and inadvertently left the recorder on and later discovered that I had said to Geoff King that "I want my money back – this bloody thing doesn't want to stay up in the air"! My log book is a bit confused as I discovered later in the day that no-one was recording takeoff times or landing times and I had to try and reconstruct from the tuggies record of release heights.

After the first 3 flights I was feeling somewhat stressed so took a lunch break and suggested to Kim that he take GTE for a fly



Kim Warby preparing to fly at Temora and ... crewing for Robert Brereton.



– Kim did this and returned after an hour a “happy chappie”. That turned out to be Kim’s sole flight in control for the weekend. He had a backseat ride, of over 500kms, with Paul Mander in Paul’s ASH25 the next day and again appeared to be “happy chappie”. And the final day was supposed to be Kim’s day in the Libelle but the weather got in the way as you will see later on in this story.

I have never had 9 flights in a day before let alone that many flights with a very vocal instructor in the back seat, so the end of flying for the day was almost a relief. Dropped into the Terminal for tea and then home to sleep at the pub.

Next day Robert had set me up for a couple of flights with Wombat (Mike Cleaver) for final checks. For me and also for Robert’s teaching ability. Blow me down if I didn’t bung myself off again when we hit some turbulence. This time I think I was at over 1000ft so it was not as big a drama as the first day. Reinforced learning point – keep the hand “near but not on” the release. Mike wanted me to do another dual flight and so we had a lovely hour plus soar during which we made a couple of short sorties away from Temora to the East just to see how far I could go and still get back comfortably. I

am reasonably sure that Robert had a word in Wombat’s ear about my need for cross country training and I know he was trying to set up some out-landing checks. And then Wombat said he would sign my logbook as “OK for solo aerotow”. You beauty. We then had to wait for a couple of hours as the tuggie had gone to town for lunch.

During my time with Wombat both Tim and Robert had taken off in their gliders and were having a lovely time. Tim did a 300 and Robert a 200 and both were also now “happy chappies” And then I had my first solo aerotow. It was described as a bit wobbly to start but then OK. The fact that I had been so nervous that I hadn’t set the trim forward for takeoff meant that stick pressure was very high until I realised the problem – all easy after that fix. I am quite sure that I learn a lot more from a mistake like that than I would if I hadn’t made the mistake in the first place. A very nice hour of soaring with maximum height of 8600ft. Landed after 6pm and really enjoyed the first, and second, beers at the Terminal pub.

On the final day the weather didn’t look at all good and so we all went into town for morning tea/lunch. Someone called at about 12 to say that launches were about to happen so we

raced back to the strip and Tim and I took the first of only 2 launches of the day in GTE.

It was Tim’s first flight in the back seat of a Blanik for a long time but I was very pleased to have him there as I was having trouble with a very turbulent sky and a somewhat aggressive tug pilot who wanted to fly in the rough air.

Very early in the flight it was obvious that the weather was not actually getting better. After less than 10 minutes we were no longer able to see the airfield as it had disappeared under a rain storm. Tim then said we were going to have to outland. Once again I thought Robert had set me up. But with lightning in several sectors of the sky it soon became clear that Tim was not kidding and we both started looking very carefully at paddocks. I am very grateful that I had the cool, calm Tim in the back seat at this time. Temora has lots of potential outlanding paddocks so we were able to pick a nice long recently harvested cereal crop. Tim put GTE down very nicely. We then called up Kim and Robert who came the 5kms necessary to help put GTE into the trailer.

Back into Temora to box up the other gliders and then back to Carrick to put them away and then home. A very satisfying weekend.

– **Jim Atkinson**



Tim Causer with GTE after a well executed outlanding and (top) Jim Atkinson captures the rain storm prior to making the outlanding.

Gliders at the Goulburn Show



A lot of interest was generated about gliding at the Goulburn Show. Many of the club's leaflets were circulated and a general awareness was created of the club's existence. A roster of club members set the exhibit up and manned it over the two days. Thank you to all of those who contributed.

Part of the club's promotion was to offer a free flight as part of a draw at the end of each day and the winners were Goulburn girl Roslyn Matley and Marulan girl Michelle Betts. A draw for 4 free training flights was offered in a draw for anyone who bought an AEF. Goulburn man D. Chakrabarty won the 4 free training flights.



The People The Club



An enormous amount of organisation and hard physical work by a great many club members has gone into getting: the new hangar finished...getting the new strip in working order – alignment, marking out, earthworks...building the new dunny!...new wind socks...retrieve cars working...solar battery chargers...winch work...fire truck work...getting GTE spruced up – painted, upholstered and ready to fly! and much more... It's all coming together now ready for some serious flying thanks to all your help! The following pages capture some of the work and some of the workers.





GTE arrives to join the Blanik fleet just prior to farewelling GFI.



GTE gets spruced up and rigged





LUXURY!

