

THIS PAST WEEK @ GGC – APRIL 18/05

Hi Folks,

GGC is flying!

Saturday saw the hangars emptied of winter storage in under three hours. Well done to Martin and everyone else who helped.

We started seasonal checkouts and had over 20 flights on Saturday and another 16 on Sunday. As of the close of operations Sunday, the following instructors have been checked out for 2005:

Norm Fortin
Roger Hildesheim
Andrew Robinson
Frank Vaughn
Mike MacKay

Turnout for the spring operations briefing was, in a nutshell, amazing! It is very reassuring to see that many members view our safety culture as a key part of our day to day operations. Thank-you for attending and I hope that our flight operations will benefit from improved awareness.

Another safety awareness session is planned for mid-season. If anyone has suggestions for topics that they would like see discussed, please drop me an e-mail. The presentation from Sat. will be posted in the Department:Safety section of the members website later this week.

On Sunday we had in excess of 5kt lift to well over 4500 ft. Nick rigged his LAK and had the first private owner flight of the season.

Weather permitting, Ray should have the water on in the clubhouse for next weekend.

As you can see, things are off to a good start. Let's keep focused on reducing hangar rash and being diligent with our field operations in 2005.

See you at the field,
Roger

THIS PAST WEEK @ GGC – MAY 16/05

In spite of the weather, a lot was accomplished . With a forecast of 60% rain on Saturday and 40% Sunday, things did not look good but...

SATURDAY

Andrew Robinson spent the morning making new tow ropes. Sonia was also there with a digital camera to catch the steps involved in fabricating a new tow rope. This is something that we can say is truly a refined process as we have had phenomenal reliability with Andrew's ropes over the years. We will be documenting (with photos) the rope fabrication process in the next release of our Maintenance Manual.

Our regular board meeting was held on Saturday morning and continued into the afternoon. Luckily this tends to happen only on rainy days... These meetings are very productive and it amazing to see the commitment and dedication of the board to both the daily operations and long term vision of the club.

Greg has been busy getting the tractor ready for the busy rolling and mowing season. All oil and fuel filters have been changed and rumour has it that Greg has a line on getting a replacement grill. The headlights may even work again. Well done!

Saturday evening dinner turned out to be a culinary delight as Norm offered his smoker barbeque for use. Smoked pork tenderloin, sausages and sides of vegetables with cous-cous over a glass of Baco Noir (not yet Sonia...) were enjoyed in clubhouse by the fire as the rain fell outside. Ahh, summertime at GGC...

SUNDAY

Welcome to our newest member, Steve Webster.

The Blanik was rigged and washed on Sunday morning under threatening clouds. Once again we took photos during the rigging procedure and will also be incorporating this into the next release of the Maintenance Manual. The Blanik rigs easily if you follow the right sequence of steps. Thanks to Tim Tuck, Bill Park, Steve Webster, David (also Tara and Alex for helping to grease the fittings), Gordy and Martin.

The pool was completely cleaned and after some minor concrete work and painting touch-ups, will be ready to start filling next weekend. This huge job and was started and completed on Sunday by Bill Park , Norm Fortin, Sonia and Lucile. Bill's pressure washer worked like a charm. (see photo) It takes an incredible amount of work to get the pool up and running and we all benefit from having a nice dip during the heat of summer. If you would like to help with maintaining and operating the pool, Lucile would love to hear from you.



On afternoon Sunday, the most amazing thing happened, it stopped raining and started clearing up around noon. By 1:00 we had the flight shack, 2 new topes laid out with BQN and DYI ready to go. They were soon joined on the line by the Puchacz, an L-33 and about 5 private gliders. We started flying and completed 18 flights by 4:45 that afternoon. The tow plane shut down only twice that afternoon, once for fuel. Yours truly took up the field manager torch and ran the flight line. We operated using two tow ropes and made sure that there was at the next glider ready to go immediately after the tow plane launched the glider ahead of it. The two ropes allowed the wing runner to have the rope connected to the glider when the tow plane landed so we could connect the rope to the tow plane as soon as it had taxied back. Tow

plane idling time was minimized as was the need to shut down the engine. A well run flight line is like listening to a well rehearsed symphony orchestra but it is only as good as the musicians... The tow pilots were actually exhausted at the end of the afternoon, a true measure of success!

Special thanks to everyone who helped and was engaged in the operation Sunday afternoon.

- Martin & Bob, our intrepid tow pilots (how is your seat today Martin?)
- Karl Boutin (our duty instructor – you're the man...)
- Derek, Steve, Scot, Tim, Gordy, Ulli, Nick, Christine, Frank, Bob (also flew guests & Intros).

You folks made the operation “sing”.

Some statistics from the Sunday afternoon “optimized” operation were:

- Approx. 3 ½ hours of operation
- Two member spring checkouts (4 flights)
- Two member guest flights
- Two instructional flights
- One intro flight
- Multiple flights by private owners
- Approximately 86 litres of fuel were used by the Pawnee for 16 tows. This works out to approximately 5.4 litres/tow with a mix of 2000 and 3000 foot tows.
- Average cycle time for Pawnee (power up at launch to landing) was 4.5 minutes.

This fuel consumption goes through the roof with idling time and start stop cycles.

Anything that we can do minimize tow plane idling and shutdown helps to get more aircraft in the air and keeps costs down. With a little pre-flight preparation and situational awareness, it's amazing how efficiency can be improved while have fun!

MISC. NOTES

Copies of final reports for 3 different investigations that were performed on Air Cadet glider accidents have been posted in the clubhouse. Take the time to read the report from the accident in Alexandria. You can also access this report on-line at:

http://www.airforce.forces.gc.ca/dfs/pdf/REPORTS/FSIR/CGCLR/CGCLR_e.pdf

It's a large PDF file so it may take some time load. If you still doubt the value of a safety culture (not just regulations and procedures) within an organization after reading this report, we'll need to talk...

As Ray has previously e-mailed, the road washout has been repaired. The township has also erected new directions signage to the club. There are new signs on Highway 17 *before* you get to county road #19 (old 9 mile road), new signs directing you to the gravel concession road #7 and even a new sign right by the club entrance. Thanks for working with the township to get the access road repaired (Ray) and the new signage (membership committee).

Although the skies did clear Sunday afternoon, conditions were not good enough to have a contest day for the GGC, MSC, Rideau Valley inter-club contest (see the GGC members website for details).

Remember, MayFly starts this Friday and continues through the weekend. Come on out and fly or lend a hand and meet some pilots from other clubs. Check out the MayFly page on the GGC website for more information.

Whew! That's about it for a rainy weekend. As you can see, there is always something to do even if the forecast is poor. If I have forgotten anyone in any of the events described above, my apologies.

Cheers,
Roger

This Past Week @ GGC – May 23/05

Greetings All,

Ulo, Norm Rylance and their band of weekday aviators have been very active again this past week with mid-week flying on Wednesday. Mid-week flying under the direction of Ulo is almost taking on a cult following with those members that are able get away from work for a while. Thanks Ulo & Norm!

Well, what can you say! The weekend was (almost) a complete washout. Unfortunately this meant that the MayFly contest had only one flying day. Not be undone by the weather, we still managed a pretty good flying day on Friday with the longest contest flight of 205 km while dodging rain showers. The day turned into a game of cat and mouse with pilots running around or in some cases, away from the localized showers that moved through the area during the afternoon. In spite of some very skilful flying, a couple of pilots were shot down by the rain and performed flawless outfield landings. That's what MayFly is all about, learning and improving the skills required for cross country flying. Ulli and Ron kept up the positive "vibes" for better weather until we all agreed that it was not going to improve. After a short awards ceremony, MayFly 2005 was over. The results are given below.

MayFly 2005 Day1
3.0 Hr. Modified TDT

Date: 20 May 2004

Last Name	First Name	Glider	Contest Letters	Raw Distance	Bonus Distance	Scoring Distance	Experience × Glider Handicap	Total Score	Total Rank
Raaijmakers	Marco	DG-300	CZ	204.7	20.5	108.0	0.48	108	1
Werneburg	Ulli	ASW-24	MZ	175.8	17.6	90.9	0.47	91	2
Rumpf	Udo	ASW-24	ET	129.8	13.0	80.6	0.56	81	3
Toupin	Robert	ASW-24	WW	59.1		50.0	0.85	50	4
Tuck	Tim	ASW-20	STim	73.1		52.8	0.72	53	5
Stieber/Theile	Joerg/Wolfgang	Janus CM		59.1	5.9	28.3	0.44	28	6
Hildesheim	Roger	SZD-55	AT	46.4	4.6	24.0	0.47	24	7

Total Distance Flown - Day 1 = 748

Saturday

Scot Harrison showed up with couple friends and flew them in the Puchacz between the rain showers thereby ensuring that the weekend was not a complete washout...

A thank-you goes to Brenda mowing the grass around the clubhouse on Saturday.

Norm Fortin once again served up multiple batches of pancakes on Saturday morning. The German sausage MayFly dinner was well attended and great food was crafted by Alex and Ron.

Sunday

On Sunday, many members could be found in the hangars cleaning and/or working on their gliders. The smell of wax and canopy cleaner was lingering in the hangar all day. Bruce Wood and Terry Colfer came out and gave the Puchacz and ER a thorough wash and cleaning. Well done guys!

In case you haven't been in the club house lately, you will notice that the space that used to be occupied by refrigerators behind the display cabinets has now been transformed into a new office area. We will be setting up all of the club files and records in this area over the next few weeks so as to provide a more centralized and easily accessed location for dealing with the administrative aspects of our club. A big thank-you goes to Ray Bastien for getting this area set up. Now it's up to us to keep it clean!

Caroline and Robert drove up from Toronto and once again set up their crepe tent beside the clubhouse and cooked up some of the best crepes that you can find in eastern Ontario. They are becoming regulars at our MayFly and all competitors appreciated having such great food so close. Thanks folks!

Monday

Yours truly finished patching some of the concrete in the pool on Monday. After a coat of pool paint over these patches (hopefully this Saturday) we will start filling the pool. Then it really started to rain...

Cheers,
Roger

This Past Week @ GGC – May 29/05

The photo of the week:



Remember: Maintaining a good 360 degree lookout avoids surprises...

Mid-Week

The mid week flying (our very own Black Sheep Squadron) yielded about 11 sorties with some very “pleasant “flying conditions. Tally-Ho Ulo!

Saturday

Sat. saw good conditions with a quite a few pilots covering over 100km. Martin jumped into VNE late in the afternoon and headed out to Hawkesbury, returning to GGC around 5:30 with a few thousand feet to burn off. 24 was the magic number of flights for Saturday.

Sunday

Flying operations were ready to go at 9:30 AM (18 flights by the end of the day) with the first flight at 10:00. Sonia and I went up in BQN to and connected with a weak thermal at 1500 ft. After 29 minutes of circling with seagulls and never getting above 1700 ft. we landed with big grins on our faces. You never know what you find until you get into the air. A rain shower rolled through mid afternoon stopping operations for about 1 hr. but soon the sun came out and we finished off the day with two more flights before the next shower. Andrew Kissman reported for familiarization flight duty with a smile and the Puchacz at the start of the day and even managed a couple of fun flights in between customers. Pool painting was also completed on Sunday and the filling process has started. Thanks Lucile!

Random Notes

It 's amazing the see how much flying can be squeezed in what might be considered a poor soaring forecast. Getting the flight line set up early and keeping the launch operation organized and moving helps ensure that everyone gets a flight, even when weather conditions are as variable as they were last weekend..

Remember to keep filling in the lesson number and student/instructor signature blocks of our flights sheets prior to each instructional flight.

Stay tuned for the time and date of the next ground operations and safety briefing, specifically for new club members. That being said all members are welcome to attend.

Let hope for nice weather this weekend.

Cheers,
Roger

This Week @ GGC – Week Ending June 7th/05

The great weather finally aligned with the weekend and produced a very busy week of flying. Many fun flights were had by all on Wednesday (11 flights), Saturday (28 flights) and Sunday (23 flights).



Good Morning GGC Photo by: Maria Szemplinska

Friday/Saturday

Friday was a beautiful day but with no tow pilots about, it became a runway maintenance day. I can now state with 100% certainty that it takes a full day to cut the grass on runways 31, 13 and 26 including the patch between runway 26 and 31. The tractor/mower were greased, fuelled and cutting by 10:00 AM and finished by 7:15 PM. Runway 08 should be cut next followed by the gridding area for runway 13.

We had 2 new members join on Saturday and they were quickly put into the air (with an instructor, of course). Special thanks to Dave Smith, Andrew Kissman, Doug Laurie-Lean and the rest of the meet and greet intro pilots. It looks like this approach is really working to break the ice when visitors show up on the airfield. Flying conditions were OK south of the Ottawa river however conditions were fantastic for those pilots that managed to connect with the CUs across the river (8k cloud base).

Sunday

Sunday turned out to be a pretty good day considering the forecast. Cloud base started at 3500 ft and eventually rose to 5800 ft by late afternoon. There were strong cloud streets you could have a lot of fun running up and down for 20 to 40 km at a stretch. Norm Fortin wins the cheapest flight of the day award for taking a low tow with the intent of practising circuits and landings but managed to connect with a thermal and had a three hour flight. A big thank-you goes to Steve Webster for happily filling in for our missing field manager on Sunday afternoon. At the end of

the day Sunday, people retired to the clubhouse to “replenish fluids” and talk about the flying adventures of day.

Once again, you never know until you come out to the airfield...

Misc. Notes

One note related to safety especially with the lobster party this weekend. Over the last few weeks, I have noticed an increasing number of children riding bicycles and/or playing in the hangars. This is unacceptable and the risk of damaging aircraft (and the kids) is very high. Parents, please ensure that this practice stops as you are ultimately responsible for the actions of your children.. We have over 100 acres of campground and forest including a wonderful playscape behind the clubhouse for children to burn off their energy. There was one incident earlier this year where a child intentionally drove their bicycle into the side of a fuselage dolly of a glider that was being rigged. Fortunately the speed of the bicycle was low and there was no damage. We do not need silly incidents like this, enough said...

Thanks to Derek for cutting the grass area behind the clubhouse.

The pool is about ½ full, chlorinated and both filters are in operation. The heat on Sunday was just too much for some people and we had our first brave souls defy the cold well water and go for a swim. We should be in fine shape for this coming weekend.

This Saturday is our annual Lobster Party so even if you don't like eating these critters, bring a steak (veggie burger or whatever) and enjoy the evening at the clubhouse. Think of the mosquitoes as an undiscovered source of protein. Joan Grant would appreciate extra hands to help prepare the food.

Lets hope for great weather again this week-end.

Cheers,
Roger

This Week @ GGC – Week Ending June 14

Well, it certainly was a week of extremes. Rain and thunderstorms grounded any hope of mid-week flying but the rain held off for the weekend and gave us two good flying days.

Saturday

Hot! Hot! and Hot! 24 was the magic number of flights with many introductory flights being flown as friends and visitors came out for our annual lobster party. Doug L-L and Mike B. went above and beyond the call of duty and pulled back to back double duties as duty instructor and tow pilot respectively for the day. Thanks guys!

This was also the second contest day for the GGC/MSR/RVSS interclub contest. Gordy, Ulli defended GGCs honour in the haze and heat. Thermals topped out at 3500 ft early in the day but were up to 4700 ft by 4:00PM. Tim joined to fun late in the afternoon but still managed a 30 minute flight.

The lobster party was once again a great success thanks to Joan and her band of volunteers. Great food and friends. Resident young musicians (Erin and Alan) provided great music.

Sunday

The thermometer went through the top again but visibility was far worse than Saturday. About 12 flights were flown before the heat sapped the energy from everyone. All flying stayed local.

Misc. Items

We suffered from people not showing up for multiple duties this past weekend. Even if the weather looks bad, please come out and help out with other jobs around the club. There is always a glider that can use a wash. We all suffer when duties are missed by club members.

For some reason, our tow ropes also took a real beating this weekend. By the end of Sunday we were down to one good rope. We can all help to avoid this situation by taking care to inspect the ropes before each flight. When a knot is left in the rope and then used for a tow, that knot becomes almost impossible to take out of the rope without cutting and splicing. A quick visual check of the rope before launch by the wing runner can keep this from happening. Also, please avoid driving over the ropes. The weight of a vehicle on the intricate splicing and protective metal sleeves on the ends of the ropes can be twist the sleeves and deform them enough that they start to cut into the rope. Tires can also grind the rope stands into the gravel of the runway causing further damage. Let's all take care of the ropes. You may be the next person that gets a tow...

Remember that our airspace MOU has been terminated by Nav Canada. That means that we no longer need to phone Nav Canada at the start or end of the flying day but as I mentioned in the airspace e-mail last Friday, keep your eyes open. I noticed on Sunday that multiple "large" aircraft were following the V316 airway slightly to the north of our field at not much more than 6000ft. throughout the day. Ian and I are working to resolve this issue. Every individual pilot is still required to radio Ottawa terminal on 127.7 prior to entering the class D airspace around Ottawa.

That's all for this week. See you at the aerodrome!

Cheers,
Roger

Last Weekend @ GGC - July 26/05

We're back and our CFI brought home the goods! As Ray mentioned in his previous e-mail Ian became Canadian champion in the racing class. See the photo below with Justin Wills (contest winner – racing class) and Tim O'Hanlon (winner club class). Well done Ian!



This past weekend was one of the busiest in recent memory.

QIH came home from Cornwall and the new engine is in the process of being “broken in”. Once the break-in period is complete, we’ll see what an additional 10hp will do for towing. My own observation of QIH taking off on Sat. with two pilots and a load of fuel is that the take roll is much shorter and the climb rate significantly better. Stay tuned as we get more accurate measurements. Thanks for all your work Martin!

Sat. saw approx. 42 flights and a successful contest day for the MSC/RVSS/GGC interclub contest. Ulli won the day with 240 km.

Blue thermal conditions on Sunday saw another 46 flights and two significant “family” milestones.

After a dedicated push on Saturday, Sunday morning saw Alan Grant have his first solo flight. A sophisticated distraction plan was employed after landing to allow the mandatory dousing with a pail of GGC’s coldest well water. Well done Alan!

The two Kissmann Brothers had a day worthy of record for the family history books by flying together in the Puchacz for one glorious hour, taking turns thermaling between 2000 and 3000 feet on a comfortable, sunny, dry thermal day! They had to return to the airfield to accommodate two young people from Switzerland who were waiting for familiarization flights. After trying English and French, Andrew discovered they spoke German most comfortably and settled into the pre-flight brief in that language with the passengers who saved up the money for the flight by working on a local farm near the airfield in St. Pascal.

They plan to work on the farm all summer then tour Halifax and Vancouver respectively and compare notes about Canada when they return to Switzerland in the fall. When asked how they

heard of our club they responded while working on the farm they would often look up and watch gliders soaring overhead with envy.

Safety Notes

We had two runway incursion incidents this weekend. One involving a youngster on a bicycle riding out onto the active runway 31 as the tow plane was on final. Another involving a car pulling out of the parking area at runway 26 and driving across runway 31 with a glider on final for runway 31. We also had another incident of young children riding bicycles in the large hangar.

These incidents with children keep coming up folks and I have spoken multiple time about the potential for aircraft/child damage. I'll reiterate once more, parents you are responsible for the actions of your children at GGC. Folks, it's like learning how to fly, you are either in control of the kids or someone else is in control of them. If you do not hear a "I have control" from another adult, you must assume that you are still in control of your children. PLEASE, PLEASE take this to heart.

See you at the airfield this weekend.

Cheers,
Roger

Last Weekend @ GGC – August 02/05

This past weekend started off with a rip roaring day on Saturday. Conditions were the best so far this year with multiple flights over 300 km with Nick and Ulli both breaking the 500 km barrier. Norm and Nick both landed out close to the airport in recently hayed fields. This is the time of year when the farmers are usually cutting their second crop of hay or harvesting grain crops so field selection will be getting easier for the rest of the season.

A thank-you to the 1-26 rigging crew who assembled ZDD in preparation for it's annual inspection in the visiting air cadets later this month.

Andrew has set up a pool maintenance record sheet in the pump shack to help track who did what and when in terms of filter backwash/chemicals. This system seems to working out quite well and the recent heat wave has made the pool a popular place.

The weather Sunday was less spectacular but good soaring could be had until the high cirrus moved in. Monday was mostly overcast with little lift but calm and perfect for instruction/famil. flying.

Additional weekend entertainment was provided by a chipmunk that decided that the clubhouse was a wonderful place to live. The kids had a blast trying to get the little guy out of the clubhouse but alas the rodent won. On Sunday morning, Taber and Ian Dudley finally cornered the little fella and gave him a ride to the forest by the carpenter shed.

See you at the field this weekend.

Cheers,
Roger

This Week @ GGC – Aug. 9/05

Possibly a record setting weekend. Saturday saw a very active flight line with approx. 44 flights and Sunday with 48. That's 92 flights in two days! I think we can say that the efforts of our membership committee have been very effective this year!

Saturday

The forecast for Sat. looked good with a nice cool evening and a forecast high of 27 C. However as the morning progressed, it became evident that it would be a blue day around Pendleton with thermals to 4000 ft. That being said, great rewards awaited for those who took up the challenge to fly away to the clouds about 40 km to the west. After a tough struggle, Ulli and Nick connected with the clouds and rode 6000 ft high cloud around the western and northern side of the Ottawa zone. Well done guys.

On that note, a big thank-you goes to Christine for not only taking on Nick's morning field manager duty 😊😊 but also the afternoon field manager who was missing in action on Saturday. Another thank-you goes to Doug Laurie-Lean who helped keep everything moving smoothly. We are not worthy. Art Low provided a relaxing musical interlude later in the evening with his guitar.

Sunday

Charles Peterson and his crew arrived with the Freedom's wings Peregrine glider to set up for familiarization flights with our local paraplegic organization. Charles will be here all this week and has familiarization flights booked through until Friday. If you can come out to help with flight line operations, please do so and join in the fun. Mike ???, Canada's first licenced paraplegic glider pilot was out flying the Peregrine Sunday morning showing all of us how it is really done. Welcome back guys!

Sunday saw both tow planes running continuously for most of the morning and by the time the dust settled we had 48 flights, 10 of them with Freedom's wings.

The flight line ran very smoothly with everyone helping to keep the runways clear and keep the operations moving safely. Well done to everyone who was out and their involvement on Sunday.

Misc.

A special thank-you goes to Wolfgang for coordinating the repair of BQN and getting the ELT back in shape for QIH. Our 1-26 (ZDD) is booked for an annual this week so if all goes well a very clean and shiny 1-26 will again be on our flight line. Now if anyone runs across the open canopy conversion kit* which was an option on the 1-26, we could have a lot of fun (and bugs in our teeth)!

The pool has been hovering around 80 degrees and sounds of "ahhh" could be heard at the end of the day as everyone from the flight line dropped in to cool off.

The grass on our little used runway 17/35 has been cut so feel free to use it if you instructor decides to practice rope breaks with you...

A big thank-you also goes to Bradley Chardonne for helping to cut the grass behind the clubhouse. It's perfect for soccer, frisbee, football or whatever activity gets your heart moving.

See you at the aerodrome


Cheers,
Roger

*Fine print (start of humour)

Assuming the 1-26 has an applicable STC for the installation of an open canopy. If there is no STC for this modification, an engineering evaluation to assess the suitability of such modifications will be undertaken to determine the possibility of incorporating such a modification on said aircraft. If deemed to be feasible, a detailed analysis of the structural modification and flight controllability will be performed. If engineering analysis and flight controllability tests are successful an application for an STC will be made. Kit must be installed by an AME. GGC members are not allowed to fly such modified aircraft in months ending in "er". Aircraft must be equipped with a dual redundant Flight Management System (FMS), a backup Auxillary Power Unit (APU) and a bell that goes "ding" upon take-off. This offer not valid in the province of Quebec. Batteries not included. (end of humour)

This Past Weekend @ GGC – August 16th 2005

The weatherman seemed to be somewhat confused this weekend as everything from sunshine to pouring rain seemed to find its way into the forecast at some point on Friday.

The 2005 instalment of Freedom's Wings by Charles Petersen and his crew wrapped up on Friday after a very busy week. Thanks to the many tow pilots, instructors, solo pilots, students that came out during the week to help support this operation. However none of this would have been possible without the infectious enthusiasm and "hands-on" support of Doug Laurie-Lean. Doug has taken this program to heart and I think the success can be found in the local press with CFRO news coverage and a particularly touching note on the SAC roundtable posted by Charles Petersen. Thanks again Doug, we are not worthy. 

Saturday

After a promising forecast, a confusing mix of high cirrus and cumulus cloud made for a real mixed bag of conditions. The occasional thermals were sometimes very strong and high but for the most part averaged about 2.5 kts up to about 4000 ft. The drifting cirrus functioned like a "thermal" thermostat and you had the feeling all afternoon that things could really break loose if the cirrus would just dissipate. That being said it was an interclub contest day and most people managed to get away from the club. Notice my terminology, get away... Two us got away but came back in glider trailers. Ian landed in an old potato field south of Curran and I landed in a freshly harvested oat field 1 km east of Fournier. You never know what can be achieved if you never try!

A grand total of about 22 flights finished up the day. I think the mid-week flying of Freedom's Wings and our record breaking number of flights last weekend had everyone catching their breath.

The day wrapped up with our Summer Operations Safety Briefing in the clubhouse at 19:00 hrs. A good crowd attended as a variety of topics related to our ground operations were presented. A lot of good suggestions were presented and will be reviewed over the winter. A copy of the presentation has been posted under the Safety page of the GGC member website. For those of you unable to attend, I would strongly suggest that you have a look at the presentation to refresh your knowledge of our ground operations and work toward our 2005 safety goal of reducing the number of ground operations based incidents. Thanks to all who attended. Let's remember we all need to be actively engaged in our safety culture. That means getting up at the flight line and helping make things happen (like clearing the runways), and NOT sitting on the flight line barking orders. Let's keep up the good work!

Sunday

The morning dawned to the sound of rain pounding on the trailer so most people had a leisurely breakfast and waited for things to dry out. Things never really improved and there was no flying. A big thank-you goes to Lucile who spent a couple hours vacuuming the bottom of the pool. It looks wonderful!

Misc. Items

The issue of unsupervised children at the club has once again surfaced. The good news is that it was not at the flight line 🙏. The bad news is that it was at the pool 😞. Parents, you cannot shuffle the kids off to the pool without adult supervision to keep them away from the flight line. Just because there are other adults at the pool does not mean that your children are supervised. It is unfair to expect that by leaving children at the pool that “one of the adults” will keep an eye on them. In both cases this past week, children (under 16 yrs.) were left at the pool by their parents with none of the adults at the pool being aware that they were being telepathically blessed with supervision duties. Parents, let’s fix this...

Upcoming events include

- Air Cadet fly week August 29th to Sept 3rd
- Ontario Provincial Soaring Championships – Sept. 3-6 @ York Soaring
- Annual Lake Placid Fall Wave Camp hosted by MSC. MSC will be holding a Lake Placid Operations Briefing at their clubhouse on Friday evening (Aug. 19th) for those who have not flown at LP before. See Ulli or myself for more information.

Another big thank-you goes to Wolfgang who undertook the complex job of sorting out all the glider trailer licence paperwork this week. After a couple of trips to the MTO, I think he has sorted things out. See Wolfgang about the trailer paperwork if you are thinking of attending the provincials and/or Lake Placid.

Also just a reminder that all GGC manuals are available on-line and in hard copy in binders located in both the flight shack and club office area. A lot of handy information for all club pilots, specifically related to fleet progression, passenger checkouts and cross country checkouts can be found in the GGC Instructors Manual.

That’s it for this week. See you at the aerodrome!

Cheers,
Roger

P.S. If you know of any other deeds that should be noted in this weekly summary, please drop me a line.

This Week @ GGC – August 23/05

MID-WEEK

The Wednesday weekday flying crew certainly had good weather. Remi pulled off a 275 km flight and placed 4th for the day on the OLC-Canada. Way to go Remi! 🏆


A hearty welcome also to Mark Espenant for joining the few, the proud, the masochistic, GGC instructor corps... Oh, I almost forgot Mark, did Ian book your appointment for the mandatory Maori body tattoo that is required for new GGC instructors... 😬

SATURDAY

The morning dawned to the sound of rain on the metal roof of the trailer. That being said, the entire morning duty team showed up at the clubhouse ready to go. Way to go folks! Now if the weather would only co-operate. It became quite evident that the day would “stay wet”, perfect for paperwork and odd jobs. Steve Webster showed up (rode his bike from Orleans) and we processed his student pilot paperwork. Ian Grant was busy bring order to our club files in the clubhouse office area. Ron Smith was busy in the carpenter shop, wet sanding the finish on his aircraft in preparation for repainting. Various folks drifted in and out throughout the day and sat down to have a coffee or tea. Quite relaxing.

SUNDAY

Sunday dawned with haze and drizzle but quickly cleared. The Environment Canada forecast called for 60% chance of rain under mainly cloudy skies. The weather channel called for 20% chance of rain with mainly sunny skies but windy. The Dr. Jack soaring forecast called for 4kt thermals to 6000 ft with 15 to 20 kt winds. Needless to say for those of you who were out, the EC forecast was right out to lunch.

Norm served up his legendary pancakes in the clubhouse (thanks again Norm). The morning duty crew showed up and swung into action as the clouds cleared out by 10:30. After a short check flight, Doug sent Steve Webster went solo in the morning. Well done Steve! Conditions improved throughout the day with one or two periods of lift cycling in and around the airfield. By 4:30, cloud bases were 5500 ft with 3kt avg. lift to be found. The NW wind provided the challenge for the day as it blew 20kts (@ 4000 ft) which allowed for some amazingly high downwind ground speeds. However that happiness was soon replaced with many a collective oh  being muttered by pilots trying to get back home. There was only one “aux vaches” event for the day. Remi got caught low in KM and safely landed at Windover Field.



The day finished up with what is best described as a GGC version of electric model aircraft “duelling banjos”. Greg brought out his super sleek aerobatic carbon fibre “uberglider”. Tom (“Dude”) Hastie brought his balsa and monocoat covered, thick winged, and “righteously” over-powered model. They both flew behind the clubhouse, each pilot showing off the virtues of their respective designs. Greg’s amazing high speed passes and zooms contrasted sharply with Tom’s “helicopter like” landings. The best part was that not a penny went to the oil companies! Electric power has sure come a long way. Now where is my banjo...

Another thank-you goes to Regan for showing up with his high speed riding lawnmower and cutting the grass around the clubhouse.

34 was the daily flight total. Not bad for what was supposed to be a rainy day!

MISC. NOTES

A tow rope was found on Sunday morning on the runway that was likely left from Wednesday or maybe even the previous Sunday flying operations! Lets be a little more diligent with cleaning up at the end of the flying day.

 **It's Alive! It's Alive!** 

ZDD is back in the air! Wolfgang had the first flight this year in our 1-26 on Sunday. All systems are now go for ZDD (please stay upwind of the field!). CF-ZDD was built in 1957 and has been continuously registered to GGC since July 28, 1958 (according to the TC aircraft registration database). ZDD has been flown by many GGC pilots over the years and is now again a living link to our past history. If any members have interesting ZDD stories, please share them on our ggcmembers Yahoo group. Thank-you Wolfgang for co-ordinating all the elements needed to return ZDD to service.

Lucile Goes on Algae Killing Spree – Pool in Shock!

Beware the water in the pool for the next couple days as we started to have an algae infestation late last week. Lucile has now effectively stopped the algae attack with a blast of chlorine. The pool will need a couple of days to settle down to it's normal balance so you might want to shower after swimming to avoid itching yourself to death.

The GGC Runway Walk

Two weeks ago a group of long time members introduced Andrew Kissmann to a GGC tradition that has been fairly inactive as of late. I'm speaking of the late evening runway walk. After explaining what this was all about to Andrew I figured that it would be good to introduce our newer members to this event. This tradition goes back decades at GGC (Ian, Julia, Andrew jump in here). It's simple. Everyone gets together at the club house (after dark and no flashlights allowed) to walk around all the runways (approx. 3.5 km). We usually stop at the far corner of the airfield (runway 08/35) and lie, sit or whatever on the asphalt to checkout the stars/satellites. On a clear evening, it is amazing what you can see. We have so little light pollution that you can clearly see the milky way and depending on the time of year, the northern lights. No TV, no radio, cell phones are verboten, just enjoy the stars you were shown as a child but grown-up life has trivialized. So stay out after dinner on Saturday, go for a runway walk and remember just how small your day to day problems are relative to the "big night sky".

Summary

- Remember, we have the top 5 cadets from their respective cadet gliding schools arriving on Sunday for a week of soaring @ GGC. See Ian Grant for more information.
- The Ontario provincials run from Sept. 1-3 @ at York Soaring.
- The MSC Lake Placid wave camp begins late September and operates on weekends through October. See Ulli or myself for details.

See you at the aerodrome,
Roger

This Past Week @ GGC – Sept 7/05

Thanks to Doug for putting together last week's report.
Another very busy week at GGC, likely one of the busiest so far.

Weekday

GGC hosted the top cadet from each of the 5 regional gliding schools across Canada this past week. After a familiarization briefing on Monday morning, they were put through the checkout paces and eventually all were sent solo in the 1-26. All cadets had an opportunity to fly the Puchacz to experience a glider that had a reasonable glide ratio. By the end of the week each of the cadets had 10 flights in the 1-26 with some soaring. A big round of thanks goes to Ian Grant who coordinated this year's event and all of the instructors and tow pilots that helped out during the week. Ian was heard to say at the end of the week that he was looking forward to getting back to work, these weekday events are exhausting. Both Ian and Doug Laurie-lean should be commended for their efforts this year in setting up the mid-week program for the cadets and Freedom's wings. 🙌👏🙌

Saturday

Instability was the word of the day and the hangar quickly emptied as Frank (OR), Gord (KM), Bill (BB) pulled out to the flight line. CUs started around 11:30 and most of the great white fleet of GGC was in the air by 1:00. However, most CUs started to tower shortly after forming which was not a good omen. By 2:00, cells of rain started forming north of the river and drifting south. Pendleton was clobbered by one of these cells. Some pilots elected to land before the rain closed the airfield while some adopted the Monty Python – Holy Grail philosophy of “RUN AWAY”.




And run away we did. Nick and Ian took off for Bainsville, Martin camped out in the Puchacz over Windover Field and I went out over the Alfred bog. It was like watching a movie to see the rain cells drift out of the Gatineaus and hammer Pendleton while climbing in a 2 kt. thermal in the sunshine. After the cell over GGC cleared, most folks returned in the sunshine to a very soggy runway in time to put their gliders away in the hangar before the next cell. Ian didn't quite get back before the next cell arrived and elected to land in Hawkesbury. 38 flights total for the day.


At the end of the flying day, everybody converged on the clubhouse for the annual GGC corn roast. There was a ton of food, especially desserts and everyone seemed to have a blast. Special thanks to Joan and everyone who helped make the event a success. A big pat on the back also goes out to everyone who pitched in to wash and dry the dishes. Later that evening we were treated to a model balloon airshow as the kids test flew their hot air balloons to rounds of applause and cheers from members and guests. Later, the high starts were brought out and the air show transitioned to model gliders. Some managed to stay up over 15 minutes as the sun was setting below the horizon. Eventually the bugs and night sky won and everyone moved indoors. There was talk of a runway walk but I think just about everyone was too pooped to move another

muscle. What a truly wonderful day. That being said, too much of a good thing is never enough...

Sunday

The day ended with about 34 flights. Conditions started off with fairly low cumulus (2500 ft) but eventually rose up to about 3500 ft. Many members, including Remi (KM) had great soaring flights throughout the day. A few of us took off around noon for some XC flying, Nick to Alexandria-Spencerville-Rigaud and yours truly to Morrisburg-Prescott. Life was great until about 2:30pm when things went blue. As stated in a previous weekly report, a repeat of oh , not again, could be heard on the radio across eastern Ontario. But as Yoda said in Star Wars, we **“used the force”** to get back home. Ask Taber to do his Yoda/Grover impression the next time you see him. All in all it was a pretty good day with a good mix of local and XC flights.

Monday

Monday dawned with promise of similar good soaring conditions but instead of teasing us with clouds, mother nature just cut to the chase and gave us a full “blue “day.  An impressive line-up with Ulo (JJS) joining the fleet. Nick ventured out again covering over 250km while most other folks preferred the comfort of more local flying as a late retrieve the day before school starts may not have been warmly received by crew (family) members. About 24 flights as everyone slowly wound down and accepted that the summer of 2005 is slowly drawing to an end.

Safety

We had two incidents this past week-end. On Sunday we had a glider enter the circuit and start to thermal on base. This caused some confusion to the pilot that was following in the circuit. Fortunately things sorted themselves out and everyone landed safely. Let’s all remember that once you commit to the circuit, you are committing to land. This is especially important on a busy flying day at our field. The mid-air at MSC 3 years ago was caused by two gliders that were trying to thermal in the crosswind/downwind leg of the circuit.

On Sunday, an individual was walking behind the wingtip of the Blanik that was being pulled (slightly off center) by the golf cart down the grassy (east) side of runway 13. The main wheel of the Blanik went into a gopher hole and the diagonal pull from the golf cart combined with the sudden stop of the Blanik swung the wingtip back and into the upper chest of the individual at the wingtip. The pointed tip of the Blanik punctured the upper side chest area of the individual walking behind the wing. Everyone is OK but this had the potential of a lethal injury if the tip would have been a few inches higher or lower. Let’s all be very careful when moving aircraft on the ground, things can happen very fast. Also we should avoid pulling aircraft down the east grassy side of runway 13 as there are a few gopher holes that keep re-appearing even after Martin’s comprehensive rodent control program. Also try to keep the aircraft being towed by the cart directly behind the cart to minimize any rotation caused by an off-center pull.

I will be reviewing thermaling protocol and ground towing at our next safety/operations briefing so that we can all learn from these incidents.

Odds & Ends

Ulli was attended the Provincials at York Soaring to carry the GGC torch. I have not heard or seen a list of the final scores yet.

MSC is packing up a tow plane and their Twin Astir and heading to Lake Placid on the 24th of Sept. They will be flying on weekends through to the end of October. You can get a clean room at Shultie's Motel near the airport for \$48 US/night or you can camp at the airport. See Ulli or myself for more information.

The Northern lights were out on Friday night for those who didn't go to bed too early.

Another big thank-you to Norm Fortin for cooking pancakes for breakfast on Saturday, Sunday and Monday. Lets put some \$ in a jar the next time you enjoy breakfast courtesy of "Chef Norm".

The pool is still operational but the cool nights are starting to suck the heat out of the water. This coming weekend will likely be your last chance for a GGC swim in 2005.

That's all for now. See you at the aerodrome.

Cheers,
Roger

This Past Week @ GGC – Week Ending Sept 13th 2005

I start the newsletter this week on a sad note. As most of you have already heard, two glider pilots were killed last Saturday in Southern Ontario. A preliminary summary of the accident is given below:


C-FLCK, a Pezetel SZD-50-3 glider, was being flown by two licenced pilots on a local pleasure flight from a private strip near Loretto, Ontario. It was the seventh flight of the day for this glider. After approximately 40 minutes of flight the glider was observed 1-2 miles northwest of the airfield at approximately 800-1000 feet. It was observed to enter a spin and rotate approximately 3 times before disappearing behind trees. The glider impacted a farm field in a steep nose down attitude and was severely damaged. Both occupants were fatally injured. TSB investigators deployed to the scene.

I will provide an update to this accident as well as my own thoughts on some safety related topics at the general meeting this Saturday (Sept. 17th) at 7:30 PM in the clubhouse.

The weekday crew saw limited action on Wednesday with a few flights logged on what looked like a pleasant day. The weekend was a little more relaxed as I would suspect most people were recovering from the activities of the long weekend and the previous fly week. Nonetheless, interesting flying was still to be had.

Saturday

The day started with CUs once again forming but very quickly disappearing by noon making the last day of the interclub contest very challenging. This is starting to sound all too familiar. Thermals topped out around 3600 ft but a few brave souls ventured out with varying degrees of success. I can personally attest to the fact that the main runway at Windover Airfield is in perfect shape and that our newly re-engined Citabria has lots of power to tow off the 3800 ft long grass

strip at Windover. Thanks Dave! If you are looking for somewhere to go on a rainy day, pop  in to the folks at Windover Airfield and ask for Rudy and you'll get the grand tour of the hangar. They have very eclectic collection of homebuilt aircraft and are as friendly a bunch of pilots as you will meet anywhere. About 24 flights were flown.

Sunday

The day turned into quite a “blast” with winds of 17kts (@2000 ft) blowing out of the SW. Thermals were around but were badly shredded by the wind, topping out at about 2600 ft. Lift tended to align as streets with a fairly consistent line running from Bourget, directly over the airfield an on to the gravel quarry to the NE of the airfield, near Plantagenet. A total of 20 flights were flown.

Misc. Items

Pool is now officially closed. Lucile shut off the filters Sunday evening. That being said the flying season is by no means over! Many fine soaring days are still to be had throughout Sept. and October. The best is yet to come when the leaves start to change colour.

Upcoming events include

- GGC General Meeting – Saturday Sept. 17th, 7:30 PM at the clubhouse; a short safety briefing will follow.

- Annual Lake Placid Fall Wave Camp hosted by MSC officially starts this coming weekend through to the end of October. A Lake Placid blog has been set up on the MSC website so you can check the daily activities.

That's it for this week. See you at the airfield and meeting this weekend.

Cheers,
Roger

Past 2 Weeks @ GGC – Ending Sept 26th 2005

This update includes the activities of the last two weeks. Your editor ran out of hours last week. 🤖

Saturday – Sept 17th

Though it rained on and off for most of the day, a few folks were out and about at GGC. Ron was busy prepping his plane for painting in the carpenter shed. Martin was busy rebuilding his house trailer. Taber and Martin also attacked a dead tree in the campground with a chainsaw. Wolfgang and I replaced the main tire and tube on the Puchacz.

The day finished up with a well attended general meeting in the clubhouse. I will post the minutes from the general meeting on the members section of the club website later this week.

Sunday – Sept 18th

A daily report from Ian Grant:

"The sky looked very colourful but not much was happening. The K13 did a few passenger flights and Remy took off in the L33 and was back in short order. Later sitting on the clubhouse balcony we observed 18m DB struggling down low and Andre Pepin (MSC) eventually joined us on the ground at Pendleton, final proof that God had not intended the day for long-distance soaring."

Saturday – Sept 24th

Wolfgang replaced the front tire and tube on the Puchacz. The Puch now has new rubber all around! A total of 24 flights were flown on the last day of our GGC, MSC, RVSS interclub contest. Yet another blue day (I'm beginning to forget what a cumulus cloud looks like!) with moderate strength thermals to about 3200 ft. Not exactly ideal weather for cross country but a few folks ventured out to cover 100 to 180 km. Conditions were ideal for local flying and the Puchacz was busy giving intro flights for most of the day. Tom Hastie pulled the Jantar out and had a very enjoyable flight for most of the afternoon. Might as well enjoy it now Tom, I think that there will be a few more pilots looking for Jantar checkouts next season!

Sunday – Sept 25th

Rain , rain and rain. A washout...

Misc. Items

We are now heading into fall flying season but flying is far from done. The next few weeks will be spectacular as the leaves start to change colour around Pendleton. I have had some of my most memorable and visually spectacular flights in the fall. Lift can be quite good and it is quite possible to have long duration flights. So come on out and get your fall flying "fix"!

Upcoming events include

- Annual Lake Placid Fall Wave Camp hosted by MSC is underway through to the end of October. A Lake Placid blog has been set up on the MSC website so you can check the daily activities.

As always, if you see someone or something that is worthy of reporting, drop me a line and I'll get it into the weekly report. That's all for now.

Cheers,
Roger