

## **This Week @ GGC – Ending April 23, 2006**

Hi Folks,

GGC is back in full swing! After three great weekends of flying, we got our first washout for 2006. Weather aside, the hangars were unpacked and every club glider is rigged. Thanks to all who came out and provided muscle to move trailers and clean up the hangars.

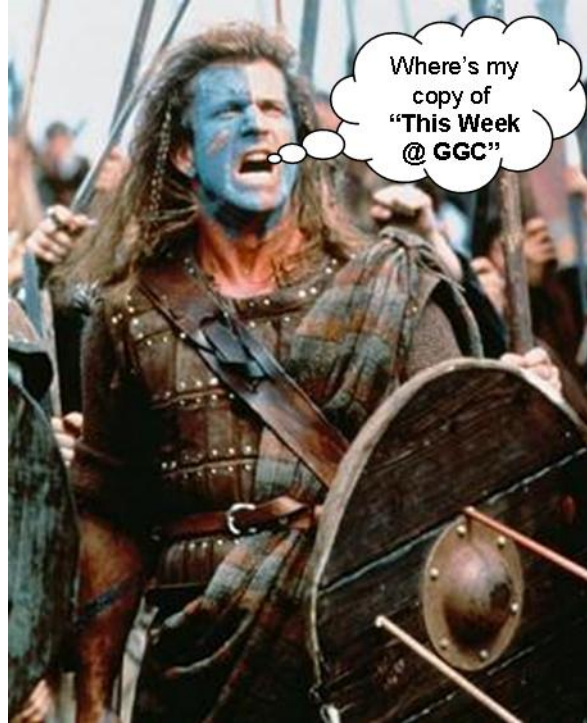
Our annual spring safety briefing was held on Saturday evening. Pizza and cake were supplied for those who attended. Ground operations were reviewed and our safety focus areas for 2006 were presented. We also reviewed incidents to date that just go to show how important it is to remain vigilant on the flight line. Detailed analyses of these incidents are located on the safety page ([members-website/departments](#)). Please take a few minutes to read through the reports. You'll see what I mean...

Our annual spring instructor meeting was also held Sunday evening.

The weather for this coming weekend is looking good, so please read through the spring safety briefing (also on the safety page) if you were not able to attend the briefing this past Saturday.

Fly safe and keep aware,  
Roger

## **This Week @ GGC – Week Ending May 7/06**



After a two week hiatus, here we go...

The weather during the last couple of weekends have allowed us to get up and running with checkouts and regular operations quite quickly. The April 29-30 weekend was sunny and blue and we flew over 50 flights over the two days.

The May 6-7 weekend was a mixed bag of weather. Saturday was a washout but Sunday, wow! Sunday started off blue and weak but quickly turned into a spectacular day. Strong lift with cloud bases at 6000 ft and intense streeting put a smile on everyone's face. You had to be there... The day finished up with our annual spring instructor's meeting.

Frank and Nick have also been busy refining their sailplane tracking system. Check out the link that Nick provided in his e-mail earlier this week.

Special thanks to Ray (and everyone else who helped) for rolling runway 31/13 while it was still slightly spongy. It should now be in good shape for the rest of the season. Also, thanks to Wolfgang for cleaning up a variety of little snags on the Jantar including padding/lubricating the canopy handle mechanism and to Andrew Robinson who once again has brought our tow ropes back up to standard.

Remember, MayFly is the long weekend and starts on Friday May 19<sup>th</sup>. Check out the page on our website for more information. We could use help with the gridding and launching operations so if you are interested, please drop an e-mail to either Ulli or myself.

As usual, if see or hear of a noble deed that may have been overlooked, let me know. That's all for now. See you at the aerodrome!

Cheers,  
Roger

## **This Past Week at GGC – Week Ending May 22/06**

What a weekend...

After a week of rain we had, well, more rain. But that didn't stop the fun!



A big round of thanks goes out to the following folks:

- Bill Park, Norm Fortin and everyone else who helped drain and much out the pool.
- Frank for fixing the radio in the Puchacz
- Wolfgang for installing new seals for the Puchacz canopy
- Glen Lockhard for mowing here and there and cutting the grass at the picnic area by the Lacasse hangar (Glen's Butte).
- Ian and Alan for replacing the flags at entrance and in front of the clubhouse.

Greg wins the above and beyond award for coming out on Sunday to reprime the fuel injection system on the tractor. This is not a trivial task! Thanks a ton Greg!

### **2006 MayFly**

Although the weather did not give us any competition days (for the first time in MayFly history), three brave souls (and their crews) from other clubs toughed out the weather to enjoy GGC MayFly hospitality including:

- Derek Mackie (Toronto Soaring)
- Larry Springford (York Soaring)
- George Domaradski (Rideau Valley Soaring).

Friday and Saturday were a complete washout for the flying competition but the MayFly Saturday dinner was a huge success. A total of 25 people attended to cook up their “meat” and enjoyed salads and desserts thanks to Joan and a crew of helpers.



On Sunday we managed to get four flights launched before the next wave of showers moved into the area. The day finished with a wonderful dinner at the Priest’s Mill restaurant in Alexandria.

Monday was the strangest day of the weekend. After multiple waves of showers moved through in the morning, things cleared up and we started flying operations in the afternoon. Small rain cells moved through the area all afternoon but amazingly enough there was strong lift that topped out around 4000 ft. Former GGC member Charles Yeates came out to visit so Charles and I took the Puchacz up for an unforgettable flight. What we thought were localized rain showers at 3500 ft turned out to be snow squalls and incredibly, we had 2 kts of lift as we flew through these very small squalls. Go figure!

Our 2 new Colibri flight data loggers are now ready for use and their controlling software has been installed on the club computer. Ian Grant will hold user familiarization sessions over the next few weeks. Stay tuned for announcements.

Finally, Nick and Frank have been busy testing out their latest version of a real-time flight tracking system for gliders. Any glider that has one of their small GPS/transmitters units (about the size of a cigarette pack) can be tracked and plotted on a displayed map.. It works quite well and is interesting to watch, especially at the end of the day to see who will make it back! If you get a chance, ask Nick and/or Frank for a tour of the system. It's the only system of it's kind in Canada.

Well that it folks. As you can see, rain and snow are not enough to keep GGC pilots from helping out, having fun or even testing new technologies that have the potential of exposing our wonderful sport to more people.

See you at the aerodrome!

Cheers,  
Roger



## **These Past Weeks @ GGC – May 27-28 & June 3-4/06**

### **May 27-28/06**

The weather finally decided to cooperate this weekend as we finally had two flying days. However, besides flying, folks were busy with a variety of tasks around the club. A big thank-you goes to Alain Bournais for hopping on the tractor and cutting the grass on runway 31/13 on Sunday.

Saturday saw the first flying day of the 2006 edition of the GGC/RVSS/MSA interclub contest. Although the day started off cloudy, things quickly cleared up and good soaring conditions prevailed. Thanks to Ulli for organizing and scoring this “friendly” contest between our local clubs. Interested in participating? Details can be found on the members section of the GGC website.

Martin, Don Power and Wolfgang also had an “excellent adventure” as they flew down to the Air Sailing gliding club (north of Toronto) to look at an ASK-13 that is for sale. It quickly became evident that this aircraft had the potential of redefining the phrase “fixer upper” and the consensus was to not proceed any further with this aircraft. However, we needed to see it in order to make an informed decision. A big thank-you goes to these guys for taking a full day to fly and back.

Conditions were weaker on Sunday (read challenging) but a few brave souls ventured out. Nick almost made it back! After downloading his Sunday flight file from the OLC website, I thought I recognized something familiar. I had landed in exactly the same field in 2002! Go figure...

On Sunday we had another launch with a tail dolly still attached!!!



Fortunately, the pilot released and landed straight ahead shortly after takeoff. Once I have incident reports from all those involved I will post a debrief on our safety page. To avoid having this happen to you, don't let anyone or anything interrupt your pre-flight tasks and most importantly, do a complete walk around just before you get into the cockpit. Wing runners, you are the last set of eyes in the launch sequence. Look and verify that the aircraft is configured for flight.

David and Bill are planning paint the pool this coming weekend. We usually get 7 to 8 years between a complete repainting of the pool. This year we were due. Power paint spraying will be the tool of choice this year.

### **June 3-4/06**

Saturday was a washout from a flying perspective but people were still busy with various tasks around the club. Martin, Tom, and David were busy clearing up snags on the tow planes and the L-13 Blanik. A club general meeting was held in the clubhouse on Saturday evening. Minutes will be posted on the website by the end of the week.

Sunday, well I don't know all the details (I wasn't there so jump in folks) but looking at the OLC website, Nick had a 403 km flight, the longest distance flight of the day in Canada.

That's all for now. See you at the aerodrome and let's keep focused on proper pre-flight checks...



Cheers,  
Roger

### *This Week @ GGC – Week Ending Sept 17/06*

It's been a busy summer for your reporter at large but now that we have a sink and running water in our kitchen again, life is good...

Flying activity over the last couple of weekends has been amazing with great flying conditions to boot. I guess everyone has been getting the water out of their ears after a very soggy Labour day long weekend. With all that rain, we have had to cut the runway grass much more frequently than usual for this time of year. **A big thank-you to all those who have been keeping the runway jungles in check with the mighty bush hog mower, specifically Norm F. & Greg B.**

The last 2 weekends have seen approximately 20 to 35 flights each day with quite a few friends of members going up for intro. flights. The flight line has been running very smoothly and I have noticed many members actively greeting and introducing guests to the club when they pull up to the flight shack. Having fun is contagious!

From the "It's a small world" file...

While attending the Nova Scotia air show 2 weeks ago, I ran into a familiar young face. Ryan, one of the 5 cadets that attended our advanced soaring course in August was attending the show with friends and was still flying from the "soaring" skills that learned during our cadet fly week. A big "well done" goes out to everyone who volunteered/towed/instructed during the cadet week. After all these years, ZDD can still put a smile on the face of a new pilot...



**Photo: Jess Rougeau**

If you help move the L-13 Blanik (affectionately know as the “silver bullet”) may I suggest sunglasses and a pair of non-slip gloves. Ron and Alice have been busy polishing the canopy Plexiglas and the airframe. It’s amazing what a little polishing compound does to bring out the shine of an unpainted surface. One wing has been completed and if you are interested in helping out in this very labour intensive activity, contact Ron or Alice.

MSC is packing up a tow plane and their Twin Astir and heading to Lake Placid (LP) on the 23<sup>rd</sup> of Sept. They will be flying on weekends through to the end of October. A clean room at Shultie’s motel near the airport goes for about \$55 US/night or you can camp at the airport. If you are interested in attending please see Ulli, Nick or myself for more information and so that we can brief you on flying operations at LP. This briefing is a must for any pilots that are new to the LP area as the terrain in and around the airport is very unforgiving. Pilots wishing to fly solo at LP must also be Bronze C and/or XC approved.



**12000 ft and Climbing – Oct. 05 Lake Placid – Photo RH**

From a safety perspective, we seem to be keeping focused on our ground operations improvements with only a few minor incidents. Remember to submit your incident reports and if you are really shy, the little back book is still in the flight shack for your incident writing pleasure. Later this fall we will host a risk identification & analysis session as part of continuously refining/improving our safety management process. Updating our risk identification & analysis along with our historical incidents data will be

used to develop our safety focus area for the 2007 season. Take a peek at the safety page later this week (on the members site) to see the template that will be used to assess and quantify our risks. Our last formal risk analysis was performed in 2001. Stay tuned for date, time & location information.

Don't forget that our next general meeting will be held this coming Saturday (Sept. 23) at 7:00 in the clubhouse.

Regarding safety, we have made big inroads in improving our ground operations (our safety focus area for 2005- 2006) while maintaining a positive safety culture. That being said let's stay focused on the following:

- Check for tail dollies before launch.
- Remember to land ahead of the first glider in the launch line. This minimizes the chance of you becoming a glider version of a bowling ball through the launch line in case of a ground loop or loss of control during the landing roll.
- Check the tow ropes for knots before each launch. A knot weakens the rope as much as 50% and once a knot has been "set" after a tow, it is very difficult to remove without splicing.
- Logbooks – Keep up the diligence. Duty instructor is responsible for completing the glider logs, tow pilot is responsible for the tow plane logs at the end of the flying day.
- Flight sheets – Remember that instructional flights need to have both the student and instructor to initial and identify the lesson(s) that will be taught on the flight. A list of lessons is taped to the back of the flight sheet clipboard.

Remember, our procedures can be found in the members section of the GGC website. Paper copies are maintained at the flight shack and in the office area of the clubhouse. Let's keep up the great work folks.

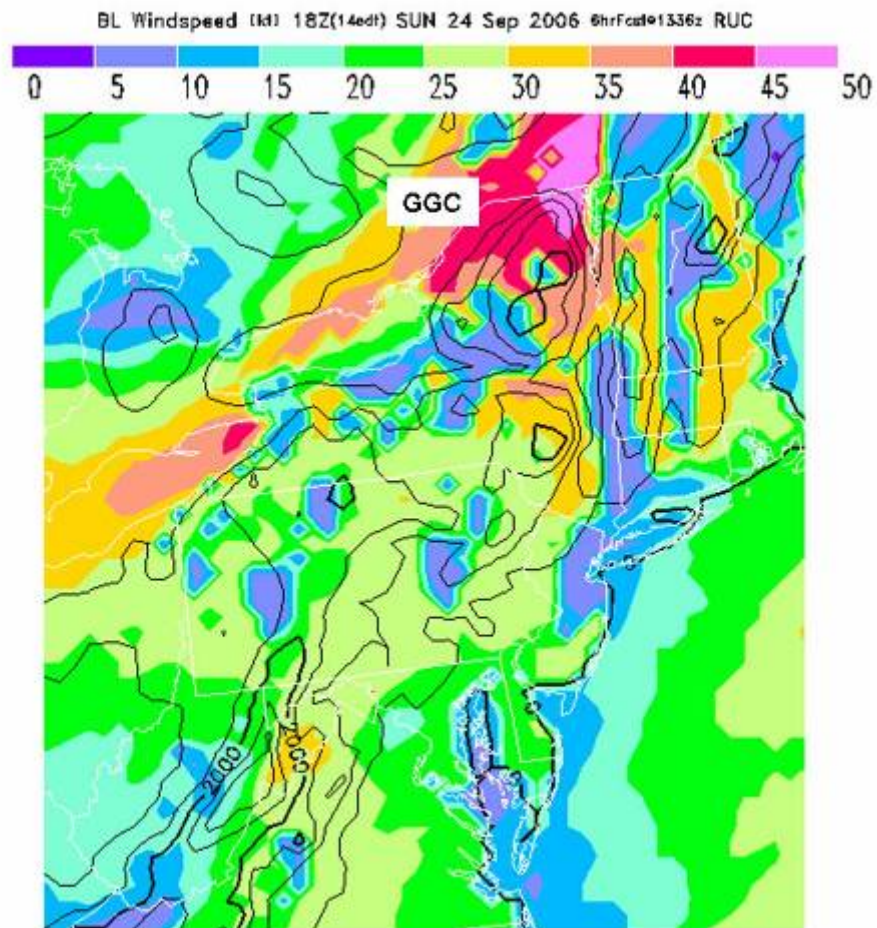
Cheers,  
Roger

## This Past Week @ GGC – Week Ending Oct. 01/06

### Weekend of Sept. 24/06

Well, what you say about this weekend, it rained and rained most of the day Saturday and just when a glimmer of hope for Sunday showed up in the form of sunshine, the winds blasted in.

The winds were some the strongest experienced at the airfield all year. A sample of this is given in the Dr. Jack wind map for 2:00 PM EST Sunday. The approximate location of GGC is shown.



Judging from the windsock winds where in excess of 35 kts. The plot shows that winds of 35 to 40 kts. were forecast for the boundary layer. Needless to say we did not fly, indeed we couldn't even open more than 4 doors at a time in the big hangar for fear of losing one.

### Weekend of Oct. 1/06

Although I wasn't at GGC this past weekend, it sounds like the flight line was quite busy on Saturday. It's amazing what and who you can hear at 7000 ft over the Adirondacks. Tim, Doug, Ulli, Martin, and even QIH calling the Pendleton circuit! Conditions in Lake Placid were superb for thermals as the 5-8 kt winds were too low for any measurable wave generation. A few photos from Saturday are shown below.



**Over the Sawtooth Mountains**



**7500ft & Still Climbing!!!**



**Whiteface Mountain & Lake Placid**