

## SSSA Chairman's Report 2014



Good day to all!

The year has literally flown by which means it has been a busy period. This past year marks a few "firsts" for me as Chairman, pilot and generally calm and composed individual.

My first "First", happened in April when I was introduced to an official SA CAA audit and inspection for our ATO (Aviation Training Organization) application. Four solemn looking gentlemen arrived at the Springs club to do a thorough inspection of the premises and aircraft. I do think that we parted as friends as our audit findings were minor of nature and fixable. Our ATO number, SA CAA 0099 was issued and our TPM (Training Procedure Manual) signed off. Special thanks to Springs gliding club, Barry Turner and Gary Whitecross of H.O.D. that rewrote our TPM.

Our ATO certificate was eventually issued and signed on Monday 18<sup>th</sup> Of August. This after a few new hoops were introduced in the SA CAA system and application methods. Now the next hurdle is to start with the clubs individually and get them onboard and on the same page.

My second "First" was being part of a delegation to engage SA CAA on allowing gliders that are Type Certified Aircraft to be transferred to Non-type certified aircrafts.

The internal workings of our authorities were very insightful and in some ways very frustrating. Once the TCA/NTCA team got their message and honest intentions across the process became smoother. The application was approved and successfully concluded leaving SA CAA and SSSA with a better understanding of each others operations.

Special thanks go to Uys Jonker, Ivan Hancock and Mark Howse. The Aero Club mediated and assisted. Kevin Storie gets a standing Ovation for his efforts in my first two firsts.

My third "First" was arranging for a SSSA contingent to do a static display for the SAAF Museum Air Show at Swartkops Military Base. It was also arranged for a glider display to take place during the Airshow but this was cancelled as the tug and glider reached the holding point due to time constraints.

The Monday thereafter I had the privilege of introducing gliding to a group of SAAF Generals. As we took the rather nervous looking Generals for glider flights at Swartkops the returning passengers' smiles calmed the waiting ones. It was a tremendous success and many new friends were made. I take the opportunity to thank Col. Rama Iyer, Charl Viviers, Martin Lessle, Dick Bradley and the Magalies Gliding Club team for their unselfish participation. We are now in the process of submitting a proposal to the SAAF to incorporate gliding into their initial training.

My fourth "First" was also one of the worst kinds. I had to submit two press releases announcing fatalities in our sport. We lost four dear friends in three separate accidents. One fatality is One too many.

Our online software, My Gliding Club, was developed and launched. It is slowly but surely gaining momentum. The software enables clubs to have a full functioning administrative system which includes a wealth of information for SSSA and its members.

The goal, to get all clubs on this system by the end of 2014, is on track with more than 50% of members listed on the system.

This year was also a year where many of our top pilots competed in two World Championships. The first was held in Rayskala, Finland and the other in Leszno, Poland.

Congratulations to the following pilots earning their National Colours. The Rayskala team was Gary Whitecross, Mannie McLauchlan, Martin Lessle, and their team manager Arjan Schaap. The Leszno team was Laurens Goudriaan, Uys Jonker, Attie Jonker, Wayne Schmidt, and Sven Olivier with our stalwart Captain Carol Clifford at the Helm. A special word of the thanks goes to all the crew at these events.

SSSA has shown a very small but positive growth in membership which is heartening. The current economic climate has not been kind to recreational sports but thankfully we as SSSA are still blessed with our numbers.

I am entering my last leg of a three year term as Chairman of SSSA. The devotion and passion of my Executive members has made my life a lot easier. I salute my committee and fellow directors for the many setbacks, achievements and obstacles overcome as volunteers to the association.

A word of thanks to all clubs that towed the line in respect to adapting to the changes brought about through legislation and operating requirements.

I must also thank the members for their safety standards shown throughout the country's clubs.

Another few Fridays and we are into the festive season. May you and your families be blessed through this period and where ever you intend spending your upcoming holidays, do so safely.

Fly safe, fly often!

Dirk.

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- Read about the WGC results achieved at Leszno & Rayskala.

- Gary experiences Italian culture!

- Understanding Safety Management

### Competition Calendar!

#### NW Regionals;

4-11th October

#### SA Nationals;

13-22nd December



by Carol Clifford, Leszno Team Captain.



This event was held in Leszno, Poland, just a few short weeks after the un-flapped WGC was held in Finland. The airfield is large and entirely grassed and easily accommodated the almost 130 gliders (31 nations) competing. The organisation was satisfactory but language was a hurdle with some of the key personnel.

Due to unforeseen personal circumstances Oscar withdrew a week prior to the contest. So the SA Team was Laurens Goudriaan, on his own in the Open Class (35 entries), Attie & Uys Jonker in the 18m. Class (46 entries), and Sven Olivier & Wayne Schmidt in 15m. Class (46 entries).

The weather and task setting were sometimes questionable, with the first 5 days of the Championships being relatively short Assigned Area tasks followed by a disastrous Racing task on the 6<sup>th</sup> day which was an out-landing day for everyone, followed by a further four Racing tasks.

The longest task flown during the Championships was only 398 km and only 3 or 4 days were actually full 1000 point scoring days.

The disastrous 6<sup>th</sup> contest day, the first Racing task, was set off to the east of Leszno. Before launching was completed, the pilots were commenting on the very rapidly developing cumulus clouds off on track. Despite none of the pilots completing the task, it was a 1000 pt. scoring day, and cost all the SA pilots

valuable overall positions. Laurens said he had not experienced such stormy conditions in Europe and compared it to weather at Jan Kempdorp back in 1996. Many pilots opted to outland rather than continue to fly in lightning and stormy weather.

The SA pilots are to be commended for doing their very best amongst some really stiff opposition and the entire SA Team is to be congratulated for their overall performance both on the ground and in the air. Well done to you all!

Open Class:

- |                                 |           |
|---------------------------------|-----------|
| 1. Michael Sommer (Germany)     | 7505 pts. |
| 2. Andy Davis (Gt. Britain)     | 7452 pts. |
| 3. Killian Walbrou (France)     | 7333 pts. |
| 8. Laurens Goudriaan (S.Africa) | 6907 pts. |

18m. Class:

- |                              |           |
|------------------------------|-----------|
| 1. Karol Staryszak (Poland)  | 7246 pts. |
| 2. John Coutts (New Zealand) | 7239 pts. |
| 3. Lukas Wójcik (Poland)     | 7163 pts. |
| 5. Uys Jonker (S.Africa)     | 7110 pts. |
| 8. Attie Jonker (S.Africa)   | 7045 pts. |

15m. Class:

- |                                  |           |
|----------------------------------|-----------|
| 1. Sebastian Kawa (Poland)       | 7707 pts. |
| 2. Wolfgang Janowitsch (Austria) | 7373 pts. |
| 3. Jean-Dennis Barrois (France)  | 7318 pts. |
| 31. Sven Olivier (S.Africa)      | 5948 pts. |
| 37. Wayne Schmidt (S.Africa)     | 5290 pts. |

***If winning isn't everything, why do they keep score?***

Vince Lombardi



**myGlidingClub**

by Nicky Oberhofer.

The system is now fully operational and uptime has been in the order of 99.8%.

Thanks to valuable input from members, most notably Ivan Hancock, Kevin Storie, Jansen Scheepers and Ockert Brits. The process flow has now been improved considerably, especially with regards to the Student Training Section

We have 21 clubs registered with 6 clubs having used the system with Cape Gliding Club and Magalies Gliding Club being the most active.

- 392 members are registered so far.
- 610 flights have so far been logged
- Total gliding time now 573 hours.

The Red-Tag Safety system is fully functional and automated emails are sent when notifications are published.

**myGlidingClub** now also has a mobile app, where members may capture and view information. Support has been added for club financial set of accounts, so clubs can use this to manage their club finances.

Also added, for your club website, are visitor introductory booking facilities, as well as online membership application facilities.

**myGlidingClub**, if used fully, will cater for 85% of all admin requirements in order to comply with the ATO training requirements.

We encourage CFI's or chairman's especially to get in touch with Paul Bailey, 0833915502. [paul@thevirtualmediacompany.com](mailto:paul@thevirtualmediacompany.com) to get your club operational within the system. The benefits for club management are too numerous to mention.



Mannie Mclauchlan with Martin Lesle flying an Arcus, and Gary Whitecross flying an LS8, recently returned from the 33<sup>rd</sup> WGC in Rayskala. They were accompanied by crew Iain Rennie. Iain was assisted by Kimmo Hakkinin and Phillip Schroeder.

The competition was held in a small town about 125 km from Helsinki. The last World Gliding Competition was held here back in 1976, and at that time Klaas Goudriaan was the only representing pilot for South Africa at that competition.

The task setting was extremely challenging due to bad weather and relative complicated airspaces. It was reported as being the coldest and wettest summer since 1962, at times having to grid the gliders while snowing.

7 out of 14 scoring days were achieved. Several were flown in marginal weather. As accustomed to a gliding competition, the last flying day was the best weather day and the conditions during the closing Ceremony were superb.

The competition was entered by 81 single seat pilots and 32 pilots flying 16 2-seater gliders representing 21 Countries. Competing against numerous previous World Champions, Mannie Mclauchlan & Martin Leslie ended 12<sup>th</sup> in the 2-seater class, while Whitecross Gary ended 42<sup>nd</sup> in the Standard class.

The entry fees for the event were paid by the SSSA while all other costs include travel tickets, glider hire, tow fees, accommodation, fuel cost and other normal living expenses.

With the weak Rand against the Euro, it is becoming more and more difficult for pilots to afford these competitions. Having no sponsorship and still entering just goes to show the spirit of these individuals and we are grateful that they still found a way to go and represent South Africa at such a big International Competition.

## Glider Aerobatics with Luca Bertossio.

by Gary. SSSA Head of Training

On my way to the worlds in Finland in June I had the good fortune to stop in Udine and spend some time with Luca Bertossio, the current World Unlimited Glider Aerobatics Champion.

On arrival in Udine, I was immediately introduced to typical Italian hospitality being treated brunch, coffee and fantastic company. Thereafter we departed to the classroom for theory, log book & license scrutiny, and basic knowledge tests. Having clearly convinced my hosts and the clubs CFI that I was a serious candidate and capable for handling a few "G"s we started the tech briefings.

One of these is Luca's own invention called a "Helicopter", this maneuver is a very high G maneuver and begins with a climb at near VNE ending with a high speed inverted stall with lots of rudder and counter aileron making the plane do an inverted flat spin going straight up. When the momentum is lost and the plane stops turning you finally get an indication of where you facing and again can get full control.

Finally my turn to go through the ropes with a standard advanced routine consisting of spins, loops, rolls, 4 point rolls, tail slides, humpty bumps, inverted flight Cubans and half rolls. The Fox is an absolutely amazing

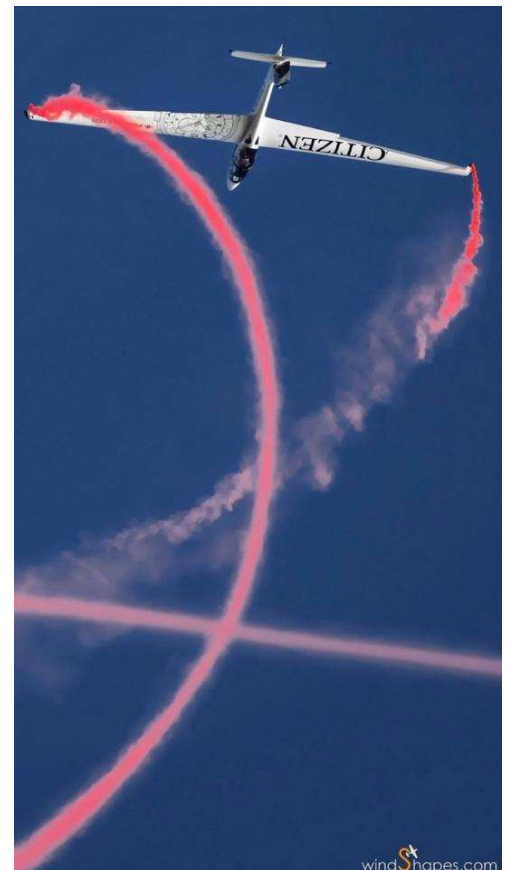
machine with "G" limits greater than most pilots would ever be able to handle but very unforgiving when mistakes are made at slow speeds. So very strict rules are placed on training flights by Luca in that NO vertical maneuvers below 1500ft are permitted.

During my flights I learned the discipline of snappy maneuvers with accuracy, safety, and all the ingredients that made him a champion.

I have come away from Udine with a brand new perspective on Glider Aerobatics and the requirements and skills needed for international competition. I will soon be hitting the cockpit of my Pilatus B4 very hard in the coming months in preparation for a Worlds Entry if I can make the grade.

Meanwhile, to try and foster Glider Aerobatics here in SA, I am planning to run a few Aerobic courses for those that are interested.

Gary.



Helicopter manoeuvre in Italy

## Grant applications from Clubs; R100,000 approved for 2013/4 term!

It was agreed at a previous Exco meeting that R25 000 be made available to each of the following 4 Clubs; Drakensburg GC, Potchefstroom Gliding Club, Whispering Wings Gliding Club & Eastern Province Gliding Club. This was conditional that the money be used only for getting aircraft operational so as to increase flying activity and training of students. Feedback as to how these projects are progressing is part of the criteria set by SSSA.



## SAFETY MANAGEMENT SYSTEM by Fred Bebington SSSA National Safety Officer

In previous newsletters I have mentioned SMS, but did not give much information on the subject. So in future newsletters I will expand on some aspects, making SMS more understandable.

A full SMS course takes 3-5 days, however I can give you some useful 'pointers'.

There are members who feel that SMS is 'OK' for airlines, charter flying companies, or a corporate operation, but is not needed in Gliding. However, SMS is a mandatory ICAO requirement. All signatory states have to implement SMS, across all aspects of aviation, including Gliding. In this newsletter I will give you the answer to the question: *WHAT IS SMS...?*

### The first definition is:

'Safety Management' is defined as the systematic management of the risks associated with flight operations, related ground operations, aircraft engineering or maintenance activities, in order to achieve high levels of safety performance.

Probably everyone reading this will now be saying "What does that have to do with Gliding?"- So- let's change the words slightly and see if that comment still applies.

'Safety Management' is defined as the systematic management of the risks associated with CLUB FLYING OPERATIONS, (launching, signalling, attaching cables etc.), related CLUB AIRFIELD OPERATIONS, (winching, cable towing, wing running, glider retrieve, runway/equipment maintenance, etc.) and GLIDER (inspection and maintenance) to achieve high levels of safety.

Reading the above I hope you can see SMS does apply to Gliding.

### A few questions to think about:

Apart from the annual SSSA audit,

- Does your club have a system in place to regularly audit your operation, to ensure that 'risks' are timeously identified?
- How does your club 'manage' the identified risks to ensure that they don't escalate into accidents or incidents?
- Are corrective actions documented and followed up to ensure that the corrective action taken has eliminated the 'risk'. (this is one of the requirements of SMS)

### The second definition is:

A 'Safety Management System' is an explicit element of the corporate management responsibility which sets out a company's safety policy and defines how it intends to manage safety as an integral part of its overall business. Again, let's change the words a bit and see if this definition fits Gliding.

A 'Safety Management System' is an explicit element of the CLUB'S management responsibility which sets out a CLUB'S safety policy and defines how it intends to manage safety as an integral part of the overall CLUB'S operations.

The second definition clearly also applies to Gliding and can be instrumental in preventing accident or incidents.

The SSSA MOP will have a SMS section, which will go into more detail, and I will explain aspects of the system on an ongoing basis.

In the next newsletter I will explain 'Just Culture' and how it fit into SMS.

Safe flying...Fred!

## SSSA ACHIEVEMENT AND APPRECIATION RECOGNITION PROGRAMME by Dirk & Fred

Everyone, in some way and at some stage, deserves to be recognised for an achievement. This could be a goal set or achieved, however big or small, or an unselfish deed that many a time goes unnoticed.

At club level, recognition is being given in certain instances, but that is where it ends. At a recent Exco meeting I (Dirk Smit) as Chairman, requested Exco to seriously look at acknowledging members and their achievements, as certain contributions by members are very often taken for granted.

As a consequence...THE SSSA ACHIEVEMENT AND APPRECIATION RECOGNITION PROGRAMME has been launched, and will be run by Fred Bebington.

Sometimes as veterans of gliding, we forget the immense sense of achievement felt after going solo. So in order to encourage new solo pilots to continue expanding their abilities, one of the aims of the 'achievement' part of the programme is to acknowledge achievements such as a First Solo flight, a First Cross-country flight etc.,

Making a big 'fuss' of a relatively small achievement can inspire a student for years to come.

Let's build gliding with positive reinforcement.

However, the Exco also wants to acknowledge ANY other flying related achievements. (These could even be humorous).

I (Dirk) recall two competition pilots that came stone last and landed out every day. At the prize giving they were given a trophy consisting of a cast iron pot and spoon to indicate their severe stirring action whilst thermaling.

The 'appreciation' part, presents an opportunity for a club to have any 'unsung' hero, acknowledged for service and dedication to the club and the sport of gliding. The process is simple, but will need the involvement of the clubs to make the programme work.

All that is needed is for the club Chairman to advise me (Fred) as follows.

Achievement Certificate Category: (Create your own)

- Name of Club
- Full names of the recipient.
- POSTAL address of recipient . (certificate will be sent to that address)
- The reason for the award. (First solo, 5 hour flight etc.)

Recognition Certificate Category: (Create your own)

- Name of Club
- Full names of the recipient.
- POSTAL address of the recipient (the certificate will be sent directly to that address)
- Motivation for the award. (e.g. In appreciation of 5 years service as Club Secretary)

### **ABC BRONZE TRAINING PROGRAM**

Also running parallel with this program, will be the Bronze Training Program. This is a "Badge" system that will be implemented and managed at Club level by your CFI in order to award student pilots who are in the early training stages.

The "A", "B" & "C" badges can soon be procured from the SSSA. The measurable for these three phases will be available on our SSSA website.

We trust you all like this initiative and that we will be swamped with requests for certificates and badges.

Cheers  
Dirk and Fred