

August - September 2007



A Keepit Launch

There is a beer for the first person who correctly identifies when this photo was taken, by whom, the rego of the tug and the glider.

This newsletter is distributed by email to current Lake Keepit Soaring Club members, including recent Short Term Members. If others would like to receive this bi-monthly newsletter advise the Editor. Equally, if you are not a member or do not wish to receive it, email the Editor to take your name off the list.



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Editorial

New Style Newsletter

Patrick Burke is largely responsible for the new Keep Soaring header. He has taken the design that Nick Gilbert did for the Club's website and spent considerable time re-working it for the newsletter. Thank you Patrick.

Tuggies Ball

The Club's Tug Pilots Panel meets once a year in August. It is the only opportunity for them to meet in the one place at the one time, as by definition they are rostered to do the launching on separate dates. The 'serious' part of the day is reviewing safety, techniques and procedures, and then practising little used procedures such as landing with a glider on tow. The Ball in the evening is the opportunity for the Tuggies to relax together.

Not surprisingly the Tuggies have first call at booking a seat for the Ball before remaining seats become available to non Tuggies. This year the number of seats was limited and the Ball is fully booked.

Cross Country Techniques by Bruce Taylor

"You may receive pointers or helpful information along the way, you may have a chance of flying the best glider available and you may be gifted with more than your fair share of natural ability, but it is all worthless if you have no understanding or feel for the sky you fly in." ... Bruce Taylor.

Bruce's excellent series of articles continue in this issue.

Cross Country Course by Garry Speight

It is wonderful to see the enthusiastic response to the suggestion that Garry will run another Cross Country Course starting Sunday 23 September. That is what got me heading off cross country. And the natural follow on is to participate in a Keepit Safari!

Ian Barraclough

Editor

(ian.barraclough@bigpond.com)

Letters to the Editor

Appreciation

I would like to say that I think that the Lake Keepit Newsletter is a credit to Ian Barraclough, Geoff Neely and all the others involved.

To Ian Roach, I think you have done a good job for the Club on the lease and it should allow the Club to progress even more.

Look forward to seeing everyone later in the year.

Robin Walker

Dummy Spit

Having a vested interest and being really sceptical of airport usage charges (given a plane at YSBK for some years), I question the \$20.00 airfield usage charge.

Was this doubled? It is a lot more than the advertised 2%-5% increase stated in the Newsletter. Bankstown only charge \$16.50.

Of the (approx) 14 hanger spaces occupied by private gliders, about 11 belong to or are shared ownership with Club instructors and a Tug Master. You know those poor blokes (and elegant ladies) who instead of flying their own glider bash circuits with students for fun. Before anyone starts I am not suggesting they get special treatment. I am also aware that a couple of owners are on the Committee. Let's not bring the idea that you are rich if you own an aircraft into the gliding club (leave it for Macquarie Bank).

The fees at other clubs are:

- . Temora ... \$5.00
- . Shinzo at Narromine ... \$10.00 (reputed to be very expensive)
- . Southern Cross ... nil
- . Narromine Gliding Club ... nil
- . RAAF Richmond ... nil
- . Baccus Marsh ... nil
- . Gold Coast Airport used to charge \$10.00 for 2000 kg.
- . Coffs Harbour airport was about \$15.00 for a Duchess
- . Port Macquarie airport never sent a bill ... (nil?)
- . Narromine airport never sent a bill ... (nil ?)

I imagine Sydney Kingsford Smith may be the only challenger to Keepit price-wise, in the State.

Stay tuned I have just read about the accommodation prices increase but need to go to bed, will have a dummy spit later about those.

Steve Hedley

(I suspect that the price was reduced not long after your letter was received ... Ed.)

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TRIUMPH



Member Profile

by Geoff Neely

... Gabriel Kalkbrenner ... who needs Shakespeare?

At seventeen, Gabriel Kalkbrenner is the youngest solo pilot in the Club. In January he achieved two personal best performances. He made his first solo landing away from the home field, at Manilla, and the next day he made a creditable flight of 186 kilometres to Narrabri and return, struggling away from a low point on the way home.

He has obviously not read C P Snow's *The Two Cultures*. Well neither have I but I am writing about Gabriel, not me. Gabriel is doing very well thank you, in the other culture. His marks in HSC maths were in the high nineties but on the other hand he describes the study of *King Lear* as a painful experience. I told him you really need to be the father of a grown-up daughter to appreciate the old king's fondness and Gabriel acknowledges that when he passes the age of 22 and begins to decline from his peak he may moderate his attitude but he can not imagine spending good money to see a performance of Shakespeare. I do think that starting with *King Lear* was to throw them in the deep end and a lighter introduction to Shakespeare might have been possible but that's teachers for you.



Gabriel was born in Sydney. His father came from Germany in 1979. His mother is from Hong Kong. The couple met in an art shop in France. This might be a clue to Gabriel's self-aware and pragmatic outlook.

He is relishing his first year of Aerospace Engineering at University of NSW. He is enthusiastic about the self-directed learning among motivated people. He enjoys the competitive environment and wants to be among the best of the bunch. He is prepared to take what comes in the way of work but would like to work in aviation research, for example in building better Boeings.

Gabriel's father was a hang glider pilot but a friend of his did a gliding course at Lake Keepit Soaring Club and his father drove Gabriel to Lake Keepit when he was just under 14, for his first flight with Trevor West. Trevor introduced him to the controls on a 20 minute flight. Gabriel found his first flight a bit scary but he has not looked back since then.

Gabriel could only ever visit in school holidays but he was back next holidays for more. He formed a friendship with Matthew Minter and Matthew has been his mentor ever since, sending Gabriel solo at the age of fifteen and a month. Having discovered the Country Link service to Somerton / Lake Keepit Gabriel no longer needs his father to drive him here though he is still confined to semester breaks, which suits Matthew.

Gabriel's competitive spirit is apparent when he talks about his gliding ambitions and Matthew Minter says Gabriel is the one to watch.



Last year Gabriel worked hard at school and did almost no flying but he did get to Kingaroy where he flew with Lisa Trotter. Lisa is keen to encourage young pilots.

Free from the demands of school but still short of money, Gabriel came to Lake Keepit in January. He flew Silver distance but he had not declared the task. The next day he declared but soon after passing Manilla silo at a good height and turning towards Gunnedah he had to turn back to Manilla. Gabriel finds outlandings confronting (don't we all?) but he says he just did what he was trained to do. If it's going to happen it's going to happen. Manilla is not quite as demanding as a paddock but it did call for the discipline of breaking off the task and making a circuit at a strange strip.

Thus "blooded" by a real outlanding, Gabriel set off for Narrabri the next day. He says he wants to extend himself, to fly to new places, to push and push. He hopes to join the band of high performance cross-country pilots.

Sixty five kilometres out on the way home, he was down to 1000 metres above ground. That is a low point at this stage of development and this was his first experience of a low point on task. He says the experience was mentally intense as he fought defeatism and determined that he would stick with it and get away. He thought "No, I will not land, I will fly. I will persevere".

At that point Gabriel had run out of money and went home to prepare for Uni. He was back in the midyear semester break but as we all know the weather was pretty poor.

Email Addresses

The Committee

Patrick Burke has done a huge amount of work transferring our website and email addresses to our new website - www.keepitsoaring.com. Have a look - it looks great.

Together with this the Club has assigned Club email addresses to office bearers who can handle a lot of the enquiries about Club business, and thereby save interrupting Jenny's busy day. When enquiring please use these alternative addresses as appropriate:

manager@keepitsoaring.com

goes to Jenny

enquiries@keepitsoaring.com

goes to Jenny, but booking enquiries are forwarded to booking manager who will handle them

bookings@keepitsoaring.com

goes to booking manager, currently Tim Carr

membership@keepitsoaring.com

goes to membership secretary, currently Phil Anderton

treasurer@keepitsoaring.com

goes to treasurer, currently Dave Shorter

webmaster@keepitsoaring.com

goes to webmaster, currently Chris Carr

Our manager Jenny Ganderton has a very busy schedule most days and many of the Club queries can be handled by the above office bearers. Please use these contact details.



Half Price Gliding ... Have we got your attention yet?

Tim Carr

As an initiative to promote the development of our junior members and encourage the introduction of new members to the Club, we will be holding a junior development weekend on a monthly basis.

The background to this initiative, is that it is widely acknowledged that the sport of gliding is fast becoming the domain of OFITTH (Old Farts in Terry Toweling Hats). In order to promote the sport to junior members and their mates (potential members), the Club will be offering half price flying on a designated weekend each month. This will be the third weekend each month, or as otherwise scheduled in Keepit Soaring.

So what is the catch?

- To qualify as a junior member, you and your guest need to be under 30 years old on the day.
- For you to be eligible for half price flying, you need to introduce a mate to the Club, who either takes a Trial Instructional Flight (TIF) or joins the Club.
- The person you introduce to the Club, will also get their TIF or any instructional flights on the day at half price.
- To continue to get the half price flying in subsequent months, you need to introduce a new person to the Club each month, ie. the same friend cannot come out each month.
- The price reduction relates only to glider hire and not launch costs, and is only valid for the one weekend per month designated as the development weekend.

In addition to glider hire pricing reductions on these days, the aim of these weekends will be to provide more tailored training to low time pilots. Extra briefing time will be spent on specific training requirements of those attending on the day. In addition to this ongoing training and support to junior members, the intention is to build a strong core of younger pilots within the Club, and in so doing, ensure the longer term growth in membership of the Club. In addition, having a successful group of junior pilots able to develop the competitive face of our Club at various competitions, where we currently have little or no junior presence.

On the Saturday evenings of these development weekends, we invite all participants and other members to join us for a BBQ to discuss the activities and progress of the day. Please pre-arrange to BYO your food to go on the BBQ.

As occurs most weekend, many members travel from afar to Keepit, so if there are any of the junior members who require assistance with travel to the Club, we advise that they should post a note on the Car-Pool chat group where travel arrangements can be made. Alternatively, contact the Booking Manager via 'lksc_bookings@optusnet.com.au' and we can try to arrange transport.

We request any members intending to bring out a number of friends to the Club, to contact the Booking Manager during the week prior to the development weekend, so suitable numbers of instructors can be arranged.

For any further information on these weekends, please contact Tim Carr on the booking email address noted above.

Club Working Bee

Tim Carr

Special thanks go to all members who were able to lend a hand to the Club working bee over the weekend of the 23rd –24th of June. This was a really successful weekend with both the clubhouse and the main hanger getting a long overdue clean. Dave Turner and Pat Burke also showed their artistic side with new artwork on the new tar runway.

The clubhouse was stripped of all internal clutter (see photo), then cleaned, sanded, primed and painted. In addition to the painting, new flyscreens and door were fitted on the front of the house, all window were cleaned and a full wash down on the outside was done. This took most of the two days to achieve.



Participants of the weekend include; Jay Anderson, Phil Anderton, Pat Burke, Sam Clift, Jenny Ganderton, Al Giles, Vic Hatfield, Graham Holland, John Hoyer, Christian Linnett, Sandra Mitchell, Geoff Neely, Ian Roache, Peter Sheils, Dave Shorter, Geoff Sim, Nick Singer, Louis Solomons, Garry Speight, John Stewart, Dave Turner, and myself. A great turnout!

Upcoming working bees – Put these dates in your diary now!

Unfortunately on the working bee in June, it was not possible to finish all the work required in the bedrooms and the back room of the clubhouse, so the remaining painting and replacement of the items moved in the previous working bee, will take place at the next Club working bee on Saturday the **4th of August**. All willing and able participants are kindly requested to assist. Again, a BBQ lunch will be provided to assisting persons!

Following this, the installation of a new electric fence at the bottom end of runway 14 will take place on the weekend of the **25th & 26th of August**. This will involve the removal of the old fences, assisting Geoff Sim with the new installation, cutting back of the trees that have grown up under the flight path and some minor earthworks to smooth out the drainage channels near the road. Obviously this will be a major safety improvement for the Club, so any and all assistance is sought to assist this project.

Any persons able to assist on either of the two dates above, are requested to let me know that they will be able to assist, by either e-mail on lksc_bookings@optusnet.com.au or 0414 405 544.

Happy and safe gliding!

Tim Carr
(~~Booking Manager~~ Working Bee Organiser!)

Donation

The Committee

The Club has been very fortunate to have received a donation of \$3,000 from a member unable to assist personally in working at the Club as a contribution in lieu of providing assistance. While this member wishes to remain anonymous, we would like to publicly acknowledge this generous contribution and express the thanks of the Club to the member concerned. The following is an extract of his emailed letter to the Club:

"I am sending an anonymous contribution of three thousand dollars to the Club, to be spent as follows:

- 1) One thousand dollars towards a SPARE Flarm (i.e. a Flarm over and above the Club fleet requirements to act as a reserve should one of the fleet Flarms become temporarily unserviceable.) It is not my intention that the funds referred to in this paragraph be used to replace any existing Flarms that have become permanently unserviceable or missing. (but see paragraph 3) ;
- 2) One thousand dollars towards investigating the possibility of tail ballasting, or making some other suitable modification to the Grob 103 so that fat pilots can thermal it without huge stick loads;
- 3) One thousand dollars to be spent at the Committee's discretion."

Thank you anonymous.

Clearing Roos

Jenny posted this picture taken by Craig Borchard on Thursday 12 July.

"There was an army helicopter here practising whatever army helicopters do, without as much as a "by your leave"! I was getting quite steamed up about it but Vic was here, and thought it was fun to watch. Then he got on the radio to them as asked if they would mind doing a circuit on 14, as there were some kangaroos on it that needed clearing off!

Well, not only did they agree, but they chased kangaroos with great enthusiasm, and when the Pawnee came back from retrieving Matthew Minter, they noticed the roos had come back, and cleared them off again ... three times!



We asked them in for a cuppa, but they were too busy for that ... obviously not as much fun a roo chasing. Craig took these pictures. The helicopter is a bit hard to see ... the camouflage works!"



Youth

The following are a couple of postings on the Keepit Chat Group ... Robin Walker made a suggestion and Ian McPhee provided considerable evidence to reinforce the need for us to get the young ones.

Ian McPhee said:

In latest *Soaring Australia* there is something on members and their ages and retention, but not mentioned is the fact if you get them as a teenager then you have them for the next 50 year, less 15 years to have kids. These old farts from the retirement village really only have 10 years of use to us and 50% of them are a worry. Why waste a valuable instructor on them?

If I were to instruct for say 4 hours a week for the next say 10 useful years, then I have 2,000hrs of instructing left in me and that equates to 250 young people or 100 old farts. This time is valuable to me and my time would be far better spent teaching 2 or 3 young people rather than one old guy from the retirement village. Today I have been wasting my time instructing such an old person where as my best ever student (yes better than Bruce Taylor) went solo at 4h55m ... he was a model aircraft instructor. Just look around you; Tim and Chris Carr (and father Errol learnt while a uni student) have been flying since about 10, Nick Singer learnt in Air Cadets at age 15 (and so did his boy, Brad Edwards since age 13, Chris and Anita Kaufmann at 16 or so. Then there is Shane McCaffrey and AJ Ward and Mark Rowe and Mitch Preston and Todd Clark and Roddy McClymont and Chris Kiehn and Nick Gilbert (best ever motorglider student conversion) and Adam Woolley and the Maddog boys (Nick and Andrew) and Frank Deeth and Lisa and Mitch Turner ... all of them learned to glide young. Dave Goldsmith learned at 16 and son Ian at the same age. The list goes on and on.

I hate wasting my time teaching old people ... enough is enough and that's it

Club Treasurers have got to learn not to take money from such people and then expect an instructor to waste their time on them.

GRRRRRRR Macca

(I get so bored while instructing such people; I just let them fly while I send non stop SMS's about my frustration)."

The posting from Robin Walker that got Macca going:

"I think that any member student that is still at school or Uni should be encouraged to be a flying member and the facilitate this encouragement we should also offer free accommodation in the clubhouse on these weekends for proper students.

Our Gliders cost money to keep in the air, let's utilise them. As a business man it has grieved me to see the gliders sitting in the hangars so much."



Cross Country Techniques ... Part 3 ... The Art

Bruce Taylor

So now comes the ART of efficient cross-country travel. For the time being, we will throw all the technicalities of speed-to-fly theory out the window. They are yet another distraction that early cross-country pilots do not really need. So long as you have a reasonable understanding of the idea that the stronger the lift available the higher your cruising speed between thermals should be, then that will suffice.

For the majority of the 'glass gliders in clubs and flown by most pilots, without water, on early trips, a general guide would be: very weak conditions (2kts or less) cruise at about 70 kts, a good day (6kts) 80kts, and if you can not get the needles off the stops, you can bump along at 90 or so (but please tell **me** about it first!)

A couple of points to note here: I am talking AVERAGE rates of climb, which are often only about 2/3rds of what your vario will indicate in the good bits. An averager is a very handy instrument.

Most 'glass gliders do not begin to sink much more than their minimum sinking speed until they are doing 70kts or more so keep it moving along ... do not waffle about! **Never** fly at less than the best glide speed (50kts plus) unless you are going to stop and climb ... you are wasting time. Even when climbing, a little excess speed does little harm to your sinking speed and vastly improves control response and manoeuvrability. The last point is that cruising a little too slow, or too fast, between thermals has only a small effect on your achieved cross-country speed. Flying appreciably too fast does increase your workload however ... you must find and use more thermals to over the same distance. The thing that really does affect your achieved speed is the average strength of the thermals you use.

Now, I fear we have arrived at the most important part of cross-country flying: how to choose the path of the highest energy through the sky? You must constantly ask ... am I climbing as fast as I possibly can, am I cruising in the best air and avoiding sink as much as I can?

Knowing your glider is invaluable, as it is with this machine you can feel the air. You learn what it sounds and feels like to be in lift, your glider bounces and bumps and is alive, like the air around it. In sink it feels heavy and dead and the air is often smoother. You will get these indications long before your varicos tell you. You must learn to follow your glider's indication of where the lift is ... one wing trying to rise, often only for the briefest moment, can tell you that the good air is on that side of you. Some gliders seem better at this than others, but familiarity is the key.

As you approach an area of lift you will usually pass through a heavier patch of sink ... keep your cruise speed up until through this then as you feel the turbulence on the edge of the thermal slow down and "feel" the air. This area may still be showing considerable sink ... it is the feel of turbulence and "bubbling" that you are looking for. The core of the thermal will often have a distinctive, smooth surge. This is different to the turbulent feel of the surrounding air and it is possible to hear the difference in sound of this more laminar flow around the cockpit. Don't leave your audio turned up too loud, concentrate and feel. The movements of the glider can be very subtle.

How you slow down will depend on how many other gliders are around and what the thermals are like. Traffic means extreme care when pulling up. Big thermals allow pretty gentle pull-ups and small sharp ones may need more rapid deceleration or you will be out the other side. There is



little gain in testing the structural integrity of your bird's wings at every thermal. ie, pole-benders waste energy!

As you feel the air try to find a good bit first up, even if this means going a little too far through the thermal and having to come back. At least you now know where the best part of the thermal is. If you stop and turn at the first indication of lift you will most likely do a couple of turns in the weaker stuff before you get centered in the right spot ... more wasted time. Maybe the thermal did not come up to expectations, in which case you push over and fly straight on. Unless you have *very* strong indications that you missed the core of the thermal, like strong gusts or a rapidly growing cloud overhead, **do not** loiter. You will have made a net gain by slowing down in the lift, so get motoring again! You must discipline yourself strongly.

If you do stop to climb, you should never be content with the rate of climb you are getting. Work at it ... use plenty of bank (early-pilots invariably do not get steep enough) and if you are getting a surge on one side of your turn, move over that way. Do not let the thermal push you out ... drive the glider into the good bit and keep it there. A little extra speed here is useful, and you may actually find that a technique of pushing over slightly as you level the wings will make the recentring much more positive. All gliders climb at much the same rate. If someone near you is going up faster, you are in the wrong place or you are not working hard enough. I hope the message is clear ... climbs are for working at and if you are viewing the scenery and thinking about your evening meal, chances are you are going up slowly.

While you are climbing you need to be planning your next glide and probably the one after that. Look for likely clouds that are growing, or if no clouds, ground features that might be working. Do not arrive at the top of the climb wondering where to go next.

As you have done a few climbs you often notice that the sink is found on one side of the thermal (often the downwind side, but not always) avoid it at all costs. This can mean flying sideways to your intended track as you leave a climb, but it's worth it. Lift can sometimes be found in an elongated tongue out some distance from the thermal, usually upwind ... follow it if it lies anywhere near your intended track.

It saves time and height to accelerate to your cruising speed while still in lift, so as you near the top of a climb plan your exit. You can usually tighten your last turn and get the nose down to speed up in the very strongest part of the lift, so flying through the heaviest sink at high speed and consequently spending less time in it. Remember if you are in company to keep these manoeuvres smooth and predictable.

Use every possible indication, while you are in the glide, to find the good air. Reading the sky really is an art that only come with plenty of exposure. Watch the way the clouds develop and dissipate and try to establish what they look like when they are active. A cloud that is still being fed by a thermal looks solid and fat, with a well-defined base and a clear outline above. As the thermal stops, the cloud loses its base and becomes ragged-looking. There are an infinite variety of shapes, sizes and lifespans, but wouldn't things be boring if they were all the same? Watch and absorb; feel what your glider is telling you, look for other gliders, birds, dust devils, anything that may help. Be aware of your surroundings. The distance between good and bad air may only be one wingspan, so work at finding that good air continually and avoid that dreaded sink.

Yep, this gliding is hard work ... don't know why anybody bothers with it actually ... more on meteorological phenomena next issue.



Cross Country Techniques ... Part 4 ... Meteorology

Bruce Taylor

Meteorology is one facet of our sport which we can never stop learning. Sadly one pilot with twice as many hours as another will by definition have twice the exposure to various different conditions as the other. Whether or not they use that experience is another question! We must always be both observant and inquisitive ... a new and different effect of the weather is often quite simply explained and should be filed away for future reference.

For normal thermal flying we need a certain degree of instability present in that layer of air in which we fly. Usually this means the first 10,000 feet or so above the ground. Very basically the instability varies with the movement of cold fronts or troughs across the continent, reaching a peak as the front/trough passes through, then becoming more stable until the approach of the next one. For gliding we are most interested in the days just before and just after the front, and the more significant the cold change is the better the weather is likely to be.

Typical pre-frontal weather will have high ground temperatures, cumulus and high cloudbases. Watch for the approach of high cirrus cloud from the southwest associated with the front, as this may cut off the ground heating and stop convection ... nasty business!

Post-frontal weather usually means lower temperatures on the ground, lower cloudbase but plenty of cumulus and days that start very early. There is often good "streeting" to be found on these days too and we all enjoy that.

So as you plan your flight, try to envisage which part of the weather cycle you are in, and thus what you may expect as the day goes on. You may or may not have the benefit of a temperature trace done at your club, as this will give an accurate indication of the level of stability in your area.

There are of course an infinite variety of conditions, and herein lies the challenge of the sport. A good day will have thermals of long duration and if you search under a cloud you will invariably find lift. On days where there are only small wisps of cloud, that disappear quickly, you may arrive after the bubble feeding the cloud has risen above your level and you will be greeted with only turbulence, or worse still, sink! These conditions can be very frustrating and are often better treated like a blue day, noting likely hot spots on the ground and only using the wisps as a guide to which spots on the ground seem to be working. Blue weather is a time to really work on the feel of your glider and let it tell you which way the good air is. Once again use every possible aid you can ... birds, other gliders, dust or grass carried into the air ... anything at all. Really get your mind and eyes outside the glider and be aware! A good pair of sunglasses will help you see the "haze domes" where thermals are pushing into the inversion and these can be followed just like cumulus.

Usually thermals will tend to line up with the wind to some degree. Using this "streeting" in your efforts to pick the best path through the sky is all important and may enable you to fly straight for long periods maintaining height. If there are plenty of clouds it is much easier to plan your track a long way ahead in conditions with a lot of streeting. Rarely will your intended goal lie directly along the streets, and in this case the best path is to fly along the street then directly across wind to the next one to stay on track. Then turn along the next street and so on. The reason is that streets of good lift are separated by streets of heavy sink and an unplanned crossing of the sink in a diagonal path can cost lots of height. Get your speed up in the lift and fly directly across to your chosen cloud in the next street and do not slow down until you find the

lift again. If you get low and lose contact with the clouds remember that the lift/sink is lining up with the wind. If in heavy sink do not continue up or down wind ... turn across wind till you feel lift or promising turbulence with a decreased rate of sink, **then** turn up or down wind and continue your search.

Streeting also happens in blue, cloudless conditions, and in this case you are constantly in the same situation as losing contact with the clouds. If you are in good air try to keep yourself aligned, travelling up or down wind and if everything is unwinding rapidly turn across wind. This can be very difficult, but I never said it was easy.

Another phenomenon that can provide interesting conditions is wave. We often associate wave with mountains and high flights, but various types of atmospheric wave above our layer of convection can have a marked effect on thermal conditions below, even over flat country. If you find yourself flying on a day where there are indicators of wave above ... beware! Torn, ragged cumulus, lenticulars (often disappearing and reappearing within short time intervals) or cumulus lining up across wind can all point to wave activity. It is true these conditions can help boost thermal lift below and provide huge areas of good air, but likewise the descending part of a wave can also suppress thermals over a similarly huge area. When you find yourself caught in this spot it can be extremely difficult to unravel what is going on. Try to compare the look of the sky in your "bad" area with a previous "good" area and do your best to relocate yourself ... preferably not into a suitable paddock! On these days the thermals can be tight, rough and hard to work. Take heart in the knowledge that nobody else airborne on that day will be enjoying themselves either!

If you get low, look up and out, do not let the pressure turn your mind and observations into the cockpit. So often a vital clue is very close, be it a bird or rubbish in the air, a new wisp of cumulus or a dust devil running through a paddock below, but you must be looking to see it. The ability to quickly and reliably recover from a low spot separates the good pilots from the average pilots, and requires a calm and observant mind.

As I said earlier, the weather can toss an infinite variety of conditions at you. Jump into your flying machine and experience as many of them as you can, open your eyes and your mind and let it all soak in. The more time you have had in the air the easier it will become to relate a past experience to your present predicament, and to ease the pathway.

In the next issue ... your first venture into competition.

The Orchard Guesthouse



Bed & Breakfast

Your Hosts: Judy Mitchell
& Deb Mitchell-Smith

9 Cameron St Narrabri NSW 2390

Phone: (02) 6792 5003

Fax: (02) 6792 5009

Email: judym@ceinternet.com.au

Relax and unwind in a warm and friendly atmosphere. Enjoy our delicious home cooked breakfast. 3 rooms (2 ensuite, 1 with private bathroom) - swimming pool - internet access - air conditioned - off street parking - walking distance to town centre, Clubs, The Crossing Theatre, Hospital and Golf Course. Located opposite the Namoi Creek and Cameron Park

Coming Events

2007		Event	Contact
August	18 - 19	Temora Aviation Museum Flying Days	
August	Sat 25	Tug Pilots Panel Meeting	Ian Barraclough
August	Sat 25	Tuggies Ball	Ian Barraclough
September	“early”	LKSC Annual General Meeting	Secretary Roache
September	1 – 9	Annual Wave Camp at Bunyan	Allan Armistead 0413 013 911
September	Sun 23	Cross Country Course start	Garry Speight
September	Sat 29	Qld Gliding Championships start	
September	Sat 29	Narromine Airshow	try Beryl Hartley
October	7 – 19	Club Class Nationals, Kingaroy	Lorraine Kauffmann 07 54427448
November	10 - 17	NSW Championships at Keepit	Dave Shorter
November	18 - 24	Gulgong Classic	www.gulgongclassic.com
November	18 - 24	Narromine Cup Week	Beryl Hartley
December	2 – 8	Keepit Safari	Ian Barraclough

Contact Numbers for Instructors and Tug Pilots

Name	Home	Work	Mobile
Jay Anderson			
Philip Anderton	02 6785 2764		0427 493 107
Ian Barraclough	02 9948 7866		
Andrew Brumby			0404 043 386
Allan Buttenshaw	02 4944 8518		0412 217 557
Bruce Clark	02 4955 5041		0414 545 278
Ron Cameron	02 6721 0081	0428 659 637	0428 659 637
Rob de Jarlais	02 4677 1926		
Tony Esler	07 3350 5858	07 3881 2615	0412 770 526
Bill Gleeson			0408 443 009
Vic Hatfield	02 6765 7050	02 6766 9655	
Steve Hedley	02 9834 4178	02 9670 6733	0412 378 758
John Hoye	02 6767 1033		0427 505 233
Wendy Medicott	02 4365 3626		
Trevor Millard	02 4950 5381		
Matthew Minter	02 6785 7399	02 6742 3998	0427 455 119
Geoff Neely		02 6769 7514	0419 563 233
Peter Sheils	02 6762 1377		
Michael Shirley		02 9439 2022	0427 108 040
Nick Singer	02 4365 5485	02 4384 2101	
Garry Speight	02 6785 1880		
Dennis Stacey		02 6760 7677	
Gerhard Stuck	02 9982 5248		0428 300 370
Charlie Szpitalak	02 6777 2154	02 6777 2040	
Dave Turner	02 9489 0841	02 9620 0893	0425 269 210
Dave Warburton			0427 802 502
Stuart Welsby		02 9686 3836	0425 266 380
Trevor West	02 6766 5618		



Car Pooling: There is a Yahoo chat and message group (not officially sanctioned by the Club) for Club members. To join, either visit the chat group web page at <http://groups.yahoo.com/group/lksc> or email Patrick Burke at lksc_ptburke@yahoo.com.au (note the underscore between lksc and ptburke) with your email details and he will fix it.

Instructor & Tug Pilot Roster ... Aug – Sept 2007

Date		Instructor	Tug Pilot
August			
Saturday	4	Wendy Medlicott	Working Bee
Sunday	5	volunteer please	Charlie Szpitalak
Saturday	11	Vic Hatfield	Ron Cameron
Sunday	12	volunteer please	Rob de Jarlais
Saturday	18	Tim Carr	Garry Speight
Sunday	19	Garry Speight	Geoff Neely
Saturday	25	Dave Turner	Tug Pilots Panel Mtg
Sunday	26	Nick Singer	Phil Anderton

Date		Instructor	Tug Pilot
September			
Saturday	1	Vic Hatfield	Dave Warburton
Sunday	2	volunteer please	Charlie Szpitalak
Saturday	8	Wendy Medlicott	Ron Cameron
Sunday	9	John Hoye	Rob de Jarlais
Saturday	15	Tim Carr	Garry Speight
Sunday	16	Garry Speight	Geoff Neely
Saturday	22	Dave Turner	Phil Anderton
Sunday	23	Nick Singer	Jay Anderson
Saturday	29	volunteer please	Winch
Sunday	30	volunteer please	Winch

Duty Instructors: We do not have enough tug pilots at the moment to fill all the weekend slots. Please do NOT phone local tug pilots *ad hoc* on weekends when they are not rostered ... they have already been phoned! ... Phil Anderton.

Instructors are rostered by Peter Sheils and **Tug Pilots** are rostered by Phil Anderton. You are responsible for finding your own replacements if it turns out you can not make your rostered day. Keep the Club Manager and Peter or Phil up to date with any change you make. When arranging your replacement remember that Level 1 Instructors must ensure that the Tug Pilot is a Level 2 or 3 Instructor.