



KEEP SOARING

Newsletter of the Lake Keepit Soaring Club

June - July 2007



Manager Jenny

Multi-talented Manager Jenny is checking the oil in Pawnee VH-PIJ prior to tackling her aerotowing training. Note her Jabiru in the background ... a noticeable increase in weight! ... photo Geoff Neely.

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

What a lot of new developments to report in this issue. There is a new lease in the offing; membership renewal is coming up and there are new prices; the Comps are approaching fast; we have got a 'new' two seat glider and Garry is going to run his seriously good cross county course. So the next installment of Bruce Taylor's excellent cross country advice is deferred until next issue. Likewise an update of Phil Anderton's RV-6 progress will be in the next issue.

Sam Clift's Story

Sam Clift posted a story, "Excitement ... Satisfaction" on the Club's chat group. His enthusiastic description provoked a torrent of "Well done" comments and in part, the following from Garry Speight: "Sam did a great job of telling how exciting it is to go cross country soaring in company". It is reprinted and edited with permission on page 5.

Club History

Peter Sheils wrote two very interesting articles on the early history of the Club. These were published in the June-July 2005 and the Aug-Sept 2005 issues of Keep Soaring. Peter now asks if there is a member interested to prepare an article, or a series of articles, leading on from his history, that is the 1980's and early 1990's ... up to the 'Great Fire' on 10 October 1994. If someone could jot down the 'facts' I would be happy to do the editing to produce the article.

Another Puchatek

The Club has yet another Puchatek ... this is our third one. Some may not know that the first one, was lost in the October 1994 fire. It's rego is recorded on the plaque on the Pawnee (BZL) propeller in the Clubhouse.

Jenny's Postings

If you do not already subscribe to the Keepit Chat Group it is worth doing so to catch Jenny's daily postings about what has happened that day. For example, flights of 1½ and 2½ hours in late May and comments like ... "all in all a good day was had by all and we got our feet off the ground one way or another ... hope you are all jealous".

New Postal Address

Please note that the Club has a new postal address. It is shown near the top of page 2.

Cross Country Course by Garry Speight

Garry has offered to do his Cross Country Course again later in the year and there have been at least four enthusiastic responses of pilots wishing to participate. Garry has an enormous amount of cross country soaring experience to pass on to any glider pilot. And no wonder, he has now flown the equivalent of 5 times around the world, over 200,000 cross country kilometers.

After you have done this course, a very appropriate next step is to join a Keepit Safari (2-8 December this year) flying with or alongside Garry. His course shows you how to break the 'staying local' bonds and the Safari puts it into practice.

Ian Barraclough

Editor (ian.barraclough@bigpond.com)

Letters to the Editor

More Winching?

The departure of Phil Lamb from the Club has left a hole in the weekend towing roster. He was one of the few reliable tug pilots who regularly turned up, month after month, and provided towing services on both Saturday and Sunday, usually on the last weekend of the month. As a result, despite ringing around to all those who are usually able to provide weekend towing, I have been unable to find tuggies who can commit to towing duty on all weekends of June and July.

It appears to me that Lake Keepit is changing the way it operates. On weekends we are effectively becoming a regular winch operation with occasional towing services provided by a few locals. I am not sure if that is what the members expect, but that's the deal.

From now on, I will compose a tuggie roster by slotting the regulars into the days that they want to do each month and every other day will become by default a day of winch operations.

Committee; please inform the Instructor Panel that local tug pilots are NOT to be phoned *ad hoc* to tow on days when they are not rostered to do so. This is unfair on them.

I would like this situation to be the subject of discussion and debate at the next Annual General Meeting. If the members wish to have regular weekend towing services available, then the Club needs to organize its affairs to enable this. We might need to bring in local pilots and train them, or remove the tedious "duty pilot" role from the tuggies, or even have to pay commercial pilots to fly tugs.

Phil Anderton

A Short Tale?

Referring to the photos of 'Stumpy' on the Cover of the last issue, Perhaps our truncated goanna, stalking around your water dish, caught sight of its tail and gave chase. Being possessed of a reptile brain and therefore none too bright, it didn't know it was a game and carried it through to the end. There were of course no dogs to show how it was done in the Jurassic era when the goanna's instincts evolved.

Geoff Neely

NSWGA Championships at Keepit

Dave Shorter

(This is a general email sent by Dave to all who might be interested in entering the Comps ... Ed)

"Entry form and local rules for the NSW State Championships being held at Lake Keepit from Sat Nov 10th thru Sat Nov 17th are now posted on our website

<http://users.bigpond.com/keepitsoaring/nsw2007/nsw07.html>

Both Multi-class (Std, 15m, 18m and Open) and Club Class competitions are being catered for. Club Class comps at State level are a great way for less experienced Club pilots to try comp flying. Club Class also gives those with older gliders a chance. Club Class tasks will all be Assigned Area Tasks. We intend to set a mixture of fixed tasks and AAT for the Multi-classes.

In the interests of safety carriage of a working Flarm or equivalent proximity warning device will be mandatory. Fitting Flarm units to your glider will be your responsibility ... Lake Keepit Club will not be providing extra Flarms for competitors. Nigel Andrews at RF Developments <http://www.rf-developments.com/page008.html> supplies Flarm units in Australia.

Accommodation: Onsite cabins and beds will be reserved for workers in the Comp and you should make your own accommodation arrangements. Camping at the airfield is available ... bring long electrical leads. Otherwise the Lake Keepit Caravan Park is holding accommodation for the Gliding Club ... be sure to mention you are part of the Comp when requesting bookings. <http://www.stateparks.nsw.gov.au/keepit.html> (it is filling fast). There is also the NSW State Sport & Recreation Centre nearby <http://www.dsr.nsw.gov.au/lakekeepit/index.asp>. Nearest motels are at Manilla and Gunnedah approx half hour's drive away.

Entries will be limited to 60 gliders. As Lake Keepit is a very popular site with great variety, (and friendly people) we were over-subscribed last time and unfortunately had to turn away some late entries. I suggest you enter early to avoid disappointment".

Excitement ... Satisfaction

Sam Clift

The Allbutt's Bash in April were the best eight days I have had in a long while. The first two days I could not stay up in the Junior ... the next two days I was at a wedding so could not fly, the next day I had the privilege of flying a task with Garry in the Twin Astir and then the next day, the 10th of April, I flew in the LS7, as the Junior was taken ... what a flight!

The task is to fly Keepit ... Manilla ... Baan Baa ... Quirindi ... Keepit. "Don't worry Sam" say the rest, "we'll help you round".

About 1 o'clock Garry sets off on task at about 6,000 ft, Dave Turner in MZ follows then me with Gerhard in the Jantar on my tail. I can not believe my luck in finding Garry in a thermal. I join above him and then follow him to the next one near Manilla. I do not like this one so I move a lot to the north, getting to 6,000 ft before making a run for Manilla. Then back to the same thermal and for the first turn I am on my own ... then they all come straight for me. Garry and MZ turn for Baan Baa, I do a few more turns to get more height and I follow ... I have lost Gerhard.

Then into Garry's thermal and John's words come back to me, "going toe to toe with Garry is exciting stuff". I know that if I do not do anything rash, Garry will miss me. We leave the thermal and MZ and I are out blazing the trail for Garry. But I soon realize that Garry is heading to the middle of the Carroll ranges and MZ and I are heading to the northern end. MZ spots a dust devil and we both head for it. On the way I get a 10 kt thermal and I radio this, but as I am only a beginner I do not know if I should tell MZ to come back. I am at 6,000 ft and passing over MZ as I head off to where John said he has a 4 kt thermal en route to Baan Baa.

MZ calls turning short of Baan Baa for Quirindi. Decision: "am I a hero and will I go for Baan Baa or will I head for home? ... I am going home". Panic has set in, all the thermals have gone and I am now down to 4,000 ft. I head for another coal mine on track home ... no thermals here. Now what did they teach me at advanced gliding school; trigger points, headers, bare ground, green paddocks, rivers and some clouds (this is a blue day). Down to 3,000 ft and I am over furrow irrigation heading for a green paddock and the river. At 2,500 ft with a paddock picked out and the possibility of finding Mick's strip over the river, I find a reasonable thermal ... on the second turn spot Mick's strip within gliding range and all panic is gone. I am thermalling comfortably, all though not very well and kick myself and put into practice what Garry has shown me the day before.

Garry reports in at Boggabri and I give my position, hinting that if he comes over my way he could take me home as he has to come this way ... well, he goes another way. Now I have to make the decision. I am at 4,000 ft and know that I have to find a few thermals to get home ... with a 15 kt headwind. Before I get to the Carrolls I have another paddock picked out but make it back to 4,000 ft and the Carrolls. I leave the Carrolls and get back to the circuit at 2,100 ft, land, get out and kiss the ground and the glider.

The worst part about the day is everyone else going to Manilla for dinner before I head home and I do not get to tell any one about my adventure.

I think the best part of the week was the people I met and the pleasure of their company. I feel privileged to be part of this community. And thanks to all who helped me around the task ... Sam

Published and edited with permission ... Ed.

Member Profile ... Russ Godden, four engine tug pilot

by Geoff Neely

If you had never thought of Russ Godden as a tug pilot that is because his glider towing took place 60 years ago in different circumstances. By 1944 the Short Stirling, with four Bristol Hercules sleeve valve engines of impressive power for their day, had passed its day as a front-line bomber.

Russ flew one to drop supplies in the famous Arnhem operation and later, on bombing and on glider towing operations. He had done his glider tow training on Whitleys which he says was a dreadful aircraft to fly, the controls so heavy he got blisters on his hands.

Russ was born in Melbourne but spent his childhood in typical 1930's rural hardship (a subject in itself and an important era in Australian history) on a farm near Tocumwal, with a two mile walk to a one-teacher school.

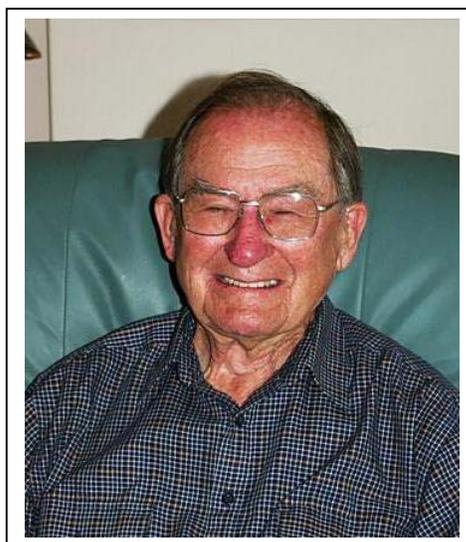


photo by Geoff Neely

He went on to Yanco (Murrumbidgee Irrigation District) Agricultural High School as a boarder and despite finding this hard going after the one-teacher primary school and getting up to irregular but unspecified activities on the river beach at weekends (nothing too interesting, you understand – he says it was an all-male environment), he won a two year scholarship, which was extended to permit him to finish the course, to Hawkesbury Agricultural College.

Russ's profession was agronomy. After a period at home to help on the farm he was invited to apply for a job with the NSW Department of Agriculture. Russ had shown an interest in the defence forces at Hawkesbury, receiving a taste of pointless parades, primitive latrines and foul meat on field exercises. Following an aptitude test he joined the RAAF aircrew reserve and was called up for the RAAF in 1942.

Russ learnt to fly on DH82 Tiger Moth at Narrandera. He failed a couple of early tests but was later rated as having above average ability. Apparently assessed as a steady capable type, he was put on multi-engines straight away, stepping off a warm train into the snow at Edmonton to fly Avro Ansons. There were some interesting experiences for a young airman: a startled instructor ramming the controls forward to maintain speed on approach and learning the habits of the Chinook wind which blasted down from the Rockies across the airfield 3,300 ft up. Russ made a couple of training parachute jumps in England, one from a captive balloon. On the Arnhem operation two of his crew were seriously wounded and a (self sealing) oil tank holed. Later operations included bombing, troop carrying and glider towing.

Russ married his pen friend Edith in England just after the victory in Europe, when the RAAF saw its way clear to give him leave for the purpose. Edith arrived in Australia five months after Russ and exchanged the verdant dales of Derbyshire for the Yanco Hotel and then for a post-war house, best described as basic, at Berrigan. Their first child Judith was born soon after this. Even now Berrigan is a tiny dot on the map, 27km from Tocumwal. Russ's job took him to another depressing house, due for demolition, in Albury and then to Tamworth. They were given directions to their house in South Tamworth but arrived in the dark after a two day train journey (they had two little children with them by now) and took an hour to find the house in the dark.

Russ was Regional Director of Extension, Dept of Agriculture, Tamworth. In 1968 Russ and Edith built the house in Calala where they now live. They now have ten grandchildren and two great grandchildren.

Russ and Edith have always been active in the Anglican Church and Russ's faith has been strong from childhood. Russ was ordained a Deacon at Albury in 1957 and a Priest in 1979. He spent many years (part time) at St John's Church Tamworth, retiring from the staff only in 2000.

Other community involvement included the Presidency of Tamworth Legacy. Russ was introduced to Lake Keepit Soaring Club by John Wolfe, organist at St John's, in 2000. After his power flying experience, gliding presented new challenges and new goals, which he enjoyed. He has now retired on the grounds of age. In his relatively short time as a glider pilot he did not gain the confidence to go far from home and he went only as far as Manilla.

A major hobby in recent years has been wood turning. Russ showed me, among other pieces, a set of wooden goblets turned to an impressively thin wall thickness, which even to the untrained eye are superb examples of workmanship, skill and patience. Russ and Edith will shortly move to a place closer to town, easier to maintain but without the garden that has been Edith's joy.

Jenny's Column

What has happened out here at Lake Keepit since the last edition of Keep Soaring was published?

I think I have finally nussed out the way the water system works and had a few plumbing problems fixed. Sam Clift has fixed the accumulator on the pump, Greg Wilson (visiting student pilot) has cleaned out the filter and Robin Walker has changed a faulty gate valve and fixed some water leaks. Touch wood, it is all working properly at the moment!

We had the runway sprayed for weeds after the rain in March and achieved a good kill of the caltrop (catheads). However we did not spray around the hangars for fear of contaminating the rain water tanks and there has been a big problem with khaki weed in this area.

We have changed over to VOIP (voice over internet protocol for the Luddites) phones in the office and flight centre and whilst they sometimes drop out because of internet problems, they are saving us heaps on the phone bills! It also means that the members phone in the Flight Centre is no longer restricted to local numbers (but calls overseas and to mobiles are still barred) so this is a great improvement in the service to members. We still have to pay for this line so please remember to toss in the odd coin if you use the phone.

The runway resurfacing was finally completed in March and it is a great improvement to the airfield. Only thing is the runways now have no numbers on them, so if anyone has some white paint and feels artistic.....

In early March Garry Speight's friend Michelle Baptiste made her first solo flight in the Twin Astir under Garry's watchful eye. The same watchful eye sent me solo for the first time by winch launch. Have not had the chance to do another one since! In the same week I flew the Pawnee for the first time and managed to fluke a halfway decent landing.



PIJ returned from its 100 hourly looking very smart and spiffy after its lengthy 100 hourly and the windsock pole was fixed after it blew down in a storm.

Jo Thornton, a lady in her 90's, had her second flight in a glider and brought out two of her friends Doreen Franke and Marie Martin from the retirement village, who also had flights. "Bloody beautiful"! according to Jo; Doreen and Marie didn't disagree.



We moved our operation to Gunnedah for the last weekend in March, which coincided with the Gunnedah Week of Speed. As a result, things were a little quiet on the Saturday, but we had more trial instructional flights than we could handle on the Sunday.

The Jantar was rigged at Gunnedah after its life extension and Form 2 and Stuart Welsby flew it back to Keepit. Gunnedah Aero Club were right behind us in this ... we should do more to stay in touch with them.

Harvey Stoneman, President of Gunnedah Aero Club said in the Club's Newsletter 'Circuit News': "Anyone who didn't take part in the Soaring Club visit missed a great experience, much laughter and good fellowship. It was a very successful exercise, which we hope will be repeated. The Soaring Club would like us to join them at Lake Keepit for a similar event later in the year".

John Clark graduated first to the Grob, then to the Junior, just before it went away for its Form 2 inspection at Easter. I will be bringing it back on Monday 28 May. He also got his winch endorsement and just recently did an outlanding check in the "new" Puchatek GKD. Well done John.

Tracy and Melanie Fox, father and daughter from Brisbane, trained with us during the Easter period and Tracy went solo again after some 25 years of not gliding. Melanie did very well despite suffering badly from motion sickness but unfortunately missed out on soloing.

We were also visited by Grace and Vincent from Hong Kong. Their goal for their holiday was to fly together in a glider and they achieved this on their last day.



Greg Wilson, a visiting student pilot from Casino, came to do some training with us last weekend and achieved his A certificate in the “new” Puchatek. Well done Greg.



We have done some training with members from the Gliding Club of Victoria and although not soloing yet, they are coming back for more of the same in June.

Roy Worthington and Hartmut Lautenschlager both came out mid-week to fly while Grace and Vincent were here. As I was busy with our overseas visitors, Steve Hedley and Gerhard Stuck kindly helped out and both Hartmut and Roy were able to complete their outlanding checks. Roy came out again and squeezed into the Jantar Standard (as the Junior was away) and knocked off his silver C cross country flight casually in a couple of hours in between mowing the runways.

Ian Roache made the transition into the LS7 and John Stewart went from the LS7 to the LS6.

I have managed to fly the LS6, LS7 and the Jantar since the last issue of Keep Soaring and they are all very nice.

I have been practicing Pawnee flying, egged on by John Wakefield, since PIJ came back. This was quite a scary transition, but I am quite enjoying it now. Under Phil Anderton’s guidance and with some expert pilots to practice on, I have done my first few aerotows ... from the tuggies end I mean. I hope to get my endorsement soon, which will mean that **current** members will be able to drop in anytime and get a launch. No excuses for not being current.

There are a lot of members I have not met yet and I am looking forward to seeing them out here doing some more flying.

Quote of the Week

Tug pilot: I used to ask the glider pilot not to pull bung if there is a glider below and to my left and say “do you play chess?” and the glider pilot would look at me ... then I would say, “with chess and flying you need an ability to think ahead” ... Ian McPhee.

I have moved to a flat in Manilla and will not always be on site to report remarkable occurrences but Jenny will keep us informed.

On 10 March Wendy, Harry, Vic, Garry and Patrick introduced Roy Worthington to the winch and between them they did 23 launches, battling all day with the same old unreliable radios.

The motorcycle club at Taree visited as guests of Vic Hatfield and ten of them flew. A group of Swiss paraglider pilots came too late to fly but took photos of kangaroos.

John Clark went solo on the winch.

There was good rain in March. The first green appeared within days and the strip has had to be mown. It will be a long time before there is a noticeable change in the lake.

Nick Singer was back in the air a few weeks after the accident. Dave Shorter brought him back and together they flew the Twin II to Bellata and back, the longest flight so far in GFP.

There have been some attempts to repair radios in Club gliders and the winch but it is an uphill grind.

The white Pawnee PIJ replaced the Callair and eTug is back and going like the clappers. We flew it against PIJ with no gliders on tow and there was nothing between them. It worked the weekend at Gunnedah and retrieved Christian from a lightly ploughed stubble paddock, showing that CUR is no dog. On that occasion it even showed that it can see in the dark (well, very nearly). Jenny overcame her reluctance to fly something rather heavier than her Jabiru and is learning to love the Pawnee (see front cover), sometimes with a glider in tow.

Roy Worthington completed an outlanding check, having been cajoled by his instructor into the usual paddock after nominating a different one. This is one of the skills required of an instructor.

The Gunnedah operation was a success, thanks to team work by members and generous assistance by the Aero Club.

Last Easter was dead quiet but this year was very different. Alan Buttenshaw provoked another 'Buttsbash'. There were up to eighteen people at Briefing and 250 km tasks were flown. The pilots made a presentation to their tug pilot in return for 85 launches over the four days. Thanks to Rob Walker for organising this and thanks to those who contributed. I bought a bottle of whisky.

Publicity

I missed placing an advertisement for the Gunnedah weekend because I used the wrong address but that did not matter because my 300 word story appeared on the front page of the Gunnedah Independent ... love that Editor!

You must keep pushing out publicity and not be impatient to see the return. More than a year ago I left pamphlets at The Retreat, a reception centre and motel in Tamworth. We now have an enquiry from there for thirteen short flights for a wedding group in September. I took the co-operation of the locals for granted and said yes.

New Lease for LKSC

Secretary Ian Roach

After nearly two years of meetings, phone calls, letters, proposals, frustration, negotiation and a couple of hundred hours of input by your Committee, it looks as if our new lease will be in place commencing 1 July 2007.

The completed lease was signed off by your Committee in May and has now been approved by the Lake Keepit State Park Trust and recommended to the Department of Lands. All that remains is the granting of approval by the Minister for Lands, as set down in the Crown Lands Act.

Why Do We Need a New Lease?

The new lease is unusual because it is a revision of the lease that is currently in operation. One of the reasons the Trust and the Department wanted it revised was to clarify a number of health and safety, insurance and public liability matters. They needed to ensure that risk and cost are the Soaring Club's and that we handle fuel and other potential hazards appropriately. So for example, the Club must arrange its own insurance and public liability insurance and indemnify the Trust and the Department in the case of accident, loss or damage. These are standard, everyday conditions in a lease like ours, and most are not essentially changed compared with the current lease.

Another concern of the Department was to arrive at a clearer and mutually agreeable basis for calculating the site rental. They have a duty to gain a fair rental on the property; we have a right to insist that the rent we pay is reasonable and affordable according to the way we use the site.

The LKSC Committee's position on the revised lease was clear. We could not sign any new document which reduced the period of the lease, or which reduced any of the Club's existing rights or amenity. We also took the view that a new lease should correct or clarify some quite important conditions in the current lease regarding access to the site, water, ownership of buildings as well as an agreement on rent and rental review.

Why Has it Taken So Long?

The reasons the talking went on for nearly two years were pretty basic: time and money. They wanted a shorter term and more rent. We wanted the same term and the same rent. There were a few other concerns, but they were hammered out. In the end, though, both we and the Trust did find a way around the main hurdle.

What's in the New Lease?

First, the term of our lease and the option to renew have not been changed. We can occupy the site until 30 June 2027.

Next, all of the removable buildings, including hangars, Clubhouse and cabins, will officially belong to us. There was uncertainty about this in the current lease, which has been removed.

On access, we will have the right to enter and leave the site from an entrance on the public road if and when we wish to do so (although we would have to restrict access to the Park from our site at the same time). This access was not provided for in the current lease.

Our usage of the site has been made much clearer. The current lease allows for a "clubhouse facility" only. The new lease allows "for soaring club and associated aviation and related purposes (specifically, use for airstrips and soaring club facilities being clubhouse, hangars, workshops and accommodation...).

On site development, our future development plans are simplified, allowing us to apply to the Trust to build hangars and other structures and make other improvements so long as we comply with the relevant permissions. Cost of provision of water has been agreed at favourable rates.

What's This Going to Cost?

Interestingly enough, the new base rental calculation requires us to pay about the same amount per year as we are paying now. It simply changes the way in which it is paid.

At present, the Club pays \$3,200 p.a. in pure rent, and about \$4,500 last year in Park entry fees (this includes members and visitors). So our total revenue contribution to the Park is about \$7,750 p.a.

In the new lease, the Club will pay agistment rental of \$2,800; a cabin/Clubhouse bed levy of \$110 per bed; and a financial member head levy of \$40 per member. On current numbers, this totals about \$7,750. This will be our new annual rental base.

How Will the New Figures Work?

It is important to note that this new rental arrangement will not increase your membership costs. Right now, every member pays an annual membership fee. In addition, members pay \$99 annually for two swipe cards ... effectively \$49.50 per card. This money is paid directly to the Park by the member.

Visitors and AEF customers pay a \$7 day entry rate (although this is variable ... most do, and some don't).

When the new lease comes into force, all the members' swipe cards will be resumed by the Park and a pro rata fee will be refunded to each cardholder. At the next membership renewal, the Club will charge each member \$40 per year and will provide each member with an entry code for the gate keypad. There will be no further charge for member entry.

What all this means is that the Club will collect this discounted entry fee and pay it to the Park. This agreement will ensure that our tenure on the site is clearly defined ... far more clearly than via the current lease. The arrangement will also give us security in relation to future increases ... rental will only increase with CPI, plus any additions to cabin bed numbers and full financial member numbers.

What's the End Result?

Firstly, it needs to be understood that the new lease can not come into force without Ministerial approval. Because there are some real concessions to LKSC in the new lease, it is possible that approval might be withheld. If that happens, it is good to remind ourselves that we still have in place a lease that gives us secure tenure until 2026. If absolutely necessary, our Club can continue with that lease, despite the anomalies and inconsistencies that lie within it.

We do, however, anticipate that the Minister will approve it and we believe that LKSC will have a far more favourable lease and rental arrangement than we have had in the past. We will also retain our long term lease status, giving us complete security of tenure.

The basis of rental, ownership of improvements, supply of water, site access, compliance with regulations and clear demarcation of risk and insurance factors will all be more clearly defined and less open to interpretation than is the case now.

Club costs will be contained and be less subject to volatile increases; membership charges will also be more stable.

The Committee is now proceeding to implement the changes which will be required to comply with the new lease. With next year's subscriptions which are due in a few weeks, we will be collecting the levy for the State Park entry charges as was outlined above. A separate listing of membership charges is published in this Newsletter.

Ian Roache, Secretary, May 2007

Club Website & Booking System

Tim Carr

The Club is currently progressing through an update and improvement of our website functionality. Other than the updating of information content, the improvements include a members only area containing an online booking system for both accommodation and gliders, secure payments facility and documentation storage facility. All of these functions being housed in a more user friendly front end.

While the new website is still in development, please feel free to have a look at the progress at www.keeplitsoaring.com/cms. (note the /cms addition). Once the development on the new site is completed in a couple of months, our old site will be closed down and any users redirected to the new site.

The screenshot shows the Lake Keepit Soaring Club website. At the top, there is a navigation menu with links for Home, Contact, News, and 2007 State Comps. A search bar is located on the right. Below the navigation is a large banner featuring the club's logo and the text "Lake Keepit Soaring Club". The main content area is divided into several sections: a Main Menu on the left with links like Home, News, Learning to Fly, Visting Pilots, Gallery, 2007 State Comps, Contacts, Online Bookings, and Online Payments; a Members Login section with fields for Username and Password, a Remember me checkbox, and a Login button; a Latest News section with a headline "New Manager Arrives!" dated Saturday, 28 April 2007, and a "Welcome!" section dated Monday, 25 September 2006; a Course Dates section dated Thursday, 17 May 2007; and a Polls section titled "What is the best Standard Class Glider?" with options LS-8, Discus 2, and ASW-28. There are also buttons for "Vote" and "Results". At the bottom left, there are RSS and OPML links for various feeds.

A big part of our new website will be the addition of a self serve online booking system for both accommodation and gliders. This new booking system is still in development and is likely to be ready in a couple of months, around the time the website is completed. In the meantime, Patrick has developed a temporary booking system that Jenny and I are using for maintaining the Club's bookings and this can be accessed via the link on the new website for read only purposes. All bookings will continue to be made by contacting either myself on the lksc_bookings@optusnet.com.au address, or by Jenny at the Club.

The benefit to you of being able to see all the current bookings on the temporary booking system is that you can see all the rooms and gliders that are available, prior to contacting us to make a booking. A view of the system is shown below where you will see that the system books things by hours which is a bit painful, but nonetheless, this is a good interim solution.

Lake Keepit Soaring Club
Meeting Room Booking System

Unknown user

 User list

Areas
 Accommodation
 Aircraft
 People

May 2007 June 2007 July 2007

Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun
	1	2	3	4	5	6				1	2	3							1	
7	8	9	10	11	12	13	4	5	6	7	8	9	10	2	3	4	5	6	7	8
14	15	16	17	18	19	20	11	12	13	14	15	16	17	9	10	11	12	13	14	15
21	22	23	24	25	26	27	18	19	20	21	22	23	24	16	17	18	19	20	21	22
28	29	30	31				25	26	27	28	29	30	23	24	25	26	27	28	29	
													30	31						

Saturday 23 June 2007

<<Go To Day Before
Go To Today
Go To Day After>>

Time:	Rm 1(2)	Rm 10(1)	Rm 11(1)	Rm 12(1)	Rm 2(2)	Rm 3(2)	Rm 4(2)	Rm 5(2)	Rm 6(2)	Rm 7(2)	Rm 9(2)
07:00	*	*	*	*	*	*	i Roache	Dave Shorter & Carol	*	*	*
08:00	*	*	*	*	*	*	"	"	*	*	*
09:00	*	*	*	*	*	*	"	"	*	*	*
10:00	*	*	*	*	*	*	"	"	*	*	*
11:00	*	*	*	*	*	*	"	"	*	*	*
12:00	*	*	*	*	*	*	"	"	*	*	*
13:00	*	*	*	*	*	*	"	"	*	*	*
14:00	*	*	*	*	*	*	"	"	*	*	*
15:00	*	*	*	*	*	*	"	"	*	*	*
16:00	*	*	*	*	*	*	"	"	*	*	*
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19:00	*	*	*	*	*	*	"	"	*	*	*
20:00	*	*	*	*	*	*	"	"	*	*	*
21:00	*	*	*	*	*	*	"	"	*	*	*
22:00	*	*	*	*	*	*	"	"	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*

<<Go To Day Before
Go To Today
Go To Day After>>

Member
Visitor
External
Unavailable
Internal

View Day: [17 Jun](#) | [18 Jun](#) | [19 Jun](#) | [20 Jun](#) | [21 Jun](#) | [22 Jun](#) | [23 Jun](#) | [24 Jun](#) | [25 Jun](#) | [26 Jun](#) | [27 Jun](#) | [28 Jun](#) | [29 Jun](#) | [30 Jun](#)
 View Week: [21 May](#) | [28 May](#) | [04 Jun](#) | [11 Jun](#) | [18 Jun](#) | [25 Jun](#) | [02 Jul](#) | [09 Jul](#) | [16 Jul](#)
 View Month: [Apr 2007](#) | [May 2007](#) | [Jun 2007](#) | [Jul 2007](#) | [Aug 2007](#) | [Sep 2007](#) | [Oct 2007](#) | [Nov 2007](#) | [Dec 2007](#)

[Print Preview](#)

We welcome any feedback on the new site and the Committee and members thank Patrick for all his assistance and involvement in the progress to date.

CITY COAST MOTORCYCLES

262-264 KEIRA ST WOLLONGONG 2500
 PHONE: (02) 4228 7392 FAX: (02) 4226 6769
 EMAIL: sales@citycoastmotorcycles.com.au
GEOFF SIM

Keep Soaring ... page 14

Price Changes for 2007 / 2008

Treasurer Dave Shorter

It is that time again when your Committee needs to review our charges and costs.

Costs go up inevitably each year and rather than making large lumpy adjustments after a few years, your Committee has opted to make small adjustments to prices which roughly reflect general CPI price increases. This practice will keep our prices more in line with costs and avoids the shock of large “catch-up” price increases which accumulate after years of no change. We hope you will find these adjustments relatively painless.

Listed separately in this issue are the full schedules of rates and fees for the financial year 2007 / 2008.

Membership

The base rate for membership subscriptions for this year has been varied generally in the range of 3 to 5%, to which has been added the levy now being charged by the Park Trust for each full member.

It is interesting that even including the Park Trust fee, our membership rates at \$245 are still less than those of other comparable NSW clubs – notably Hunter Valley, Central Coast and Southern Cross whose rates for **last year** ranged from \$262 to \$350pa. The Committee is mindful that we must stay competitive and ensure that gliding stays attractive to our members.

You will note that the number of membership categories has also been simplified as distinctions between family members and full members no longer exists (our newsletter is no longer mailed and the cost of sending this to all members by email is now the “press of a button”). We have also eliminated the one month club membership category.

Flying Fees

The general effect on club members will be increases of around 2 to 5%.

We have adjusted the differences in rates for single seater gliders to more closely reflect the values of the gliders – there is no change to the Junior and Jantar Std while the LS gliders go up 5-6%. Midweek rates go up more to reflect our costs of operating with staff midweek. Airfield use charges go up a dollar and two, and a higher airfield use charge (\$10 w/e and \$20 mid wk) has been introduced **for private gliders**. Bulk Flying rates reflect these changes.

After a few years of no change in aerotow rates they go up by \$2.00 for 2,000ft agl to \$30.

A significant change has been made to Air Experience Flights (or TIFs) which go up to \$120. We now no longer offer Joyflights and \$10 of every AEF goes to GFA for temporary membership and insurance cover.

Some of the courses we offer have been eliminated from the sheet as there has been no call for them, and actual charging of courses is now based on actual useage of gliders. (Winch only courses or other special combinations can always be arranged if there is the demand.)

Accommodation

The effect on members using the Clubhouse or Rooms 1, 2, & 3 will generally be a \$1.00 per night increase in bed price. Other adjustments have been made to the cabin prices, to bring more consistency in pricing of the higher quality accommodation. Visitor rates have gone up slightly more.

Other Charges

Hangar rental, on-site van site rental go up \$10 pa, and other miscellaneous items (logbooks, BGK etc) will be adjusted to reflect current costs, generally price changes will be implemented in the range of 3-10%.

LKSC Membership Rates ... 2007 / 2008

(LKSC Membership year is from 1st July to 30th June)

Types of Membership	Base Rate	+ Park Trust Levy Entry Charge	Total
Full Member	\$205	\$40	\$245
Full-time Student Member (Under 25 yr old)	\$ 90		\$90
Three Month Member ** ** (Short term membership available once only, thereafter full membership required.)	\$ 85	(included)	\$85
Life Member – Flying	\$40	\$40	\$80
Life Member – non Flying	nil	nil	nil
Pensioner Member	\$40	\$40	\$80
Tug Pilot Member	\$40	\$40	\$80
Social Member non Flying	\$40	n/a	\$40
Visiting GFA Member	\$20	n/a	\$20

New Member Pro Rata New Member joining through the year pays Annual Membership Base Fee Pro-rated on the months remaining plus the full Park Trust Levy. Eg. Join Sept 10 months to go, pays 10/12 x Base fee +\$40. (Full annual GFA fee is payable)

Renewing Members Existing members renewing through the year pay full annual fee.

Insurance All members correctly filling in a Membership Application or Renewal are covered by the Club's insurances and are subject to the excesses and fees set out in that form.

Bulk Flying
(no two seaters) \$790 pa Low Performance – Jantar Std & Junior
\$1150 pa High Performance - LS6 & LS7 + Jantar Std & Junior.

Gate Cards/Park Entry Park entry is now included in the annual Total fee.

GFA Membership GFA membership **renewal** is payable **directly to GFA** by each member.
GFA membership year is from the anniversary of first joining.

The Club collects GFA membership for new joining members only - the large GFA membership form (A4 sized book) must be used. This form required for all new members.

Lake Keepit Soaring Club ... Accommodation Charges

(All room and bed charges are per night.)

Camping in on-site vans, hangars, tents – \$7.00 / person

On-site Van (for stay on-site of more than two weeks) – site rental \$280 renewable annually

Clubhouse bunks/beds - \$11.00 / person

Cabins 1, 2, & 3 (chargeable per bed).

These are hired on a shared occupancy basis - occupant is expected to share if required.

Full members \$17.50 / person twin share, \$23.00 / person if sole occupancy required.
(ie \$35.00 / room twin share if fully occupied)

Non-members \$29.00 / person twin share, \$35.00 / person if sole occupancy required
(ie \$58.00 / room twin share if fully occupied)

Cabins 4 & 5 (chargeable per room)

These rooms are hired on a sole occupancy basis - ie hired to one person, who can share if they choose

Full members \$32.00 / room single occupant, \$45.00 / room twin share.

Non-members \$45.00 / room single occupant, \$68.00 / room twin share

Cabins 7 & 8 (chargeable per room)

These rooms are hired on a sole occupancy basis - ie hired to one person, who can share if they choose

Full members \$27.00/room single occupant, \$40.00 / room twin share.

Non-members \$40.00/ room single occupant, \$63.00 / room twin share

Cleaning fee of \$22.00 per room additional, waived only if room is properly cleaned by occupant before leaving.

Full Member rates apply to members having paid full annual membership subscriptions. Short term members, visitors, members of other Clubs pay “Non-member” rates.

(Pilots from “Reciprocal Rights Clubs” pay non-member rates – member privileges extend only to Club flying rates).

Full members' wives, family and members' guests will be charged at member rate when sharing with member.

While LKSC will attempt to ensure that people who wish to have sole occupancy of a cabin get that sole occupancy, at busy times people will be required to share and be expected to be courteous to the person they are sharing with.

Permanent residency in on-site vans is not permitted.

Charges revised effective 1st July 2007

Bulk Flying Scheme

Bulk Flying is available to members of 12 months standing, or less subject to Committee approval.

Bulk Flying operates from July 1st to June 30th and is payable in full, even if commenced part way through a year.

Bulk Flying Fees qualify the member for free flying of Club owned aircraft on weekends for up to 50 hours flying, and beyond 50 hours at 50% of normal Club rate.

For midweek flying, provided there are no full paying bookings for the glider, bulk flying is available subject to the above terms, and the additional payment of the midweek fee premium (currently 12 cents per min).

Flying under BFF terms is subject to the normal conditions of availability of gliders, which includes sharing with other members desiring that glider.

A glider may not be reserved in advance for weekly hire on the BFF conditions.

The low performance BFF subscription entitles the pilot to use of the Standard Jantar or Jantar Junior.

The high performance BFF subscription includes the LS6 and LS7 (as well as the Standard Jantar and Junior).

The two-seater gliders are not included in bulk flying.

Charges for 2007-08

Low Performance BFF	\$790
High Performance BFF	\$1150

The effect of these charges is that members get 50 hours flying for approx 25 hours cost, and beyond 50 hours flying is at half price.

The Orchard Guesthouse



Bed & Breakfast

Your Hosts: Judy Michell
& Deb Michell-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

Gliding Federation of Australia

Annual Fees Payable May 1st 2007 - 2008

Please note changes to fees introduced by GFA from May 1st.

GFA fees for renewing members should be paid to GFA directly by members.

Note also that GFA are now charging an additional \$3.00 credit card processing fee, so add this to the rates in the table below if you use a credit card.

Please do NOT pay your GFA renewals into the Club envelope system.

(There is a pad of GFA payment slips available at the Club if you have not paid your fees, which can be filled in and mailed from the Club with your payment.)

Individual Membership		Family Membership	
Normal Membership	\$135.70	Family Membership	\$135.70
New South Wales State Fees	\$5.00	New South Wales State Fees	\$5.00
ITC Levy	\$13.30	ITC Levy	\$13.30
SA Subscription	\$36.00	No "SA" Subscription	
	\$190.00		\$154.00
<hr/>		<hr/>	
Full Student Membership		Family Student Membership	
Full Student Membership	\$67.85	Family Student Membership	\$67.85
New South Wales State Fees	\$5.00	New South Wales State Fees	\$5.00
ITC Levy	\$6.65	ITC Levy	\$6.65
SA Subscription	\$36.00	No "SA" Subscription	
	\$115.50		\$79.50
<hr/>		<hr/>	
* 1 Month Short Term Membership		* 3 Month Short Term Membership	
1 Month Short Term Membership	\$50.00	3 Month Short Term Membership	\$65.00
No State Fees		No State Fees	
	\$50.00		\$65.00
* <i>Once only purchase to Australian residents, thereafter 12 month membership to be purchased.</i>			
<hr/>		<hr/>	
Introductory Membership			
Introductory Membership	\$10.00		
Introductory Student Membership	\$5.00		

Lake Keepit Soaring Club Flying Fees as at 1st July 2007

HOURLY HIRE - Casual glider usage by members and visitors - availability subject to sharing with others.

Maximum Charge = 4 hours		Club Ops (weekends)		Midweek Ops (includes midweek surcharge)			
		\$ per hour	\$ per min	No instructor		With instructor	
Junior	VH-HNY	\$30.00	\$0.50	\$39.00	\$0.62		
Jantar Std	VH-IZV	\$33.00	\$0.55	\$42.00	\$0.67		
Puchatek	VH-GKD	\$40.80	\$0.68	\$49.80	\$0.83	\$85.80	\$1.43
Grob 103	VH-GFP	\$40.80	\$0.68	\$49.80	\$0.83	\$85.80	\$1.43
Twin Astir	VH-IKX	\$40.80	\$0.68	\$49.80	\$0.83	\$85.80	\$1.43
LS7	VH-XJY	\$48.00	\$0.80	\$57.00	\$0.89		
LS6	VH-KYL	\$51.00	\$0.85	\$60.00	\$0.94		

DAILY & WEEKLY HIRE - Booked for Sole Use of Hirer. Not available for weekend Club Operations
- Member rates for LKSC paid up annual members. Visitor rates for visitors and short term members.

		Member Rates		Visitor Rates	
		Daily	Weekly	Daily	Weekly
Junior	VH-HNY	195.00	900.00	234.0	\$1,085.00
Jantar Std	VH-IZV	210.00	967.50	253.0	\$1,165.00
Puchatek	VH-GKD	249.00	1,143.00	302.0	\$1,385.00
Grob 103	VH-GFP	249.00	1,143.00	280.0	\$1,278.00
Twin Astir	VH-IKX	249.00	1,143.00	280.0	\$1,278.00
LS7	VH-XJY	285.00	1,305.00	347.0	\$1,588.00
LS6	VH-KYL	300.00	1,372.50	365.0	\$1,670.00

AIRFIELD USE charge per pilot per day: Club Glider - Weekend \$6.00 / Midweek \$12.00.
Private glider - Weekend \$10 / Midweek \$20

AIR EXPERIENCE & CHARTER FLIGHTS \$120.00 aerotow, \$50.00 winch [winch by prior arrangement only]
- Max launch height 3000 ft AGL, APPROX 20-30min. Time over 30 min at \$1.50 per min
- Winch flight up to 10 min. Time over 20 min at \$1.50 per min

One Week Abinitio Course \$1650 (with aerotow) - incl \$160 for manual & 3 mth Club/GFA membership

Bulk Flying (BFF) - \$790 (Jantar & Junior), \$1150 (LS6, LS7) + midweek premium \$9.00/hr. (only available after 12 mths mbrshp)
- Max 50hrs then @ 50% rate. Cross hired & 2-seater aircraft not available. Booking max. 28days in advance

Bookings and Deposits - will only be confirmed upon receipt of 50% deposit. Weekend bookings will only be accepted in extraordinary circumstances and after approval by the Committee.

Retrieves: Aerotow \$210 per tacho hour
Road Pilots should arrange their own retrieves, otherwise \$0.75 per kilometre by road inc return plus \$30.00 / hour per Keepit supplied retrieve person.

General Damage Pilot in charge is solely responsible for damage, damage is payable as set out below

Canopy Damage: At cost to repair or replace at the Committees' discretion, canopies are NOT covered by insurance!

Wheels up landing penalty: On soft grass: cost of repair up to excess then excess and other charges apply

Insurance Excess gliders as per insurance policy for individual aircraft plus \$500.00 fee plus any transport costs
trailers as per insurance policy plus any additional cost incurred by L.K.S.C.

Launch Fees

Winch	
-	\$12.00
Aerotow	
1000	\$20.00
1100	\$21.00
1200	\$22.00
1300	\$23.00
1400	\$24.00
1500	\$25.00
1600	\$26.00
1700	\$27.00
1800	\$28.00
1900	\$29.00
2000	\$30.00
2100	\$31.20
2200	\$32.40
2300	\$33.60
2400	\$34.80
2500	\$36.00
2600	\$37.20
2700	\$38.40
2800	\$39.60
2900	\$40.80
3000	\$42.00
3100	\$43.50
3200	\$45.00
3300	\$46.50
3400	\$48.00
3500	\$49.50
3600	\$51.00
3700	\$52.50
3800	\$54.00
3900	\$55.50
4000	\$57.00
> 4000ft	\$2.00/100ft
pre arranged training tow	
below 500ft	\$15.00

Coming Events

Date	Event	Contact
2007		
June	16 & 17	Junior Development Weekend
June	Sat 23	Working Bee
July	14 & 15	Junior Development Weekend
August	Sat 25	Tug Pilots Panel Meeting
August	Sat 25	Tuggies Ball
September	2 - 9	Airworthiness Course
September	24 - 28	Cross country coaching at DDSC
September	29 - 6 Oct	Qld Gliding C'ships at DDSC
October	7 - 19	Club Class Nationals at Kingaroy
November	10 - 17	NSW Championships at Keepit
November	18 - 24	Narromine Cup Week
December	2 - 8	Keepit Safari

Contact Numbers for Instructors and Tug Pilots

Name	Home	Work	Mobile
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 Hoyer	02 6767 1033		0427 505 233
Wendy Medlicott	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 9284 3558	
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 ... June – July 2007

Date		Instructor	Tug Pilot
June			
Saturday	2	Vic Hatfield	<i>Winch Day</i>
Sunday	3	John Hoye	Charlie Szpitalak
Saturday	9	Wendy Medlicott	Phil Anderton
Sunday	10	Gerhard Stuck	Gerry Speight
Monday	11	Gerhard Stuck	<i>Winch Day</i>
Saturday	16	Tim Carr/ Allan Buttenshaw	Bill Gleeson-Barker
Sunday	17	Wendy Medlicott	<i>Winch Day</i>
Saturday	23	Dave Turner	John Hoye
Sunday	24	Nick Singer	Phil Anderton
Saturday	30	Stuart Welsby	<i>Winch Day</i>
Sunday	1	<i>volunteer please</i>	<i>Winch Day</i>

Date		Instructor	Tug Pilot
July			
Saturday	7	Wendy Medlicott	Rob de Jarlais
Sunday	8	Matthew Minter	Rob de Jarlais
Saturday	14	Tim Carr/Allan Buttenshaw	Garry Speight
Sunday	15	Garry Speight	Bill Gleeson-Barker
Saturday	21	Dave Turner	Phil Anderton
Sunday	22	Nick Singer	<i>Winch Day</i>
Saturday	28	Gerhard Stuck	John Hoye
Sunday	29	Gerhard Stuck	Charlie Szpitalak

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 weekend 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.