Keep Soaring

Newsletter of Lake Keepit Soaring Club

October - November 2007

Roy Worthington

Roy's untiring work on the tractor was recognized at the recent AGM when he was presented with an Award from the NSW Dept of Sport and Recreation for Club Officials and Volunteers.
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.

Keep Soaring
Newsletter of Lake Keepit Soaring Club

Lake Keepit Soaring Club Inc

Airfield and Clubhouse: Keepit Dam via Tamworth NSW
Mail address: 234 Keepit Dam Road, Lake Keepit 2340
Phone: 02 6769 7514 Fax: 02 6769 7640
Email: enquiries@keepitsoaring.com
Internet: www.keepitsoaring.com

Lake Keepit Flight Centre Manager	Jenny Ganderton	02 6769 7514	manager@keepitsoaring.com
President	Ron Cameron	02 6721 0081	
Vice President	Tim Carr	02 9801 7979	
Secretary	Ian Roache	02 9387 1882	
Treasurer	Dave Shorter	02 6656 1979	treasurer@keepitsoaring.com
Committee Members:	Roy Worthington	02 4731 5756	
	Vic Hatfield	02 6765 7050	
Airworthiness Officer	Ron Cameron	02 6721 0081	
Chief Flying Instructor	Nick Singer	02 4365 5485	
Instructors' Roster	Peter Sheils	02 6762 1377	
Chief Pilot	Dennis Stacey	02 6760 8538	
Tugmaster	Ian Barraclough	02 9948 7866	
Tug Pilots Roster	Phil Anderton	02 6785 2764	
Membership Secretary	Phil Anderton	02 6785 2764	membership@keepitsoaring.com
Webmaster	Chris Carr		webmaster@keepitsoaring.com
Bookings Manager	Tim Carr	02 8765 0063	bookings@keepitsoaring.com

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Editorial

Tuggies Ball
With another successful Tuggies Ball in 2007, there have been six such events. Over 55 different members and their guests have attended a Tuggies Ball and over 150 have attended all told. It is worth mentioning that the Tuggies are always a minority of those present, but are of course delighted to share their annual get together with other members and guests.

This year we had a limit placed on the number of seats, so that it would be possible to move around the tables to serve dinner … it was very squeezy last year.

A new format is planned for next year. Whilst the Ball was initially held at a secret location, the secret has leaked out and it is now known that the Ball is held at the home of Jan and Bob Dircks. Bob is known to many members as the one who has solved their urgent engineering problem … he has provided enormous service to the Club over the years.

It is less well know that Jan teaches cooking in at the Tamworth TAFE … and that is why the dinner she serves is always such a delight. Jan is given her head to choose the menu and has never failed to delight those present with wonderful meals cooked at home on her wood-fired Arga.

And what a home. The main room, where the Ball is held, was built in 1878 as the Somerton School. The Dircks have a photo on the wall showing the 10 or so children of the first class in 1878. The Master of the day lived in rooms which had a separate entrance from the school room. The Dircks use the school room as their living room; for the Ball they clear their furniture out a fill it with tables and chairs.

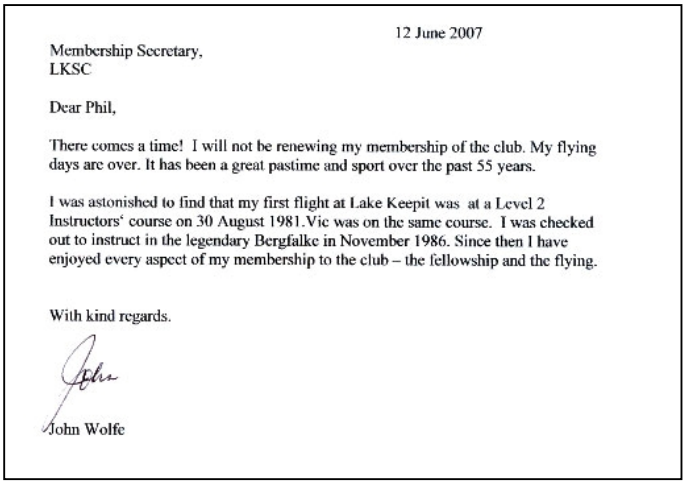
So to be able hold all comers for the Tuggies Ball next year, the Dircks are going to extend their house! Bob has promised to build a large verandah onto the schoolroom and replace a window with French doors to provide access.

That date has already been set at, Saturday 20 September 2008, so put it in your diaries now!

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 and John Hoye
A Garry Speight and John Hoye Cross Country Course is running this week and by all accounts is going well. And the natural follow on to the course is to participate in a Keepit Safari!

Ian Barraclough
Editor
(ian.barraclough@bigpond.com)



12 June 2007

Membership Secretary,
LKSC

Dear Phil,

There comes a time! I will not be renewing my membership of the club. My flying days are over. It has been a great pastime and sport over the past 55 years.

I was astonished to find that my first flight at Lake Keepit was at a Level 2 Instructors' course on 30 August 1981.Vic was on the same course. I was checked out to instruct in the legendary Bergfalke in November 1986. Since then I have enjoyed every aspect of my membership to the club – the fellowship and the flying.

With kind regards.

John Wolfe

Membership Secretary Phil Anderton at the recent Annual General Meeting recalled John Wolfe's remarkable achievements and outstanding service to the Club over many years. There was a unanimous recognition of how much John gave to the Club, and Phil successfully moved that the Committee be asked to approach him with an offer of Life Membership.

eTug News

Michael Shirley

The Envirotug Group was invited by the Chair of the GFA Technical Committee to make a presentation to the GFA Annual General Meeting and Seminar in Melbourne on Saturday 8 September, earlier this month. Ian Roache, Dave Sharples and Michael Shirley attended. We were given an hour for the presentation. Ian and Dave made a comprehensive and professional presentation making a succinct, yet overwhelmingly comprehensive case, using PowerPoint, pictures of eTug at Lake Keepit and detailed costings, supported by handouts covering everything said to the those present.

The audience was so convinced by the presentation that the few questions were focussed on how to quickly get the CASA rule changes we require to convert further Pawnees. We expected some of the naysayers present to comment, but none did. We hope they have all had another think about the suitability of their personal favourite tug conversion in the light of the detailed information presented. We have been assured of the strong and immediate support of the GFA and ASAC Presidents and the Chair of the Technical Committee in a joint approach to CASA to have one of their rules relaxed to enable us to do more conversions.

Briefly, we reported having examined all the aerotow alternatives, having converted a Pawnee and having proven our primary objective to reduce the cost of a standard Pawnee launch by half. An average cost for 2,200 launches to 2,000ft of $11.12 and a marginal cost of $8.67 thereafter, was demonstrated. This is close to the cost of a winch launch, but with the certainty of reaching 2,000ft and with the greater flexibility of an aerotow to release the glider in more likely thermal positions. Many were surprised that eTug burns less fuel per launch than either the PA25-235, or the Club's Husky.

A number of clubs approached us to be assured of a position on the conversion queue.

Shortly, the detail of the presentation, our costings and an extensive article by a Canadian engineer demolishing the myth of the superiority of certified engines over auto engines will be loaded on the Club's website.

The Envirotug Group
Sydney

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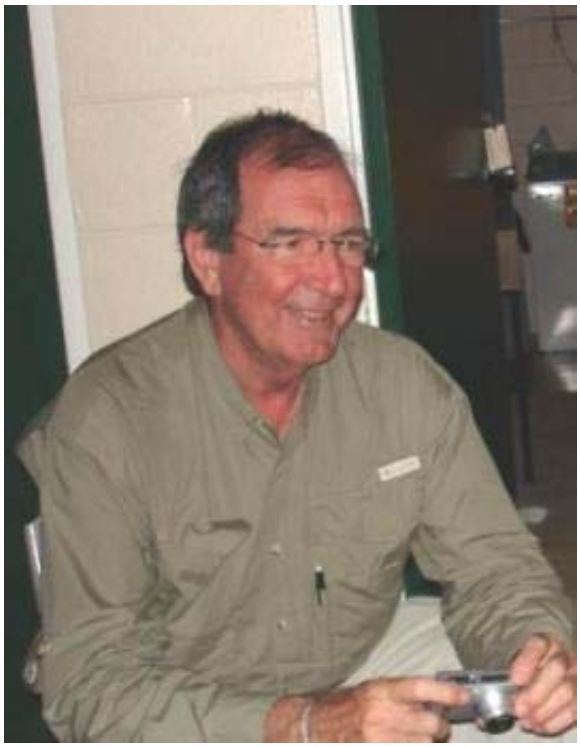
Member Profile

by Geoff Neely

Ian Roache … Adman, Navigator



Ian Roache was born a Bondi boy. He says you can take a boy out of Bondi but you can never take Bondi out of the boy and he still does early morning gym stints there. No icebreaking though.

Ian's interest in sailing began early and at 17 he was crewing at a Junior Offshore Sailing Club. Like many of us at the age of 22 he wanted to see the world. Ocean navigation was then a matter of longhand computation … do you remember a world without pocket calculators? … and navigators were in demand so Ian studied navigation and then signed on to navigate a yacht across the Pacific Ocean. In those days almost the only advances in navigation since James Cook's Australian voyage were a reliable chronometer and radio time signals. I guess we engineers had it easy with our slide rules.

Ian left the boat at Hilo in Hawaii and flew to Seattle to take a berth as the cook on a salmon boat sailing to Alaska.

His first job in Sydney had been in an advertising agency and after Alaska he worked in advertising in London and then Hong Kong. He learnt to fly ab initio at the notorious Kai Tak airport, where airliners approached over a saddle in the hill and made a shallow turn on to late final, all this over city buildings. His first solo was meant to be a circuit but the tower made him orbit for 45 minutes waiting for traffic. Flying out of Hong Kong was limited to the islands and to one strip in the New Territories. To cross the harbour to Macau would have been an international flight. The area is either built-up or sea. He was given no briefing on ditching but an instructor force-landed a DH82 in a paddy field. Perhaps this contributes to Ian's wary attitude to the prospect of outlanding.

In due course Ian returned to Australia, married, had children, started more than one advertising agency and gained a Night VFR rating.

His wife Lesley did a certificate course in fine woodworking and now makes furniture. Their son Michael is an ecologist working with the World Wildlife Fund in Western Australia to preserve wetlands on private land. Thomas works for Village Roadshow, marketing movies.

Ian continued blue water sailing and took part in the horror Sydney to Hobart race of '98. Boats before and behind them were in distress and when the wind reached 75kt they ran for harbour at Eden. Ian says it was "an interesting day".

About five years ago he navigated to Lord Howe Island, Fiji, Vanuatu and home. This time, faced with a narrow entrance in pea-soup fog he resorted to GPS but had to compensate for a different map datum as they went.

Ian's business and his eclectic range of hobbies left little time for flying but he says gliding and sailing have much in common and he flew in a glider at Lake Keepit in 1993. Still there was little time to travel to Lake Keepit to fly and he dropped out for a few years, starting again in 2005. He would like to become a safe, competent cross country pilot (this after all, is the GFA training objective) but he has found obstacles and frustrations in the way of cross country flying. He has been to Manilla, Wean, Gunnedah and Curlewis and that after all, is well outside gliding distance from home. Finding time for gliding is always difficult. He looks forward to the GFA advanced training syllabus that he heard about in Melbourne recently when he made a presentation to the GFA Annual General Meeting on the eTug. He hopes this will encourage post-solo pilots to stretch themselves to longer tasks. He feels the need of encouragement, even when formal lead and follow work is not always available. He is diffident about imposing on the experienced cross country pilots to lead him around at his speed. (I have heard these thoughts often from other early solo pilots). He says we should not think that all post-solo pilots are over-cautious but he has not so far been able to emulate others who landed out regularly until their outlandings gradually became less frequent.

Ian describes himself as semi-retired, consulting to some former clients, working for LKSC as Secretary (and installing fuel tanks, pumps and computer systems and doing other work with a minimum of fuss).

He and a partner are publishing three books (by other authors) on fly fishing and Ian will discourse at length on his unsuspected but deep knowledge of the art of tricking the wily trout into rising to a construction of feathers and fluff with a concealed hook. Since animals can usually tell the real thing from an imitation, this is a highly developed art which he has practised in many parts of Australia and the world at large. He tells me you can even lure fish other than trout with artificial flies in salt water.

Ian plays golf and is learning classical guitar. In his spare time he is evaluating three flight computers for gliding and we might eventually see a report in this illustrious publication.

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Cross Country Techniques … Part 5 … Competition

Bruce Taylor

Competition flying is one area of our sport that only attracts a relatively small percentage of the total flying membership. Many club pilots have no aspirations toward competing in any event, and yet as an aid to improving one's cross country efficiency, there is surely no better training to be found. Flying competitively in the company of better pilots gives you a clear measure of your own performance, provides an insight into just what is possible and gives us a wonderful chance to watch how the good guys do it. Competitions are great fun and I think every pilot who wants to do any cross-country flying should enter at least one. Pilots are generally very supportive of first timers and are only too willing to give helpful advice.

Having said all that I need to pass on some hints and warnings to help with your first comps, because as with your first try at a lot of things, lack of preparation and high expectations can see your ego blown right out the door. You may return totally demoralised to the point where you make no gain whatever.

I am assuming a first time comps entrant will have done a couple of 300km flights, perhaps a 500km and has flown in company with other gliders enough not to be scared stiff by a gaggle of 6 or 8. The first and most important thing to do is to prepare yourself psychologically for the upcoming event. If you think you are in with a chance of showing up a few hot shots you are in for one hell of a surprise. That guy you floated around your home field with who has generally left you unimpressed with his ability to do anything useful will most likely leave you so far behind you wonder whether you've had your airbrakes out all day! Treat the competition as a learning experience, expect to get outflown and be prepared to outland a few times and the shock will be softened considerably. But watch other pilots, listen to them talking at the end of the day and be ready to change a few of your habits; you will gain more in this one week's flying than you ever have before.

A lot of the same principles apply to comp flying as ordinary cross-country flying. Be organised! Make a good list of all of the things you will need and remember that if you are away from your home club there are a lot of extra tools and gear you need that are usually provided. It is the same story … you need your mind on the job, not on something missing or borrowed that does not work properly.

You need to be reasonably fit. A full weeks flying is tiring if the weather does not give you a rest day, so if you normally lead a pretty sedentary life, get yourself into shape. And look after yourself during the week … we all like to enjoy ourselves and some seem to handle late nights and booze better than others, but beware! Give your brain at least a sporting chance of keeping up the pace. Another problem that can sneak up on you over an extended period of flying is dehydration. Drink heaps of ***WATER***. Amber fluid is not an ideal means of rehydration! It will take your body some days to adjust to a high level of fluid loss and the appropriate intake of replacements. Please take good care of yourself during this acclimatisation period and if you feel any form of headache or trouble with concentrating, assume firstly that you need to rehydrate. Drink a litre or more of water before you have your first beer after coming home. Ensure that you are passing plenty of urine and that it is quite clear.

When you go to Briefing listen carefully and do not be afraid to ask if you do not understand something. Make sure you clearly mark turn points and the required feature to turn at and trust nothing to memory … write it all down. If you are worried about finding a turn point ask a local

pilot for obvious features and the size of nearby towns. You soon get a feel for how good the weatherman is (poor bugger, take pity on him!) and get to know if he generally underestimates or overestimates the day. Do a quick sum now and work out a possible duration for your set task and thus a reasonable starting time. This will be revised in the air but get some sort of idea before you launch.

So, what you can expect up in the air? Perhaps move yourself down the launch grid a little if your class is going first so there will be a few thermal markers around when you go up. You may well be a little nervous about what is ahead, so do your best to relax and let another glider find a thermal for you. Remember, there are no points won or lost before you start so do not engage anyone in a thermalling duel and wear yourself out. Feel what the day is like and take note of what is going on in the air … where is the lift under the cloud, are there any wind shear levels in the thermals and all those other things you have learned to check on before.

Keep a good lookout for gliders, as there will be more of them about than you are used to. Pre-start gaggles can get fairly hectic so stay awake. Days with well defined lift and clouds are not too bad as everyone will be in the same core, but tricky blue days will have everyone wandering around in vague fashion at the top of the thermals concentrating on getting just a little higher than everyone else and maybe not looking out as well as they should.

Revise your best start time if need be … maybe the day is better or worse than forecast. Then comes the most difficult question, exactly when ***do*** you start? Most beginners will want to start too early and so become good thermal markers for the later starters. Generally speaking, if the day is easy (plenty of cumulus, thermals easy to work etc), start close to your calculated start time. The more difficult the day feels (no cumulus, strong inversion giving a narrow working height band), the more important it is to start with a group of others, ideally just behind them. Being alone on a difficult day is infinitely slower than being in a gaggle. Often it means the difference between outlanding and staying up.

Once you do feel it is getting close to start time, get high near the start point and wait for a good chance to go. There is nothing more frustrating than being caught low when everyone else leaves … hey, wait for me. In reality what often happens to the beginners is they start earlier than most, the fast buggers whistle past them halfway ‘round then they are on their own again. If this happens, do your best to stick with the fast crowd when they catch you, and watch what they do. There is a rapid lesson to be learned in how not to waste time.

The rest of the flight is pretty normal. Try to remember that it is just another cross country flight and that the presence of a clock running on your glider does not make it any more difficult than usual. Use everything available to you, ***especially*** other gliders because they will sure as eggs be using you. Take care entering, using and leaving thermals; and if in lots of company, keep all changes in direction gentle and reasonably predictable. Most pilots are quite considerate … you will soon learn from flying and bar talk those who are not and need to be kept at a distance in the air.

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Cross Country Techniques … Part 6 … Competition cont.

Bruce Taylor

With the pressure of competition it is often very difficult to recognise a deterioration in the weather and the need to slow down. As you charge along you sometimes miss subtle indications for a change for the worse and if you fail to change gear quickly enough the ground may come up to meet you! You must always be planning a long way ahead. Visual indications may be a thinning out of the cumulus, or in blue conditions the 'haze domes' may disappear. Your last couple of climbs might have been weaker and not as high … beware! Take a weaker climb and get high and back off from your warp 9 cruising speed. This will allow you to achieve a couple of things … firstly, if this bad patch is only temporary (maybe caused by some cool, damp ground or a more stable air mass) it will give you the glide range to survive and reach good air again and if the deterioration is more permanent (perhaps the sun is setting!) the thermals will cease at ground levels first. High is a good place to be. This changing of gear during competition flying is perhaps the most difficult learning process and getting it wrong is devastating. You ***cannot*** afford to outland unless everyone else does. Caution…… !

There are a few aspects at the end of the flight that also need mention. The final glide is of great importance in the overall flight and your first few comp flights may very well be the first time you do a final glide in anger … that is arriving at the finish line without wasted energy in the form of excess height or a zillion knots on the ASI, and with ***enough*** energy and ideas to complete a safe circuit and landing. This can be tricky! Some points to note: getting up to final glide height early is nice, but not at the expense of fiddling around in weak lift. Keep flying along as you have been all day, and the numbers will eventually come up. The psychological aspect of being on final glide is also not to be ignored … it feels good! Watch the numbers once you think you have enough height to get home and get a feel for any trend in lift or sink. If you find you are constantly falling below the required height then you should climb higher in the next thermal. Ensure that your wind value is correct if it needs to be entered manually.

A couple of things happen as you get closer to home. You descend to a lower altitude than you have been used to working (unless you have been grovelling all day!) which means the thermals are less organised and your means of determining where they are in relation to clouds etc becomes more difficult. Do not stop thinking once you are on final glide, or you will quickly fall below it … you no longer feel good…. feel your way along and if you are getting a bad run do not just plough on in the sink. Change your track. Often a number of gliders come together on the final glide and other aircraft give a good indication of where the good air is.

Usually your final glide calculations include a safety height for your arrival at the field. 500 feet is not a bad margin to work with, though beginners may feel comfortable with a little more. ***Trust*** your final glide computer … the angle you are looking at will most likely be flatter than you are used to, but if the sums are right you will get there… (brave words!). You will find after a few days that the last 20km or so is eyeballed and the computer/whatever is forgotten and you quickly acquire a feel for what looks right and what does not.

This last section of the glide also provides another problem safety wise. If your glide is marginal, your speed will be slower and the angle quite flat to the airfield. There comes a time around 5km - 8km out where you pass below the height necessary for safe field selection/circuit planning if you need to land out. If you are doubtful about getting back, take your ego/pride/ whatever between your teeth, choose a field and land while you have enough height. You can fly again tomorrow. This is a difficult choice so close to home. Once you pass this point you really are committed to the airfield, so you had better be able to reach it! A straight-in approach to the

airfield may end up being your only option if you lack the energy for a circuit, in which case some care needs to be exercised in judgement of angles, pre-landing checks (oops! forgot the wheel…) and lookout for finishers who ***have*** done a circuit. It can get ***very*** busy ***very*** quickly on the finish line and at the end of a long flight you will not feel as sharp as you were at the beginning.

Assuming a normal finish, ie, plenty of energy for a safe circuit, you will have approached the finish line at a fair speed, maybe over 100 knots and pushed down to a height at which you feel safe. The worm burners may do it at 100 feet or less, you may find more comfort at 300-400 feet until you get the feel out of it. Now is not the time to plan our circuit! If you are to survive you will have done that long before arrival. Check the wind direction etc, by radio 15km -20km out, then keep your eyes open for traffic.

Generally everyone will do the same circuit after finishing … watch carefully! Pull up very gently after you finish and turn smoothly into your circuit. There is no need to turn all your energy into altitude in a vertical pull up then fly the whole circuit at 50 knots. It is very satisfactory and far safer to gradually bleed off speed as you fly downwind and base and arrive on final at your approach speed. Remember after a long run at high very high speed, the approach speed will feel and sound really slow … monitor the ASI and ensure you are flying ***SLOW*** enough as you approach! As I said before it can be busy at the finish line … remember to dump water about 10km out, remember to do your pre-landing checks and keep your eyes open. Consider pilots just behind you when you land … leave them room to pull up or land beside you and if you can't, jump out and pull your glider off the strip as quickly as is reasonable.

Then you can relax and thank someone that you are not in a paddock somewhere! Some of this sounds like a huge amount of hard work and extreme danger. I only wish to convey the need for preparation and a little thought in your actions. Comp flying is truly exhilarating and loads of fun; it is a sure way to improve your flying skills and your understanding of the possibilities that exist in gliding. I hope at least some of you will give it a try; I will be surprised if you do not come back and have another go.

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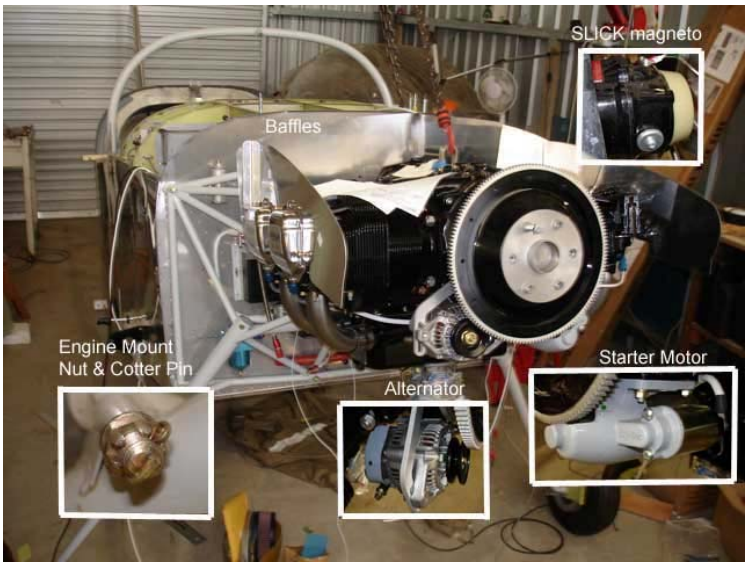
RV-7 VH-XPA Progress Report

Phil Anderton

This is an August update of my continuing report on the progress of building the RV-7. The full report can be seen on my website www.anderton.net.au/rv7/



Motor mounted. See insets for details

Mounting the Engine

Installing the engine took only 40 minutes. There were two reasons for this brilliant efficiency: (1) I had a block and tackle mounted to the thick steel rafter, especially built into the shed for this task, and (2) John Wakefield was there to provide advice and guidance. He has probably installed thousands of Lycomings in his long career in aviation – just another day's job really. It is not straightforward, because the Dynafocal 2 engine mount bolts all point in toward the centre of the engine.

The engine came with a lightweight Starter Motor and Slick Magnetos already fitted (see insets in the image above). The Alternator is an automotive unit that is internally regulated. There are some issues with this, but I intend to try it out and see what happens. If for any reason it is unsatisfactory, I will replace with a more conventional aviation alternator (which will need to have an external regulator).

There are ten critical 5/16" bolts that need to be fitted and tightened carefully: six of these secure the engine mount to the firewall and its steel reinforcements. The other four bolt the engine to the engine mount. All were torqued to spec and secured with castle nuts and cotter pins (see inset in image above).

Instrument Panel, Radio Stack and Wiring

Most of the time spent between April and August has been on planning, designing and installing the instrument panel and radio stack wiring. There are no detailed drawings, so you need to take care to make sure everything fits and works. Grommets, AMP crimp connectors, tefzel wire and cable ties are all used in abundance.

The image below shows the left-hand (pilot side) instrument panel. It is the standard six-pack, with a vacuum gauge above and switch panel below. The ignition switch is keyed on the left. The dial to the right, with the arrow at 5 o'clock, is an ADF indicator. When the ADF radio is tuned to a beacon or AM radio station, this needle points to its relative bearing. The top right smaller instrument is a the Tru-Track experimental autopilot. Below it are an Electronics International (EI) Navigation Timer, and the EI Fuel gauge. Below this is a black trim switch and an LED trim indicator.

Left Instrument Panel (pilot side)

More than a few experimental aircraft building colleagues have questioned my use of "old technology". "Why are you using vacuum-driven steam gauges?", they ask, when I could have used a modern digital Electronic Flight Information System (EFIS) designed and manufactured for the experimental market (see http://dynonavionics.com/).

There are three reasons I went with old technology. The first relates to the life of the aircraft: I want this aircraft to have as long a life as any other GA aircraft. The vacuum-driven and electric mechanical gauges are proven technology, and there are individuals and facilities in Australia who provide servicing and calibration of these instruments (indeed they are TSO'd). The companies who make experimental EFIS systems are not based in Australia and there is no guarantee that they will be able to provide service in 5, 10, 20 or 30 years time. The second reason is that I like systems redundancy. The vacuum instruments are driven by an engine-powered vacuum pump. If the electrics die, they will still work, as long as the engine is running. My turn co-ordinator is electric … it will continue to work if the engine stops. The third reason is about electrical noise. Video screens generate high-frequency electromagnetic noise, and I would prefer to keep the local radio frequency noise levels low, to optimise performance of the electromagnetic signal-based navigational systems.

Radio stack – missing top panel above and throttle/mixture/carb heat cables below

The image above shows the radio stack, slotted into position between the left and right instrument panels. The top "Audio panel" enables the pilot to switch radio and microphone inputs and outputs between different sources. The next "COM radio" is a standard King VHF radio, as seen in many other light aircraft and gliders. The "ADF" is the Automatic Direction Finding" radio, which can be tuned to radio stations or Non Directional Beacons (NDBs) to provide relative bearing information. The lowest panel (TXP) is of the Transponder, necessary for flight in Controlled Airspace.

CASA is currently phasing out most of the NDBs in Australia … so why am I installing an ADF? The answer again is one of systems redundancy. Eventually, I hope to have an IFR-capable GPS as the main Navigational aid. But it is nice to know that you also have a completely separate system as a backup. Not all the NDBs will be phased out … they are keeping some for as fallback navigational aids. Also, one can always tune to AM radio stations, and if you know there location, these can be used for backup navigational purposes.

Finally, the main jobs which still need to be done are:

1. Canopy and windshield installation
2. Laying aircraft wiring for lights, strobes, antennae, flap, trim, pitot heat (in progress)
3. Rivet on two wing panels and front fuselage panel, final rivets where needed
4. Install all inspection and cover panels, inside and out
5. Test all wiring and instruments/radios
6. Attach propeller, cowlings, spinner, wheel spats
7. Disassemble flight surfaces, prepare surfaces and paint
8. Reassemble, test start engine
9. Apply for Certificate of Airworthiness and Inspection

There still is a long way to go really.

So when will it fly?
Despite somewhat controversial efforts to isolate myself from other work, I still have heaps of real work to do these days, and Jenny keeps asking me to turn up at Keepit and tow … which of course I love doing, especially in the eTug. So it will be a while before we are ready to taxi out on 32 at Keepit and take-off. Even when I finish the plane there will be a heap of bureaucracy to deal with.

It will need to be weighed, C of G measured, inspected by a CASA delegate and an experimental C of A will need to be approved. Then I will need to fly around in circles for 50 hours while monitoring performance and ironing out any bugs. However if all goes well, it will not be too long before I am able to base the plane at home in Manilla (with a short strip on the bottom paddock … Manilla International Airport) and fly anywhere I please. Marion is not too sure about the idea of having a hangar right next to the house, but I can't wait!

It has been a lot of fun and I am still enjoying it … but I am looking forward to planning flying and maintenance, rather than building.

Phil Anderton
Membership Secretary
Tug Pilot
Glider Pilot
Owner-builder VH-XPA Vans RV-7

For more details see
http://www.anderton.net.au/rv7/
http://www.aerosportpower.com/
http://www.saaa.com/
http://www.affordablepanels.com/
http://www.vansairforce.com/

On wheels at last

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Coming Events

2007		Event	Contact
October	7 – 19	Club Class Nationals, Kingaroy	Lorraine Kauffmann 07 54427448
November	1 – 4	Keepit practice for the Nov. Comps	Steve Hedley
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		0428 410 010
Andrew Brumby			0404 043 386
Allan Buttenshaw	02 4944 8518		0412 217 557
Tim Carr		02 9801 7979	0414 405 544
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 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 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 pjanderton@optusnet.com.au with your email details and he will fix it.

Keep Soaring
Newsletter of Lake Keepit Soaring Club

Instructor & Tug Pilot Roster … Oct - Nov 2007

Date		Instructor	Tug Pilot
October			
Saturday	6	Rod de Jarlais/ Matthew Minter	Rob de Jarlais
Sunday	7	Rob de Jarlais Matthew Minter	Rob de Jarlais
Saturday	13	Gerhard Stuck	Ron Cameron
Sunday	14	Gerhard Stuck	*winch?*
Saturday	20	Tim Carr	Garry Speight
Sunday	21	Garry Speight	Geoff Neely
Saturday	27	Dave Turner	Andrew Brumby
Sunday	28	Nick Singer	Charlie Szpitalak

Date		Instructor	Tug Pilot
November			
Saturday	3	Vic Hatfield	Ron Cameron
Sunday	4	*volunteer please*	*winch?*
Saturday	10	State Comps	State Comps
Sunday	11	State Comps	State Comps
Saturday	17	State Comps	State Comps
Sunday	18	Garry Speight ?	Charlie Szpitalak
Saturday	24	Dave Turner	Jay Anderson
Sunday	25	Nick Singer	Andrew Brumby

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.