

**April - May 2008**



*Allan Buttenshaw, aka 'Allbutts', in curry mode*  
*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

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## **Editorial**

### **Boris**

He won the heart of every girl and most of the women wherever he went, he was charming and helpful to the men and he was a welcome asset to the Club for this past season. Geoff Neely's article on page 16 about Boris was published in the Gunnedah and Tamworth newspapers and included a photo of Boris. As a result he was repeatedly stopped by total strangers who said "you must be Boris". Boris flew into Temora and was greeted by a stranger with "G'day Boris" ... he had seen Boris' photo on the Club website.

Boris did not really know what he was getting into when he 'signed up' to tow for the season ... his experiences included a lot more than towing. Amongst other tasks that he took on, he filled in for the cleaner when she called it a day ... and can he clean. Alas it may already be too late to photograph the Flight Centre or the 'Rope Room' off the tug hangar or the clubhouse after Boris cleaned them. They sparkled, there was nothing propped up against the walls and nothing filed on the floor.

He is quite adamant that he is NOT coming back; not because of his experience here, rather because his heart is set on a career as an ag pilot. Even 37 members and spouses (and a baby) at the farewell dinner for him at The Tamworth Hotel were unable to convince him to change his mind.

Thank you Boris and good luck.

Ian Barraclough

Editor

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## **Letter to the Editor**

(well actually it was a posting on the Club's web chatsite and is included here because it is one of many making a well deserved point ... Ed).

Fellow Members,

I would like to pass on a special thank you to our Easter Saviour, Garry Speight.

Garry flew the eTug for 5 consecutive days over the Easter period. Without his generous efforts the Butts Bash would have been winch pat with all the associated complications; it is entirely due to Garry's unstinting efforts that we all had a great time of cross-country soaring.

Thank you Garry, a new Saviour at Easter.

Allbutts.

## **Member Profile ... Allan Buttenshaw**

**by Geoff Neely**

Allan Buttenshaw denies that he is a flying nut, but:

- he has been flying around the world for QANTAS since 1989,
- before that he was an instructor on military jets;
- having now left QANTAS his retirement activity is flying Learjets;
- he is building an RV4, and
- he likes gliding because it challenges his skills.

Butts was born at Fairlight, a place known to Sydney people if not to me. Living there and in other places near the water did not make him a surfer but it did lead later on to sailing with his two children.

Much of his childhood was spent in the Hunter Valley, some of that time on an uncle's farm. The uncle had been an Air Force instrument fitter and kept a vast collection of flying magazines, of great interest to a normal boy which Allan claims to have been. His uncle took him to the gliding club at Dubbo where after helping all day, Allan was taken up on the hangar flight in the Venture glider. The story of this type may be found at:

<http://www.narromineaviationmuseum.org.au/venture.pdf>

One early memory is of seeing an F86 skim the surf at Manly – he thought that would be fun. Later he used to watch Sabres at Williamtown on his way to school. In his high school years he once sat in the back seat of a C172 while his uncle and an instructor sat in front. They changed seats in the air and Allan took the controls under supervision. He flew the approach and both men, impressed, said “Sonny you should consider a career in aviation”. So is the child father to the man.

After matriculating Allan took a couple of fill-in jobs while he waited to be accepted by the RAAF as a radio technician. Allan found himself at Butterworth, a sergeant in the RAAF, with enough money to consider power flying lessons and I think we can guess the upshot by now ... he went for it.

With the gliding club at Richmond he learnt in the Schweizer T-22. He gained Silver C in the Schweizer 1-26. In those days you had to land 50km away and Allan's crew followed by road until he landed in a stubble paddock beside the road.

He did a RAAF pilot training course at Point Cook in CT4. He has been posted to Pearce in Macchis, Townsville on Caribou, Williamtown and Butterworth on Mirage. You guessed it: his aptitude was noted and he was sent on an instructor course and eventually to Central Flying School at East Sale, training instructors on Macchi and Mirage.

After the air force it was Learjets, then he joined QANTAS in 1989 as First Officer on B767, B737 and eventually B747-400.

Somewhere among this he married Yve. They have two children, Clare and James. He spent time sailing with them when they were little kids. He is pleased to see that sailing skiffs with other juniors has developed their confidence and their facility for interacting with other people. They have kept up their sailing and Clare, with James as crew, has been NSW B Grade Junior Champion. James is now an apprentice LAME.



On QANTAS layovers Allan enjoyed walking around the cities looking at city sights, shopping perhaps, looking at buildings and places, but above all people. He can sit in a city and just watch people go by.

And the RV4? Remember he says he is not a flying nut. Allan says anyone can build an RV but it helps that he picked up manual skills on his uncle's farm and in training as a radio technician he did fitting and woodwork, among other things making aluminium radio chassis. (Is anyone still alive who can remember fitting valve sockets into an aluminium chassis?)

Retirement from QANTAS has made time for a return to skiing but Allan's other passion is cooking. He says we all have our particular bent: he can not draw or paint but he seems to know just what to put in a stew and sure enough the promise of a Buttenshaw curry draws members to Lake Keepit. The influence of an older generation is seen here again ... his mother gave him The Commonsense Cookery Book and he has gone on from there.

He will be moving to Nowra with his new job but he will still come to Lake Keepit when he can.

And finally, in Allan's own words:

"Nothing matches gliding for the need to use all the manipulative ability, finesse, accuracy and determination to succeed. Coupled with navigation, weather knowledge, watching the day develop and tying all that to the terrain you fly over makes for total concentration.

"The last two Comps that I have attended have generated a quantum change in my confidence in decision making: whether to turn or not, when to leave the lift, how fast to fly between thermals, how high to stay, how far off track to go, when to start etc. etc. I have improved each time and yet my manipulative skills are the same... what a sport!

As a newly retired 60 year old, I see great future enjoyment in gliding, my age is not unusual on the gliding field and I am sometimes young enough to help the senior Elders with their aircraft and equipment. Few other sports offer this level of competition to a group this senior.

When I returned to gliding one of our Gurus (Speight-o-san) said it took him 4 years to consistently fly fast. I think I'm about 6 months behind that and still behind him on most days even though he gives me a better than 10 year start.

Another fine point of the sport is the cold beer at the end of the day when we all tell each other how good we were."

Connoisseurs of the Buttenshaw curry (*see Cover*) will agree that he has moved on from there.



## Summer Perambulations

Harry Medicott

Trying to outdistance the unseasonable NSW weather this summer took me a little further than usual.

Firstly the comment must be made that at Lake Keepit we have one of the most interesting sites from which to fly. Mountains, coastal highlands as well as open plains make an exciting combination. The sad failure of Waikerie and Tocumwal to maintain a full time operation and Benalla no longer able to continue with a professional manager/coach means we are one of the few gliding sites in Australia offering a full time operation with both launching and training available. Coupled with an attractive site, it means we have a bright future if we plan carefully. Full marks to Jenny Ganderton for the magnificent effort she is making despite the vagaries of weather and tug availability.

Wendy and I spent an interesting couple of weeks in South Australia ... our first visit for a few years. At Gawler on the northern edge of Adelaide, I am always greeted warmly following my non-stop flight there from Lake Keepit some years ago. They are losing part of their vast WW2 airfield for highway extensions but will still have plenty left for gliding operations. Their membership renewals are well down this year which is causing them concern. Like Southern Cross at Camden they rely heavily on intro flights. On the Saturday I was there they had 7 booked in to fly at \$120 each.

They have just bought a DG1000 which together with trailer and instruments cost about \$200,000. It replaced a Grob 103 twin (the same as we have) which had successfully flown nearly 10,000 hours. Probably no shortage of members to fly the intros in the DG 1000 ... I'd volunteer to do a few myself! They have a live-in tug pilot who will give launches whenever needed. Anyone with an independent rating can always get a launch. I was charged \$30 for a 2,000 ft launch on a time basis and as my glider was heavy with water I thought this reasonable. The club also owns a Jabiru and has been a successful adjunct to the club's operations. Quite a bit of training is undertaken in it. The airfield and training area is well within the control zones associated with the RAAF base at Edinburgh just a few miles to the south. The club gets on well with the RAAF who release airspace on request. Weekends are always OK as the RAAF does not operate then ... shades of Pearl Harbour.

Waikerie is rather depressing. The busy operation which ran for many years is no more despite valiant attempts by members to keep a full time commercial operation going through the summer months. The facilities, including huge club rooms built for the World Championships about 30 years ago, and a large swimming pool, are now largely unused. They fly for two weeks during the Xmas-New Year period and then on weekends, reducing to every second weekend during the cooler months. Waikerie airfield has a long fully tarred runway, now mostly there for the benefit of the RFDS as well as an unsealed cross strip. Gliding operations are on watered grass launching pads adjacent to the runways.

The message for Lake Keepit pilots ... if you don't use it you may lose it!

We timed our visit to Waikerie to coincide with the end of the SA State Comps and then a training week organised by Bernard Eckey, the senior SA coach. Ingo Renner drove from Tocumwal and apart from incidental expenses, donated his time. He is a true gentleman as well as being Australia's most famous pilot and a coach. If we could organise a well attended training week at Lake Keepit, he might well be tempted to accept an invitation.



The training week was a revelation. About 30 pilots attended varying from early solo seeking to achieve their first 50km flight, to more experienced pilots trying for 750km or more. Surprise! They were mostly young, meaning under 40! Gliding in SA has a secure future if this continues. I wondered why. It seems quite a few flew with the Adelaide University Club at Stonefields, which is located an hours drive east of Adelaide on the other side of the Adelaide Hills and at Balaclava, a near coastal site an hours drive north of Adelaide. Both are winch sites which means a weekends gliding can be fairly inexpensive and I have no doubt this contributes to the number of enthusiastic young pilots.

About five years ago I predicted that oil prices which were then about \$25 per barrel, would reach \$100 within ten years. I got that one wrong. I also predicted that when the next world recession came along that Australia, due to its massive overseas net debt of c\$550 billion would suffer more than other countries. That has not happened yet.

To make our Club petrol price and recession resistant, we need to have affordable training available for local members. I am always only too happy to take an aerotow, but winch launching for training, as is almost universally used in Europe and more than you realise in America, must be the long term objective. When I joined Lake Keepit about ten years ago the winch was only good for heights of 1,000 ft without a strong headwind. Modifications have increased this to 1,500 ft. for training gliders which is reasonable. But the 4,500ft we have available has been shown to be capable of achieving 2,000 ft launches with the right gear. Strong winches in Europe launch gliders up to 800 kg such as an ASH 25 or a DG500. At Gulgong single seat gliders are launched with up to 100 litres of water and heights of 2,000 ft. are achieved. A good winch, as well as being ideal for training provides a useful back up when a tug becomes unserviceable.

(see Harry's discussion on page 10 ... Ed.)

## **Cabin Accommodation Debentures**

**Dave Shorter**

The Club has been fortunate over recent years to have the use of the air-conditioned cabins we have on site, which were originally financed and erected by Michael Shirley. They contribute largely to the appeal of our Club to members and visitors.

The Club leased cabins 1, 2 and 3 from Michael, while individual members have leased the other cabins with a special deal which allowed the Club to use these while the lessees were not occupying them. The Club now has the option to purchase the cabins and has proceeded to buy cabins 1, 2 and 3. The Club would also like to proceed with the purchase of the remaining cabins. The total value to buy all the cabins is approx. \$60,000.

To complete this purchase the Club will need to raise the capital required and envisages this could be by way of member debentures which will be for a minimum of five years and will pay interest at current deposit rates. Interest would be payable as standard interest or could be by credit applied to members' flying accounts. Twelve debenture holders at \$5,000 each would meet this target. Members who could be interested in assisting the Club in this way should contact the Treasurer, Dave Shorter.



## Weeds Control

Roy Worthington and Todd Clark

We are facing a problem with weeds ... the problem species growing in our airfield are:

- Caltrop which produces a vicious spikey seed (cathead) capable of puncturing glider tyres. Caltrop is a vine with little leaves and a small yellow flower.
- Khaki weed which produces the "millions of burrs" which get in your socks and shoes.
- Pattersons Curse which produces strong woody stems which can snag tow ropes when taking up slack.

Last year we paid a contractor to spray the whole airfield ... very expensive and we still have the weeds. The seed bank in the soil will guarantee regrowth each year. To prevent further seed generation the weeds have to be killed off before seed sets. This could require spraying up to three times a year ... whenever regrowth appears (which happens every time it rains).

So to pursue a "contracted" weed eradication and control program would necessitate expenditure of around \$5,000 pa for 5 to 7 years. We do not have that money.

Todd Clark has researched the requirements very thoroughly and has obtained recommendations from the Dept of Agriculture for a spraying regime. He has also explored the possibilities of investing in boom spray equipment to do it ourselves.

Control of future regrowth by pasture competition is also recommended as a sound strategy. So any weed eradication program should include pasture development.

### What Options Do We Have?

1) Commit to a full scale program of spray control using contractors. Cost say \$5,000 pa for minimum 5-7 years. Fund the program with a "weed control levy" of \$80 pa from members, additional to normal membership fee.

2) Spray now with one application, then attempt to control regrowth by member attention to spot areas. Possible waste of money if we can not control the regrowth.

3) Do nothing ... live with the weeds. Fill rear tyres of gliders (the most vulnerable) with sponge rubber foam. (see Function Follows Foam on page 15 ... Ed.)

4) Do a spot control management program, to "push back" the weed infestation, while concentrating on out-competing the weeds with pasture development. \$1,500 spent on spray gear that members can use, cultivation equipment, fertiliser and seed could have a very positive effect.

Some members may be comfortable bumping up membership contributions by \$80pa. However, if we can get member involvement in a program of spraying, chipping and pasture improvement ... tackling the most trafficked areas first ... then we may be able to spend controlled amounts of money from the Club's existing financial resources on spray gear, chemicals, seed and fertiliser and avoid a large increase in membership contributions.

Roy Worthington is the Committee Officer taking the responsibility for airfield maintenance. He would appreciate your feedback and offers to join a team to work on a program of weed control. Todd Clark has already taken a lot of the initiative in exploring the options available and would also be a good man to speak to.





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Todd Clark 0409 386 667 [toddclark@hotmail.com](mailto:toddclark@hotmail.com)

One of the beauties of belonging to a club is that we can do some of these jobs as a club and control our costs. The alternative is to buy our gliding from a commercial operator like Shinzo at Narromine or the operation at Corowa and pay. We need your help if we are to do this job ourselves.

### **Internet and Email Useage Charges**

**\$2.00 / hr or part hour, each time you connect to the internet**

**Pay into the phone charge dish, or add to your account**

**Please pay when you use your personal laptop**

**Please, no videos, UTube, video messaging, photo files etc**

The Club's internet connection is unfortunately not free. Being remote from the nearest telephone exchange we are obliged to use a Next-G Telstra connection ... which is VERY expensive. We are also limited to a maximum of 3GB data; there is no unlimited plan available. Exceed this limit and we incur extortionate charges.

Due to the amount of useage of this connection we are already on the maximum 3GB plan and some months we are threatening to exceed that. The cost to the Club of this plan is \$129/month. The use by members and visitors of the Club's wireless internet connection is a service the Club provides, as people increasingly expect to be able to access internet from everywhere.

However, we are unable to make this available free and will be requesting payment in future from anyone using this connection ... whether from the Club's computers, or by wireless on personal laptops.

#### **Conditions of Use**

- 1) Payment of \$2.00 per hour or part of thereof, for EACH TIME you connect to the internet.
- 2) Downloading or Uploading of videos, large files, photo files, UTube and any form of video conferencing, video messaging is banned.
- 3) These conditions apply to any use of any computer at the Club ... including individual personal laptop computers.
- 4) The charging system is voluntary and will work on an honesty basis ... internet charges can be added to miscellaneous transactions on your account, or the money can be deposited in the phone contributions dish alongside the flight centre computer.

Dave Shorter  
Treasurer.



## **Launching Reliability**

**Harry Medlicott**

After receiving the article "Summer Perambulations", Editor Ian Barraclough suggested that an article on winch design and the case for a new improved winch at Lake Keepit would be appropriate.

### **The Need?**

Firstly let it be quite clear that I would not have the slightest concern if I never had another winch launch, and that there was a nice powerful Pawnee sitting ready whenever needed. The reality is different. Since parting company with the self launching Nimbus I have flown regularly at Narromine during the peak summer gliding season primarily because launching at Lake Keepit has been unreliable. I am not alone. The club's future, particularly with an employed mid week manager, depends on having reliable economical launching available throughout the year. This surely was one of the aims of the eTug syndicate and it is a matter of regret that there have been unexpected teething problems. Sometimes in this world it is incumbent on us to disregard our personal interests and do what is best for the common good.

Popular aerotow sites invariably have two tugs – Bathurst, Camden, Kingaroy, Jondaryan, Adelaide, Tocumwal and Narromine to name ones with which I am familiar. Why? Aeroplanes in general and hard working old tugs in particular are rightly grounded when the slightest defect becomes evident. The clubs just mentioned, with the possible exception of Jondaryan, all have maintenance facilities either on the airfield or very close. Despite the invaluable efforts of John Wakefield, an unsung Club hero, the same cannot be said of Lake Keepit. Maintenance to date has been performed at Inverell which is about an hour's flying time away. An expensive exercise and only available if the aircraft is still flyable. We recently had a situation where there were 3 tugs on the airfield and none was airworthy. So out comes the faithful, but pretty reliable, old winch and it at least gets pilots in the air.

### **A Second Tug?**

The Callair was a bargain, but they do not come along often. The cost of a better Pawnee with a low time motor is about \$85,000. eTug, after it overcomes its teething problems and gets issued with a Supplemental Type Certificate will not be any less.

Including such things as insurance, inspections and interest on funds, having and operating two good tugs is beyond the financial capacity of the Club at present, but Dave Shorter is the authority and he may think differently. A good cross hired tug would be an excellent option, but owners, if they can be found, expect reasonable remuneration and a return on their investment. We were able to buy the Callair because the club cross hiring it did not give it enough usage to satisfy the owner. They are now seeking another plane to cross hire.

### **A Good Winch?**

By good is meant one capable of reliably launching heavy two seat gliders and water ballasted single seaters to about 2,000 ft agl. This height is obtainable with the length of runway at Lake Keepit. Changing to such a winch in the case of a tug breakdown would be no problem for most pilots.

Equally important is the capability for low cost training. The cost of aerotow makes learning to glide an impossible dream for the majority of would be pilots living within a reasonable distance of Lake Keepit.



### **Labour Required**

Comments are often made about extra labour being required for a winch launch. Yes, a wing runner is required. The winch driver or wing runner can retrieve the rope. If the wing runner immediately drives the retrieve vehicle to bring the rope back, then a 10 minute turnaround or 6 launched per hour is the maximum rate. For faster turnaround a dedicated retrieve driver speeds the launching rate but there are usually plenty of people around when fast turnarounds are needed. When pilots were ready the turnaround rate at Mangrove Mountain was a launch every 6 minutes. We have achieved 10 launches an hour when there was a queue of gliders. I have winch launched without a wing runner by supporting the wings but believe this is not an approved practice. I cannot see why it should be any more dangerous than taking off wing down by aerotow but I am not recommending the practice.

The big advantage is that most club members can operate a winch whereas an aero-tow requires a qualified pilot who just may not be available. So there are considerations both ways.

### **Winch Design**

Ian asked me about the cost of European professionally built multi drum winches. The starting price for these is about \$100,000. Sounds an awful lot but they get high utilisation. When I was present at the London G.C. flying from Dunstable, there were 3 training gliders operating. A tractor with a spreader bar was pulling back six cables at once. This allowed two launches per training glider before another rope retrieve was needed. Often these winches run on LPG or diesel to minimise fuel expense. High European fuel and plane maintenance costs mean that these high winch acquisition costs are easily justified. But please don't think that all European winches are so costly. I do not have precise statistics but I understand plenty of smaller clubs have amateur made winches. What they now have in common now is larger motors and the capacity to launch heavy gliders.

Lake Keepit could never justify the cost of a European factory made winch but club made winches are just as good and cost a fraction of the price.

I was largely responsible for building the winch at Mangrove Mountain about 25 years ago. It, along with many amateur built winches, is extremely reliable and gives good launches from the short Mangrove Mountain strip. Total cost, including the motor was about \$3,000. Just put in a good motor and transmission and there is not much to go wrong. At Mangrove Mountain the part most likely to fail was the starter motor, not surprising as it regularly did several thousand launches per annum. They keep a spare starter motor on hand for a quick replacement, even if it only happens every couple of years. They recently replaced the motor after 25 years and probably 70,000 launches. The original motor was second hand to start with. Most maintenance or repairs when needed on a winch can be undertaken by club members on the spot. Cost of repairs and motor replacement at Mangrove Mountain was less than a dollar a launch. Our winch has a 351 c.i. Ford V8. The gearing is wrong as the launch progresses which means we get less height than we could. Winches in England are now generally built using motors such as a Chevy 454 c.i. V8 which has plenty of power to launch the heaviest glider.

### **Developments in Winching**

Dyneema rope ... incredible stuff; it is 4.5 mm diameter, is stronger than steel, safer than wire, has a breaking strain of over 2 tonnes and its light weight gives higher launches, it is also pretty expensive. On grass strips it has achieved a life of 3,500 launches but wear could be a problem. I am in contact with the UK experts in its use.



### **Retrieve Winches**

A retrieve winch is used in the UK where a fast turnaround is required or the strip does not lend itself to being driven over by a vehicle. Its use would also minimise wear on rough strips such as ours. It is a small winch at the launch point. A thin rope connects to the main launching cable. After release the retrieve winch pulls the cable back to the launch point. This allows a launch rate of up to 30 launches per hour. There is a slight reduction in height achieved. Lasham, England's busiest club and Long Mynd use retrieve winches. If you are interested there is a video of the Lasham retrieve winch in action which you can find using Google.

### **Build Our Own and How Much?**

How long is a piece of string? If you went to an engineering firm and asked them to build one and their time was charged at \$50.00 per hour (perhaps more), it would be pretty expensive. The motor used makes a large impact on total cost. A Ford 351 ci V8 or Chevy 350 ci LS1 costs about half that of a Chevy 454 ci V8 as popular in UK. If club members took an interest in building it, as I did at Mangrove Mountain, and sourced items at best cost, then It could be between less than \$10,000 and no more than \$20,000.

The design is pretty simple. The motor, through an auto gear box, connects to an old truck diff which has had its sun gears welded up. The drums are mounted where the wheels used to be. The original brakes are used to provide braking. If double drums are to be used the axles are set up to be pulled out to enable disabling the drum not being used. The best lead in gear is large self aligning (swivelling) pulleys. Start with a reliable motor and you will have a reliable winch. This design does not require laying on gear such as on our current winch. Look up the Harden G.C. web site to see a picture of an effective low cost winch. They regularly get heights of 1,900 ft. from a strip the same length as ours using 8mm poly rope which they have just replaced after 470 launches, which works out at about \$1.00 per launch. Their strip is a rough grass strip, probably much the same as ours. However they are using a 318 c.i. compared with our 351 c.i. motor. They are looking at putting in a larger motor. The reason for their better performance is in the gearing which would be very difficult to change in our current winch.

An economical option could be to get hold of an old winch and re-engine it as well as changing lead in gear and drums to handle rope. A winch can be on an old truck or a trailer, there are advantages both ways. The trailer is useful if you have to take the winch away to another gliding site or for maintenance. Also one less motor to maintain. On a truck means it is all self contained and you do not have to borrow a car to pull it to the launch point. The truck chassis may save on construction costs and an old truck could be found at modest cost. I do not think it matters much which method is chosen.

I hope these comments have put some possibilities before Club members.

## **CITY COAST MOTORCYCLES**

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GEOFF SIM





## Glider Usage

Treasurer Shorter

	<u>This Yr (07-08)</u>		<u>Last Yr (06-07)</u>		<u>Prior Yr (05-06)</u>	
	\$	(hrs)	\$	(hrs)	\$	(hrs)
<b><u>TWO SEATERS</u></b>						
AEF-Joyflight	w/e \$1,249	(5.7)	\$1,022	(6.9)	\$1,052	(10.2)
	midwk \$350	(2.9)	\$1,918	(9.5)	\$2,045	(14.3)
	total \$1,599	(8.6)	\$2,940	(16.4)	\$3,097	(24.5)
INSTRUCTION	w/e \$1,360	(33.4)	\$1,546	(40.4)	\$1,214	(31.)
	midwk \$3,105	(62.2)	\$4,290	(93.4)	\$4,846	(105.9)
	total \$4,465	(95.6)	\$5,836	(133.8)	\$6,060	(136.9)
OTHER (Independent flying -solo, mutual, pass)	w/e \$451	(15.7)	\$466	(12.6)	\$769	(23.2)
	midwk \$2,616	(58.6)	\$1,431	(52.)	\$2,732	(62.3)
	total \$3,067	(74.3)	\$1,897	(64.6)	\$3,501	(85.5)
<b><u>TOTAL ALL TWO SEATERS</u></b>	w/e \$3,060	(54.8)	\$3,034	(59.9)	\$3,035	(64.4)
	midwk \$6,071	(123.7)	\$7,639	(154.9)	\$9,623	(182.5)
	total \$9,131	(178.5)	\$10,673	(214.8)	\$12,658	(246.9)
<b><u>SINGLE SEATERS</u></b>						
JUNIOR HNY	w/e \$633	(22.4)	\$343	(11.8)	\$203	(13.8)
	midwk \$1,440	(41.)	\$1,136	(30.5)	\$4,089	(71.1)
	total \$2,073	(63.4)	\$1,479	(42.3)	\$4,292	(84.9)
STD JANTAR IZV	w/e \$59	(1.7)	\$163	(6.9)	\$329	(27.3)
	midwk \$947	(18.7)	\$1,953	(36.8)	\$2,382	(50.4)
	total \$1,006	(20.4)	\$2,116	(43.7)	\$2,711	(77.7)
CIRRUS IUZ	w/e				\$22	(.6)
	midwk				\$1,328	(6.9)
	total				\$1,350	(7.5)
LS7 XJY	w/e \$668	(27.6)	\$473	(38.6)	\$838	(26.9)
	midwk \$3,812	(60.4)	\$2,631	(72.7)	\$3,989	(46.6)
	total \$4,480	(88.)	\$3,104	(111.3)	\$4,827	(73.5)
LS6 KYL	w/e \$564	(25.6)	\$110	(21.3)	\$295	(23.8)
	midwk \$2,436	(39.6)	\$4,499	(74.9)	\$1,880	(68.3)
	total \$3,000	(65.2)	\$4,609	(96.2)	\$2,175	(92.1)
<b><u>TOTAL ALL S/SEATERS</u></b>	w/e \$1,924	(77.3)	\$1,089	(78.6)	\$1,687	(92.4)
	midwk \$8,635	(159.7)	\$10,219	(214.9)	\$13,668	(243.3)
	total \$10,559	(237.)	\$11,308	(293.5)	\$15,355	(335.7)
<b><u>TOTAL - ALL ON-LINE GLIDERS</u></b>	w/e \$4,984	(132.1)	\$4,123	(138.5)	\$4,722	(156.8)
	midwk \$14,706	(283.4)	\$17,858	(369.8)	\$23,291	(425.8)
	total \$19,690	(415.5)	\$21,981	(508.3)	\$28,013	(582.6)

Note - income earned on some club gliders is affected by the amount of bulk flying. This has distorted some of the \$ amounts for KYL and XJY



### **Treasurer Shorter's comments**

The report above is an analysis of Club glider usage for the peak season this year, with comparisons to prior years, for the peak season of December through to mid February - 11 weeks. These figures are extracted from the Fltops data. (Similar figures exist for the full year-to-date. This report excludes the effect of the November comp.)

Of concern is the consistent trend each year of declining glider utilisation and income. In all aspects of our operations utilisation is down. Over the two year period passenger flight income is down by almost a half, midweek instruction hours by more than one third, and midweek single seater hours by one third. Overall total income and hours are both down approximately one quarter from two years ago .... and two years ago our figures were also significantly lower than prior years.

Club member attendance is declining, and we are not attracting the same numbers of midweek customers. If this club is to survive in its present format we will need some pretty good ideas to encourage more people to the Club to fly our gliders. Got any ideas??

### **Manager Jenny's comments**

I would like to mention a few things that have a bearing on this, at least for this season.

- 1) The weather has been bad ... lots of rain. People have gone away after a day or so of rain.
- 2) We have not had a reliable tug. Many people do not care to winch launch and go away if there is no tug available. Two of our overseas visitors this year indicated that they would not come back if we did not have a back-up tug available. This is still my biggest headache.
- 3) Lack of advertising. I have mentioned several times that I feel our advertisements in magazines should be changed from time to time, otherwise they are passed over. Our web site change has not really been an improvement and has not been kept up to date. The web is our most important source of advertising. I have noticed that nearly everyone who makes an enquiry from the web-site ends up coming here to fly eventually.  
I also feel we need to advertise in other aviation type publications such as Aviation Trader, RAAus magazine etc. Sailing and motorbike magazines might be worth a try too.
- 4) When Geoff Neely was staying here, he did a lot to promote the Club in the local area ... newspaper articles and making sure that all the tourist offices had brochures etc. I have been unable to keep this up and would appreciate help from members in this area.
- 5) Increased price of joyflights may have reduced the number requested, but I think that the poor weather may have had more of an effect. It is hard to provide joyflights when I am instructing with students, but I do not think I have had to knock more than one or two back ... or rather ask them to come another day. In that instance it rained the next day!
- 6) I do not believe the weekend operation and the mid-week operation can be completely separated. Improvements to either leads to improvements in both. DDSC seems to be going gang busters ... can we learn from them?
- 7) We need more local members. How can we achieve this? We need 5 year plan!

## Function Follows Foam

Graham Holland

The well known cats heads, the terrors of tyres, have caused Paul, Al and I, the fond owners of Jantar IZT, much stress, sweating and cursing over the difficult task of repeatedly repairing and replacing punctured tail wheel tubes. They also attack wing walkers. Gerhard casually mentioned one day that they could be filled with foam and thus be puncture free until the tyre wore out. His ex-Club Jantar UKU's tail wheel was filled sometime in the past, but he did not know how and where.

Much phoning and asking around produced the following result for IZT. The tail was filled in Narellan in July 2007 (because IZT was at Camden Sailplanes). It cost the minimum charge of \$40. In the "super flex" process a liquid polymer is pumped through the tube valve to your nominated pressure, and then heat cured. It is not a foam, but a flexible compound filling the tube. It is known as "solid fill". Interested parties are invited to view and squeeze IZT's tail wheel. It feels the same as a tube full of air.

The wheel weighed 880gm before and 1548gm after, so it had gained about 0.7kg. A weight and balance check showed that it was still comfortably within the CG limits and the placard cockpit weights changed from a minimum of 70 to 73 kg and the maximum from 106 to 105 kg, presenting no inconvenience to us and removing the dread of arriving at Keepit to find the tyre flat ... again!

I suggest that it would be a very good idea to fill all the Club glider tailwheels and where relevant, nose wheels. Nothing turns members off more than arriving from a long hard drive from Sydney to find they have to repair or replace a tail wheel tube (assuming they can find the bits) before they can fly.

The first step is to check the weight and balance, by assuming a conservative increase of 1kg in the weight of the tail or nose wheel. If the changes to the placarded weights are acceptable then send the wheel to one of the two places below. There may be others. Browns Tyres in Gunnedah will handle it, they send the tyre to somewhere in Newcastle I think. It makes obvious sense to put a new tube and tyre on the wheel and both can probably be bought from the treasure trove of Bearfast in Tamworth.

- (1) Bearcat Tyres                      phone: 9688 8888.  
2-10 Amax Ave,  
Girraween 2145  
\$35 plus GST for a tyre 6" or less, more for bigger tyres.  
Remove or firmly secure wheel bearing, usually a 24 hour turnaround.
  
- (2) South West Ring Tread            phone: 4648 2178  
29 Bellingham St  
Narellan  
They charged the minimum cost of \$40 for IZT's tyre and it was done when they had enough to make it worthwhile doing it.



## **Boris Ariotti**

**Geoff Neely**

(This article was written by Geoff and published in Gunnedah's Namoi Valley Independent and Tamworth's Northern Daily Leader.)

Boris Ariotti came from Argentina to spend the summer at Lake Keepit Soaring Club and further his flying experience by flying the power aircraft that is used to launch sailplanes. He had his twenty third birthday here.

Boris says that in Argentina not much is known about Australia. Most people, when you mention Australia, say "Ah yes, kangaroos". Soon after he arrived Boris had his own kangaroo story. He lined up his aircraft to land on a spot of colour on the grass runway but at the last moment the spot of colour stood up, flicked its ears and hopped off. You keep your hand on the throttle for such a contingency and a surprised Boris landed further down the field.

Boris lives in Colon, the town where he was born, 250km northwest of Buenos Aires. It is a town about the size of Tamworth. He says Argentina has some similarities with Australia: it is a big country with few large cities and a wide variety of terrain and climate. Most Australians would surely be surprised to see from the atlas that Argentina extends from the latitude of Heard Island as far north as the latitude of Mackay.

English is a compulsory subject at school and is practically essential at work and another reason for Boris to spend time in Australia was to improve his English. He thinks it is a nice country, people have been kind to him and he finds it easy to travel and learn. He counts his visit as life experience and indeed it seems to be the typical young person's overseas adventure.

Boris had heard good things about Australia. He met a young pilot at an airshow in Argentina, who had spent a summer in Australia towing gliders at Waikerie Gliding Club in South Australia and this led him to look on the internet for vacancies. Lake Keepit Soaring Club is one of the few full-time gliding clubs in Australia and they sent an encouraging reply.

Boris says he has wanted to fly since he was a child. He became an airfield rat, washing grease off aircraft in return for the occasional flight. At fifteen he started gliding lessons and later travelled long distances for flying lessons.

At twenty he went to Buenos Aires and gained his Commercial Pilots Licence. He now works for an air agriculture operator back at Colon. The additional experience he is gaining in Australia will allow him to apply for training in crop-dusting.

When he first arrived Boris was met by Ian Barraclough, the Tugmaster of Lake Keepit Soaring Club who took him home and shepherded him through the tedious and frustrating process of getting an Australian licence and even worse, a security clearance to fly aircraft. A personable and handsome young man with something of Latin charm, Boris charms everyone he meets.

After Boris finishes at Lake Keepit he wants to see the Whitsunday Islands and has then been invited to Melbourne and Tasmania.



## Coming Events

2008		Event	Contact
Until 6 June		Dorothea Mackellar Poetry Awards	Barbara Guest 02 6742 1200 <a href="mailto:dorotheamackellar@bigpond.com">dorotheamackellar@bigpond.com</a> <a href="http://www.dorothea.com.au">www.dorothea.com.au</a>
May	3-4	Historic Earthmoving Field Day, Jondaryon, QLD, at the Jondaryon Woolshed	Jondaryon Woolshed 07 4692 2229 <a href="mailto:info@jondaryonwoolshed.com">info@jondaryonwoolshed.com</a> <a href="http://www.jondaryonwoolshed.com">www.jondaryonwoolshed.com</a>
May	9-11	New England Wool Expo, Armidale	Joan Dunn 02 6772 8974 <a href="mailto:info@woolexpo.com.au">info@woolexpo.com.au</a> <a href="http://www.woolexpo.com.au">www.woolexpo.com.au</a>
May	31	Territory Freshwater Fly Fishing Open	Darwin Flyrodders 08 8931 1650 <a href="mailto:admin@darwinflyrodders.org.au">admin@darwinflyrodders.org.au</a> <a href="http://www.darwinflyrodders.org.au">www.darwinflyrodders.org.au</a>
		There might be some gliding events also but probably not until next season ... Ed	

## Contact Numbers for Instructors and Tug Pilots

Name	Home	Work	Mobile
Jay Anderson	02 9571 9592	02 9221 4938	0418 676 696
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 Medicott	02 4365 3626		
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
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](mailto:pjanderton@optusnet.com.au) with your email details and he will fix it.

## Instructor & Tug Pilot Roster ... Apr-May 2008

Date		Instructor	Tug Pilot
<b>April</b>			
Saturday	5	Vic Hatfield	Geoff Neely
Sunday	6	John Hoye	Charlie Szpitalak
Saturday	12	Matthew Minter	Phil Anderton
Sunday	13	Rob de Jarlais	Rob de Jarlais
Saturday	19	Tim Carr	Garry Speight
Sunday	20	Garry Speight	<i>volunteer needed</i>
Anzac Day	25	<i>volunteer needed</i>	<i>volunteer needed</i>
Saturday	26	Dave Turner	Andrew Brumby
Sunday	27	Nick Singer	Bill Gleeson-Barker

Date		Instructor	Tug Pilot
<b>May</b>			
Saturday	3	Vic Hatfield	Geoff Neely
Sunday	4	Peter Sheils	Charlie Szpitalak
Saturday	10	Gerhard Stuck	Jay Anderson
Sunday	11	Gerhard Stuck	Phil Anderton
Saturday	17	tba	Rob de Jarlais
Sunday	18	Garry Speight	Rob de Jarlais
Saturday	24	Dave Turner	Andrew Brumby
Sunday	25	Nick Singer	Bill Gleeson-Barker
Saturday	31	Vic Hatfield	Geoff Neely tbc
Sunday	1	tba	tba

\* If it is clear that there will be no instruction and no gliding on these days LET THE TUGGIE KNOW.

**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.