

**December 2007 - January 2008**



***Harry Medlicott***

*Having prepared the day's weather forecast and given the weather briefing, Harry loads the task on the grid during the NSW Championships at Keepit earlier this month. (Photo Ed.)*

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

### Comps

We did it again! Another well run and safe Competition. The list of members who spent months, weeks and busy days preparing before Practice Day is extensive. There were many more who worked hard during the Comps, many of them unseen and unsung ... and then there was the team who stayed behind or returned, who dismantled everything the day after and returned the Club to its normal state.

Dave Shorter sent an email around a week prior detailing the Comps organization ... there were 23 members mentioned on it, many with multiple jobs. Each day there were a host more who helped out un-asked, running ropes, washing up, emptying garbage cans, balancing the books and so on.

It was a Competition we can be proud of. Hopefully in due course, Treasurer Dave Shorter will have some more good news for us.

### Keepit Safari

Regrettably, this year's Keepit Safari had to be cancelled when four of the five intending participants pulled out. As this newsletter goes to press the remainder are planning a few days soaring based at Keepit instead.

### 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." ... this has been Bruce Taylor's consistent message for his Cross Country series that we have been re-printing in recent issues.

*"Understanding and feel for the sky you fly in"* was underlined at Briefing, each day in the recent Comps when the winner of each Class told us "how he or she did it". Without exception they talked about the air or the sky, "that cloud street there" or "the energy line running this way ...". And it was amazing to realize that some of those gun pilots, who had not been in the same Class or even seen each other during the task, had made exactly the same decisions, at the same point, on what course to fly, what ground features to follow and what air to choose. These winners' experience and Bruce Taylor's articles are fundamental in improving cross country speed.

### Boris Ariotti

Boris' Australian licence finally arrived during the Comps, 5 weeks after he arrived in the country. He was in the cockpit of eTug and doing circuits within minutes! There is a photo of him later in this issue taken as he rolled to a halt after his first aerotow in Australia.

### Photos

My apologies for the lack of definition on people's faces in most of the photos I took for this issue. Whilst I asked for 'hats and sunnies' off, I should also have used a fill-in flash or asked everyone to stare into the sun ... next time.

Ian Barraclough

Editor

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## **The NSW Championships 2007 held at Lake Keepit 10 – 17 November**

**The Editor**

Eight glorious soaring days out of eight! After a week of poor weather leading up to the Comps we were rewarded with good soaring weather for the whole week.

‘Well done’ to the team that set up the Keepit site to host the event and ‘well done’ to the Keepit members and others who ran the event. It did go off smoothly and safely. Contest Director Dave Shorter made a point at Briefing over the last few days of identifying and calling for richly deserved applause for the many people who had carried out each of the tasks that made the Comps a success.

There were some interesting tussles in each class and Keepit members featured in most of them. Altogether 25 Keepit members competed in the Championships.

### **Club Class**

19 gliders contested Club Class and with pilot sharing, 10 of those entrants accounted for 12 Keepit pilots. I am not sure how he did it but Dave Jansen in a Cirrus came in first, ahead of Ian McPhee and Mark Laird in the Grob Twin III (they won 5 days and came second on the other 2 days) and John Hoye and Ian Roache in the ASK21 came third. Other Keepit members in the class were Garry Speight and Rod Harris in the Twin, Dave Turner who had a string of 4<sup>th</sup> places, Vic Hatfield and Christian Linnet in their Cirrus, Tim Carr, Allan Buttenshaw, Geoff Neely and Robin Walker.

### **Standard Class**

Only 4 of the 14 entrants were Keepit members; Bruce Taylor who came second to Lisa Trotter, Dave Shorter who combined the Contest Director’s job and competing and came 5<sup>th</sup>, Todd Clark and Harry Medlicott.

### **18m Class**

9 entrants competed for 18m Class with only one Keepit member, Trevor West, who came in 5<sup>th</sup>. Graham Parker won, Hank Kauffmann second and Mac Ichikawa came third. Mac’s speed off the stick on Day 3 was an amazing 162kph, which came back to 155kph after handicap and was still enough to give him a win on the Day.

### **15m Class**

This was another Keepit dominated class with 5 entrants out of the total of 8. Peter Trotter was the winner and the Trotters claim that this is the first time husband and wife have won their respective classes and the same competition. David Pietsch came second and Brian du Rieu came third in the Club’s LS-6. Other Keepit members were Jay Anderson, Tim Wilson, Manager Jenny Ganderton, and Louis Solomons.

### **Open Class**

With only 4 entrants, Open Class quickly boiled down to the brand new Duo Discus from Darling Downs driven by Kris Kauffmann and Brett Buchanan snapping at the heels of old stager Paul Mander in his ASH25E ... and Paul prevailed. Steve Hedley had a win on the last day, a second and 3 thirds to come in third. Geoff Sim, with no help from the Editor, filled 4<sup>th</sup> place.

The complete results can be seen on:

[www.joeyglide.com/ContestLIVE/NSWStateComps/tabid/241/Default.aspx](http://www.joeyglide.com/ContestLIVE/NSWStateComps/tabid/241/Default.aspx)



*Some of the Keepit contingent at the Comps L to R: Tugmaster Ian Barraclough, Safety Officer Vic Hatfield, Dave Turner, Contest Director Dave Shorter, Life Member John Wolfe, Allan Buttenshaw and former member Russ Godden.*



*The pilot hiding under the ubiquitous fly fly net is not a terrorist, but Steve Hedley ... but then the body language gives him away.*



*Dave Turner on the grid with his Hornet which he flew into 7<sup>th</sup> place out of 19 in Club Class.*





*The Tuggies for the Comp  
L to R: Boris Ariotti from Keepit, Des Eustace from Bathurst, Keepit President Ron Cameron, Spike Lee from Williamtown, Mannie Easton from Kingaroy and Tugmaster Ian Barraclough. (Fill-in flash will be used next time to be able to see who is who ... Ed)*



*Manager Jenny Ganderton took a week's well deserved holiday and competed in her Mosquito Photo ... Geoff Neely.*



*Tim Carr competed in the Club's LS-7*

## Member Profile

by Geoff Neely

### Jenny Ganderton ... the best job in the world

Jenny Ganderton reckons being paid for flying is the best job in the world. Mind you she finds herself stretched when faced with visitor bookings, unserviceable tugs and gliders due for maintenance.

Born in Croydon, Surrey, Jenny has degrees in Geological Science and Accounting. Her first job was analysing seismic reflection data in exploration for oil in the North Sea. These were the days of punched card input to the computer ... anyone who was around then will remember what happened if you dropped a tray of punched cards on the way to the computer room where rows of cabinets contained about as much computing power as your telephone does now.

Jenny first experienced flying as a six year old on a trip to Italy in a Vickers Viscount with her parents. At the age of 16 she wanted to fly but this was out of reach, although not because of her sex: one of her school leaders would nowadays be called a feminist ... the term was not in use then ... and other influences were a female doctor and a grandmother who was in advance of women's rights.

She would have liked to join her university flying club but practical difficulties with transport and the rest made this all too hard (and it must have been hard if it deterred our Jenny).

In due course Jenny began flying hang gliders, mixing it with the sailplanes of London Gliding Club on the slope at Dunstable next to the Zoo.

When she flew a hang glider at The Long Mynd, the Midland Gliding Club launching was by bungee from the ridge over the classic patchwork fields of Shropshire (with stone fences). Jenny assumed that sailplane pilots must be rich and stuck-up but after their lunch break (!) she went across to help launch a sailplane. She was amused when the tail anchorman let go and they all fell down.

Jenny's first flight in a sailplane was in a tandem two seater of about T31 vintage, sitting 1500 feet above the top of The Long Mynd.

There were not many women flying hang gliders then but with two friends Jenny entered hang gliding competitions. There was some gamesmanship among the three women about who was game to fly a new high performance but more demanding glider and who would stick with the old familiar. Jenny was goaded into taking out her new and unfamiliar hotrod and won the competition.





A true flying bum, Jenny bit into her house deposit to pay for flying. An Australian, Bernie Bear, sold her on the attractions of Australia and abandoning security for adventure, she spent the remnant of her house deposit to come to Australia.

A job in geophysics in Sydney provided the means to compete in hang gliding competitions and take flying holidays in UK, Europe (with the UK Womens' Team) and USA. Jenny has been to 18,000 feet over the Sierras and was the first woman to fly 100 miles ... or so she says, she lost the barogram.

You get the impression that picking up a postgraduate certificate in Education was not a big deal and this allowed Jenny to teach science in UK for a couple of years before returning to Australia. In the first Womens' World Cup she came second to her old friend and rival Judy Leder.

In 1992 Jenny approached the gliding wing of Forbes Soaring and Aero Club and said she would like to fly a sailplane. There was an aircraft waiting and she was settled in it right away. At 2000 feet she said "We're not high enough yet" but a Blanik performs better than a hang glider and they climbed away. Jenny still feels that below 2000 feet is grovelling and she says as a result that she does not go far; but she has flown 500 km and she did Silver distance in the Blanik before being signed off for 'C' Certificate. She found the Blanik more subtle to handle than a hang glider and she says there is not the same immediate feel for the thermals.

No one seemed to be flying the club's Hornet and she set her sights on that. When Dominic Williams formed a syndicate to buy the Mosquito she bought a share before she had gone solo.

Jenny gained her instructor rating at a winch course in bad weather at Lake Keepit Soaring Club. She financed gliding and hang gliding by working as a bookkeeper in an accounting practice at Forbes, but being bottom of the pile did not seem to suit her so she got her degree in Accountancy.

On a gliding club trip to Cowra in about 1996, David Shore, a power pilot whom Jenny describes as her second ex-husband, invited the glider pilots to his place. In due course there was a flying club wedding, Jenny and a witness flying in a sailplane and David in his Cessna 182. Jenny began power flying and learnt to fly the club's Jabiru.

When Geoff Sim contacted her about coming to Keepit she did not have a job and was not looking for one. She protested that she was not really current in gliders and did not have an aerotow endorsement; but look what happened. Geoff said we need a manager first and the challenge must have been irresistible. It's not that she was not warned ... most of the Committee were there when she came to look us over.

Jenny did a couple of dual circuits with Col Vasarotti in a Janus at Temora and John Wakefield made her promise to persevere with the Pawnee, bigger and heavier than the types she was used to.

So now, what does she enjoy? Flying, she says. She has enjoyed the achievements of renewing her instructor skills and getting her tug rating and she says there is more to learn all the time.

Most people will know that Jenny gets away at weekends whenever she can to visit her aged father, who survived a heart attack after his morning swim on his 86th birthday. It seems to me that many female achievers have a close relationship with their fathers.

## **BLIPMAP ... Boundary Layer Information Prediction MAP**

Jim Staniforth has alerted us to BLIPMAPs; they were also discussed at the recent Queensland comps. At the following address:

<http://blipmap.walsys.net/NEWSOUTHWALES/univiewer.html>

you can view hourly maps of various aspects of the soaring day's weather for NSW including:

- . when and where the best lift will be,
- . the height you may reach during the day
- . the boundary layer wind will tell you if it is worth getting the glider out,
- . thermal strength
- . the 'critical updraft height' gives the tops of thermals,
- . the B/S Ratio says how broken up the thermals will be (0.5 or higher is better),
- . B/L Up/Down Motion shows convergence lines,
- . cloud likelihood, height and overdevelopment potential.

As Jim says: "It's almost like having a personal briefing from Harry any day you want to go flying". Jim went on to say that at Narromine Cup Week (which followed the NSW Championships at Keepit) they compared the forecast BLIPMAPS with their experience of the day. On one day the forecast areas of least lift in the afternoon were the only outlanding locations!

A detailed description of the system is given at:

<http://www.drjack.info/BLIP/ETA/CANV/index.html>

## **CITY COAST MOTORCYCLES**

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GEOFF SIM





## Cross Country Techniques ... Part 7 ... Outlanding

Bruce Taylor

Whatever our aspirations in gliding, most of us seem to have one interest in common ... survival! Outlanding is an area that sometimes has a few problems and often these problems beset the more experienced pilots. The whole questions of safety is quite a delicate matter, with very little black and white and lots of grey. The parameters may vary immensely with skill, experience and currency; a safe, rational action for one pilot may very well be highly dangerous for the next.

I believe currency is one of the most vital factors in staying safe. A pilot who is not very experienced, or particularly skilled may still be quite safe if he is aware of his own personal limits, something that goes hand-in-hand with plenty of flying.

At the other extreme we have the most dangerous scenario, an experienced but not current pilot who flies according to his *past* ability. His aircraft handling skills and judgement of height and angles may be degraded by lack of practice and he may fly himself into a situation that he no longer has the ability to fly himself out of.

So, what can we do to improve our chances? Fly as much as you can before you venture away from home, but above all, be honest with yourself ... can you put your glider on your selected spot *every* time? Be imaginative in your circuits at your home airfield. Land in a different place and do an approach as if you have to clear high obstacles and pull up in a short distance before the fence arrives. Throw in a strong wind for good measure. Now how close to the mark are you? However much you missed it by needs to be taken into account when you decide on a safety margin when doing the real thing. The point is not whether you can hit the spot every time, but by being honest with yourself, how much you missed it by! There is nobody out in the middle of the paddock to check you ... it is in your own hands.

Beware of windy days. If the breeze below 1,000 feet is about 15 kts or more, take great care when at circuit joining height. Working "possible" lift (i.e. when you are not actually climbing), can see a safe circuit vanish in just one extra turn. Do not be tempted. These days also produce lots of turbulence near the ground ... not ideal for tricky low level manoeuvring. Add to this strong wind gradients and the scene is set for some excitement.

The most difficult outlandings come while soaring conditions are still good. A run of heavy sink can find a pilot at decision height quite quickly, coupled with possible lift/sink in the circuit, more turbulence and all the while he is wondering why he has arrived in this predicament. The fact is that you *are* low and a good outlanding takes precedence over saving face and scratching away. A landing at the end of the day, or when soaring is no longer possible, is generally easier. The pilot has usually accepted the inevitable, the air is smoother and there is more time for planning.

Try to familiarise yourself with local hazards. Where do the power lines run, along roads, or anywhere at all? Single wire lines (SWER) often wander all over the place, between trees and across inviting open paddocks. They can be extremely difficult to see. In Victoria a couple of years ago, I was climbing away from my chosen paddock after yet another low point, and as I drifted slowly downwind the sun glinted off a single wire across my likely landing run. Even when I knew where the line ran there were no poles visible from the air. A little knowledge of farming practices in the area can also help.

Are there many contour banks and if so, are they ploughed over like the rest of the paddock? This also makes them invisible! Are fallow or stubble paddocks safe or will a ploughed field be a better option? The decisions will rarely harm the pilot, but a broken glider can spoil your day.

The pressure of competition can be another factor to take into consideration. We hear tales of competitions at mountains sites where pilots fly after dark and destroy gliders in “backyard” sized paddocks, all for the sake of more points at the end of the day. Likewise “bar talk” relates miraculous saves from tree top height in our wide open Australian spaces. As I said before, the safety of your flight is in your hands and you have to wear the consequences of any misjudgement.

As was mentioned earlier, aviation is totally unforgiving of carelessness or foolhardy behaviour. Having become involved in it, you must play the game seriously. Above all, be honest with yourself about your ability and remain within your own limits. Do plenty of flying so you understand these limits; and while you are at it you might even enjoy yourself.

## **The Orchard Guesthouse**



### **Bed & Breakfast**

Your Hosts: Judy Mitchell  
& Deb Mitchell-Smith

9 Cameron St Narrabri NSW 2390  
Phone: (02) 6792 5003  
Fax: (02) 6792 5009  
Email: [judym@ceinternet.com.au](mailto: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

## Boris Ariotti

The Editor

Boris tows and flies gliders at the Club Planeadores Zarate in Argentina. The club is located 90km north east of Buenos Aires. Its impressive facilities can be viewed at [www.cpz.com.ar](http://www.cpz.com.ar). The Club owns 11 gliders and aerotowing is done with an Aero Boero 180HP tandem 2 seater and a IA-46 Super Ranquel 180HP.

Boris hopes that the hours he builds up will be enough for him to start an Ag rating when he gets home.

It was quite a performance for Boris to get his licence to fly in Australia. He applied from Argentina for an ASIC, had all the forms and photos certified by the Australian Embassy and sent them to CASA. Months later CASA said they could not issue him an ASIC because he did not have a licence; so he contacted AviationID at Merimbula and was issued one without any fuss (AviationID now issue and renew ASIC's on line). After Boris had arrived here, passed the Air Law exam (with 97%), passed the Australian medical and passed the PPL Flight Test, CASA said they needed a certified colour copy of his ASIC before they could issue his licence! How about that for Catch 22.



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GEOFF SIM



## Coming Events

2007 - 2008	Event	Contact
	None to report!	

## 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 Hoyer	02 6767 1033		0427 505 233
Wendy Medlicott	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
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](mailto:pjanderton@optusnet.com.au) with your email details and he will fix it.

## Instructor & Tug Pilot Roster ... Dec 07 - Jan 08

Date		Instructor	Tug Pilot
<b>December 2007</b>			
Saturday	1	Vic Hatfield	Phil Anderton
Sunday	2	Peter Sheils	Andrew Brumby
Saturday	8	Gerhard Stuck	Andrew Brumby
Sunday	9	Gerhard Stuck	Charlie Szpitalak
Saturday	15	Tim Carr	Garry Speight
Sunday	16	Garry Speight	Geoff Neely
Saturday	22	<i>Volunteer please</i>	Andrew Brumby*
Sunday	23	Nick Singer	Ron Cameron
Monday	24	<i>Volunteer please</i>	
Tuesday (Xmas)	25	<i>Volunteer please</i>	
Wednesday	26	<i>Volunteer please</i>	
Saturday	29	<i>Volunteer please</i>	Rob de Jarlais
Sunday	30	<i>Volunteer please</i>	Rob de Jarlais
Monday (NYE)	31	<i>Volunteer please</i>	

Date		Instructor	Tug Pilot
<b>January 2008</b>			
Tuesday (NYD)	1	<i>Volunteer please</i>	
Saturday	5	Vic Hatfield	Bill Gleeson-Barker
Sunday	6	Peter Sheils	Andrew Brumby
Saturday	12	Matthew Minter/ Rob de Jarlais	Rob de Jarlais
Sunday	13	Matthew Minter/ Rob de Jarlais	Geoff Neely
Saturday	19	Dave Turner	Bill Gleeson-Barker
Sunday	20	Nick Singer	Charlie Szpitalak
Saturday	26	Gerhard Stuck	Andrew Brumby
Sunday	27	Gerhard Stuck	Phil Anderton
Monday (Public Holiday)	28		

\* 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.