

June – July 2008



The New Hangars Arise

(Photo Geoff Neely.)

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



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Editorial

Our Future

In the last issue, Treasurer Dave Shorter's 'Glider Usage' figures and Harry Medicott's comments on 'Launching Reliability' stirred up quite a reaction ... see Letters to the Editor and Harry's follow up article in this issue entitled 'Quo Vadis'.

And in the last few days there have been quite a few articles and letters posted on various websites about the future of gliding ... I will collect these together into a *Special Keep Soaring* and email it to Keepit members in a week or so.

AGM

Note that in *Coming Events* the AGM date is shown as 6 September (tbc).

Tuggies Ball

The Tug Pilots Panel will meet on Saturday 20 September and will be followed by the Tuggies Ball ... all welcome. Present planning is to hold the Ball under the awning in front of the Clubhouse; it has been deferred a month in the hope of having warmer weather. In this way there will be no space restriction. For catering purposes, please obtain your ticket to the Ball from Steve Hedley.

Keepit Safari

Another Keepit Safari is planned for this year ... **Sun 30 Nov to Sat 6 Dec**. There tends not to be one in the years that we host the NSW Championships so planning is underway to have one this year. The whole idea is to end up each day somewhere different from where you launched ... and not a paddock! There are three gliders entered so far plus me in the C185.

Membership Secretary

Phil Anderton has retired as Membership Secretary and the task has been taken over by Ian Sawell. A big thank you to Phil for carrying out this largely thankless task which recedes into the background of the Club's administration. An up-to-date record of who is what type of member and how he or she can be contacted is vital for a variety of purposes, which include returns to GFA, having contact numbers at her finger tips for Manager Jenny and email addresses to send out Keep Soaring ... and the list changes continuously!

Good luck Ian. We understand that you and Dave Shorter are going to integrate the membership records into the 'Flight Ops' system to achieve a more Membership Secretary-friendly system.

Space Restrictions

Due to the file size, a number of articles and photos had to be deleted from this issue to get it down to a transmittable size. In particular the notice from Treasurer Dave Shorter summarizing Passenger Flying Options had to be deleted ... please read it on the Notice Board in the Flight Centre.

Ian Barraclough

Editor

(ian.barraclough@bigpond.com)



Letters to the Editor

Articles in the March – April Keep Soaring stirred up quite a bit of response; letters and comments follow from Peter Sheils, Robin Walker, Jim Staniforth and Harry Medicott.

Peter Sheils writes ...

Firstly, congratulations Ian Barraclough! Another great newsletter; it contained a lot of thought provoking items. Some of those items deserve a response.

Weed and Burr Elimination

Roy Worthington's/Todd Clark's article on airfield maintenance, particularly with reference to our constant burr problem, was interesting and it appears that they have been busy with research. Roy's efforts in slashing the field and maintaining the Club House/hangar surrounds have been tremendous and the site really looks good. Well done Roy!

The only weed that has not been as bad over the past summer has been the Paterson's Curse. Perhaps that is due to treatment carried out?

The catheads & khaki burr on the other hand have been probably worse.

Personally, I would be prepared to pay a "levy" if it meant that these burrs were able to be eliminated (or at least controlled), however, some may find it undesirable to further increase fees. Perhaps the solution is a compromise, where we purchase the necessary spray gear (boom spray) and a suitable tank and trailer that could be pulled behind the tractor (or even the quad?). We then purchase the required chemicals and provide our own labour. That would surely be cheaper than spending \$25,000 (\$5000 per year over a 5 year period.)

Could we utilise the fire-fighting tank that has been sitting around unused (and empty) for years? That in itself is another separate issue! ... It should have a dedicated trailer and be ready for instant use in the event of a fire. The motor and pump are currently sitting in the Puchatek hangar; they should be tested and run on a regular basis ... ready for that grass fire that we hope does not eventuate.

Winching at Lake Keepit

With the absence of the rostered tug pilot last Sunday, the winch was again used. I was able to drive the winch whilst Gerhard was able to instruct and convert Jay Anderson to winch launching.

We had about 10 winch launches. There were two breaks. One was a result of the cutting mechanism actuating during the tow out ... probably, in retrospect, due to the pin being loosened earlier in the morning during pre-use checks. The other break was due to a loop forming after release by the glider and thrashing on the frame during the pull in. Luckily, Gerhard is a whiz with splicing and we not out of action for long.

We are indeed fortunate to have a secondary means of launching ... otherwise on many recent (and not so recent) occasions we would not have been able to operate. I am happy to winch launch, and indeed like some others, look forward to a different and interesting means of launching. It certainly can be cost effective both for member launches and for student training in particular. Like Harry Medicott points out, I too would be happy to aero tow all the time ... but I like to know there is a back up should the tug become inoperative or unavailable.



After sitting on the winch for several hours on Sunday, I realise that our winch certainly is not built for comfort nor is it completely user friendly! Whilst effective (1500' + launches in cross wind and down wind conditions on Sunday) it could do with more creature comforts. I am sure, as Harry points out, that if we put our minds to it, we could build a much better (more efficient, effective and user friendly) winch without breaking the Club's bank balance. It is a matter that should be, at least, carefully considered.

There have been some misleading opinions offered in the past on the amount of money spent on upgrades to the present winch. I am sure that in the 12 years I have been at the Club, the costs have been quite reasonable. The very fact that we do have an operational winch, has got us out of trouble on many occasions.

Incidentally, after Gerhard had sent Jay Anderson solo on Sunday, I asked to be allowed the last flight for the day. Gerhard drove the winch and I launched at 6.45pm, after a higher than expected launch (1600') I still expected just a brief circuit. Imagine my surprise to find myself at 7000' only 20 minutes later! I had a most enjoyable 45min flight to end the day!

I hope we get more response to the excellent articles in the last issue of "Keep Soaring".

Robin Walker writes ...

Hello People,

It has been obvious to me for a long time that the Club has been going backwards; it is not good when Club gliders are sitting in the hangars doing nothing, which I have seen them doing a lot over the last few years.

It has been very good to see new members in the last few years flying Club gliders and doing a lot of work around the airfield.

To get new members locally we need a big push to make people in all towns around the area aware that we are there and what we provide.

My suggestion, as in the past, is to have weekends at the different places where we do promotions and passenger flights; this has proved to be worthwhile in Gunnedah and could be done at Narrabri, Tamworth and Gunnedah again, even Coonabarabran and Quirindi.

It would be good if we could do a display during the week and then have flying on the weekend for passenger flights.

Ron has proved that most people in Tamworth and Gunnedah do not even know we exist or what we provide.

People have many and varied ideas of what gliding is and even if they know that they can go for a flight some think that they go by themselves.

Another idea would be lectures at schools and offer free winch flights for the students if they sell a normal passenger flight. This promotion could be offered to air cadets too.



Signs used to be at the intersection when you came into the Park from the gate, a sign there is the cheapest and best advertising we can have to the people coming into the lake.

Another thing that does not help gliding clubs is the name 'soaring' club, this does not help to educate and get people to come fly with us.

The sign on the Tamworth road is very good if you are coming from Tamworth; another sign near runway 27 would be of great benefit too, especially when you see so many cars stop and watch from there.

As already mentioned, presentation and service is a big plus in attracting and keeping business, I know this takes work but it is very important, overseas visitors need a lot of help to settle in and get flying, the more people that help them will help make there trip better.

Well, enough for now, just some ideas to think about; if I am around I am happy to help.

and Jim Staniforth posted on the 'Chat Group' ...

Skylaunch sells winch kits which clubs can build, using their own engine. But the twin drum kits are in the \$50,000 to 60,000 range. Having more than one drum and retrieving two ropes at once speeds turnaround time. Skylaunch website: <http://www.skylaunchuk.com/>

That price makes building one at home look great, however the Skylaunch has a good reputation. They will also sell parts for you to include in your own winch. On the other hand there is a winch for sale in Canada asking \$15,000CDN. <http://www.wingsandwheels.com/want-ads%2011.htm>

The Keepit winch has certainly filled in during some awkward times. It does not help much when a visitor renting a glider for the week does not have a winch endorsement or does not want to launch with a winch.

News from Patrick Burke

Patrick Burke, indefatigable worker for LKSC, now in Canberra, is working at a new geosciences laboratory operating a brand new Australian science development called SHRIMP (Sensitive High Resolution Ion MicroProbe) for analyzing geological samples.

For more info, including a video look up:

<http://www.ga.gov.au/news/#shrimp> and

<http://minister.ret.gov.au/TheHonMartinFergusonMP/Pages/NOJOBTOOBIGFORTHISCLEVERSHRIMP.aspx>]

“My supervisor just left today for Canada ... permanently. This more or less leaves me maintaining a ~\$1.5M instrument in a ~\$3M lab. And Minister Martin Ferguson opened the lab officially on April 1st. We only just started running real samples through it about three weeks ago. I can hardly start it up and shut it down, let alone run it at world science level...”

Patrick says he hasn't had time to do any gliding with work and personal commitments, the most significant of which are his plans to get married on June 1st.

Our best wishes from all your gliding mates at Keepit for this great day.



Quo Vadis?

Harry Medicott

In the April – May issue of Keep Soaring, Dave Shorter has advised us that the Club's income has been in regular decline for some years and has now reached the stage where we are trading at a loss. That calculation is before allowing for items such as depreciation. Ideas have been sought as to how this situation may be reversed.

Summary

Escalating transport costs have made it more difficult to get and keep members from the Sydney and the coastal conurbation. The backbone of any club has always been its local members. A quick look around our membership shows only three local members who have trained and joined the Club in the ten years that I have been a Club member. A substantial effort should be made to win local and hopefully younger members.

Some suggestions

All members must be made aware of our position and their help and advice sought. Perhaps a personal letter to members from our President might be needed to emphasise the gravity of the situation. Maybe even a special meeting to discuss the future of the Club if the present position continues.

Having the right product to sell is the first requirement. Advertising a poor product is a certainty to make matters worse. Our gliders have been largely refurbished but some items remain. We have an excellent and enthusiastic mid week manager. The problems with tugs contributed to our declining income. A commercial operation must have a backup; our competitors do so, as well as most of the larger clubs. When these problems have been addressed our advertising, together with an article in SA, should reflect this.

Local members

In contradistinction to 20 years ago, two thirds of our members travel a long distance to Lake Keepit. Escalating petrol prices mean this source of members may not be as valuable as in the past.

Local members (Tamworth, Manilla and Gunnedah regions) are the lifeblood of the Club. We have a small group of local instructors, tug pilots and pilots who are the backbone of the Club. We must take positive initiatives to win more local members.

Training costs.

I know I must bore everyone to tears harking about this but I strongly believe current aerotow training costs, associated with GFA and Club membership fees are a strong disincentive and put training beyond the financial reach of 90% of the local population. Central Coast Gliding Club was formed with the intention of making gliding affordable to the majority of the population. It achieved this and it is not far wrong to say they have been beating trainees away with sticks ever since. They charge \$15 for a training flight of 10 minutes and glider hire time additionally after that. Interestingly, some pilots have become instructors because even their lower charges are difficult for them to cover.

Gaining local members

Local advertising, including regular drip ads has been tried unsuccessfully. It is difficult to envisage being able to spend enough money to make a change.



Minimal Cost Advertising.

As discussed previously, place used SA magazines in local hairdressers, professional waiting rooms etc in the target area of Tamworth, Manilla and Gunnedah. They would have a leaflet attached saying what we can offer and a local contact. Additional magazines could be supplied about once a month. We have local members whom I am sure would help. It would take about 1 hour per drop and if we had two volunteers at each centre that would make it a one hour commitment every second month. I have saved a box of back issues for this purpose and would help with Gunnedah if no local members could assist.

Have an open day in conjunction with local service clubs to raise funds for a chosen charity such as the Daffodil Day Cancer Appeal. Local service clubs to sell tickets for introductory flights etc and to provide a BBQ lunch to assist in raising funds. This is just the bare bones of the idea.

Ever been fishing? You risk a prawn and hope to catch something much bigger. All retailers have loss leaders to get people into their store. Woolworths profit margin on all groceries sold is about 2% of the gross. When they put on specials with a 25% discount they are not making money on those items, probably selling at a loss, but it gets people in.

As part of the marketing on the SA magazine insert include an offer for a certain number of free winch launch introductory flights taken on a Saturday morning before 1.00 pm. Conditions could include that takers would have to be 18 years and could only take one flight. Lectures on gliding to precede flights. Depending on demand it might be every so often as it would work better if there was a group. It would be almost essential that a local member would co-ordinate these flights. Cost to the Club? Winch operating cost is \$5.00 per launch plus glider time. Don't know about GFA charges if it is a non-paying passenger flight. Maybe we could apply for a contribution from GFA to the extent of the \$10 levy on the basis we are contributing even more to the future of gliding. The NSWGA also has substantial funds and says it will support worthwhile projects. This suggestion would cost less than advertising. If well supported surely we would get members. Certainly we would get exposure.

Local radio stations give sports news items on Saturday mornings. We should be able to get some free coverage.

Training Courses.

Back up our aero training with winch training courses at an all up price. Suggest about \$800 or less for a mid week course, perhaps extended to the weekend if weather inclement. These courses would need to be taken by more than one trainee to spread the work load of operating the winch.

At Warkworth the procedure was that one instructor would start on Monday with preferably four trainees. A winch driver would assist and train winch drivers on Monday only. After that the trainees would DI the wire and winch, take out and clean gliders, drive the winch, retrieve and keep records. When launching and circuits were being trained the pie cart would be about 700ft up the strip, the glider would land and take off again without the instructor and student getting out. A series of 3 flights per trainee. 6 flights per day per student easily achieved. More than enough for training these vital requirements. A second instructor would often come and assist with thermalling flights for more advanced students in a second glider while the primary instructor kept going with the less advanced pilots. The majority of trainees went solo after 5 days. Debriefing and lectures occurred during the mid-day break and in the evening. I believe our instructors would support initiatives such as this and possibly leave Jenny free to carry on with most mid week operations. Courses for local pilots could also be over 3 weekends but trainees like a clearly



defined cost such as \$800 or whatever rather than just paying rates per flight. Cost to Club? Say 25 flights at \$5.00 per launch and glider time plus temporary GFA and club memberships and perhaps a copy of Basic Gliding Knowledge. As an alternative or addition we could offer a course taken over several weekends or a special of 3 non thermalling training flights taken on a Saturday morning before 1.00 pm at a charge of \$50.00. These are rough ideas only and needs to be refined by those who would be involved in the work ... the Committee, instructors and local members.

Approximately half of the clubs in Australia are listed as having winch launching. Perhaps even mid week cross-country courses or advanced flying courses using the winch could be advertised. We lost Central Coast Gliding Club as a regular visitor purely on cost. They now fly at Gulgong using winch launching. Some years ago they suggested we could take care of their training by means of intensive courses as they had more students than they could handle.

Tug Pilots

We have a shortage of local tug pilots and do not have a two seater tug for pilot training. Don't expect local enthusiastic GA pilots hoping for some low cost and sociable flying to spend a couple of thousand dollars or more gaining two seater towing training and tail wheel endorsements at Camden and Bathurst. It must be disappointing for tug pilots who have travelled a long distance not to get a reasonable number of tows. Local pilots would not be so concerned. Glider pilots have yearly re-validations in which they are checked on a comprehensive range of skills including emergency procedures. It is not possible to annually check tug pilots competence without a two seater tug. Unreasonable? I probably spend 10 times the annual flight hours of some tug pilots and welcome an annual competency check. Tug pilots should likewise have their skills and procedures checked. You can't beat flying beside a pilot to quickly evaluate their skills.

Competitions

Yes, they are a lot of work but in one week we make about \$10,000 - \$15,000. Don't know any other way of making that kind of money so quickly in a gliding club. If members realise the extent to which this helps club finances it must kindle their enthusiasm. Other clubs get rope runners and golfers, both young men and women, from the local high school as part of the students community involvement program. Exposing our facilities to visiting pilots is always worthwhile.

Cost Structure

Don't intend to say much. It is a contentious subject but should be revisited. An overseas pilot, here on his second visit, was very upset to be asked to pay \$85 for 3 months membership for 3 days flying. We certainly lost C.C.G.C. organised visits on price alone. Suggest we charge junior members (under 25 years) at half membership rates for their first two years and further depending on their personal situation. Cries of horror? Young people have more money to spend anyway? Why not help existing members who contribute so much? We need them more than they need us. I don't think we have any junior members so would be in front by any gain.

The proceeding suggestions are mostly additional to what we achieve from existing members and our mid week operation. The costs to the Club are minimal. Those who are critical of the small amount we might initially gain from new local members should remember that once hooked on gliding it can be an addiction for life and that new younger members are the future of gliding in general and our club in particular.



The following is a suggestion of the information which could be included in a page attached to SA magazines placed in local hairdressers etc.

Ever dreamt of flying?

Most of us have but it can become a reality.

At Lake Keepit Soaring Club we fly gliders which are highly sophisticated aircraft with wingspans of from 15 to 25 metres, not to be confused with hang and para gliders. We soar for many hours, often for hundreds of kilometres just using solar energy. The thermals which the sun creates carry us upwards for thousands of feet, right to the base of the cumulus clouds you often see. The view is spectacular.

For many it is a fantastic sport and for some it can become the start of an aviation career. One of our pilots has just graduated as a flight officer in the RAAF and others are in command of international jumbo jets. The age range of glider pilots goes from 15 years, which is the minimum for solo flying to about 80. If you can drive a car competently you can be pretty sure you have the skills to become a glider pilot.

We launch gliders using either a light aircraft which tows the glider to 2,000 ft (600 metres) or a ground based winch which pulls the glider up like a kite to about 1,600 ft. (500 metres).

Lake Keepit Soaring Club operates most days, weather permitting. We welcome new members and are proud to show off our facilities to visitors. Looking for something different to do on a weekend? Come and see our operation.

As well as training flights we offer introductory flights which make an ideal gift for that special person who seems to have everything.

To book ring the Club on 6769 7514

A Special Offer

As a special concession to those who may be interested in flying gliders we are offering some flights absolutely free of charge. They will be a winch launch by arrangement, usually on a weekend morning. This is a genuine offer. **No obligations.** The only condition is that you must be over 18 years and be prepared to wait until it can be organised.

Our local pilot who is coordinating these flights is.....John Doe..... who may be contacted in the evening between 7 and 9 pm.

John's... phone number is

Manager Jenny Ganderton's comments

I had a talk to Ewan Crosbie, a young glider pilot from London Gliding Club. He said that the LGC has a much reduced membership fee for Juniors (under 26) and even less for pilots under 21. Pilots under 21 also get their glider hire for next to nothing. As a result of this policy, LGC has about 10 pilots competing in the Junior Nationals in the UK.

I was thinking that maybe we could have greatly reduced flying in the Jantar for juniors, as it does not get flown much by anyone else. I know that Bathurst had a deal whereby the cadets could fly a Libelle at greatly reduced rates, and it was successful.

The only thing is the Jantar has no belly hook. This needs to be attended to so that it can be winched if we are to encourage juniors to fly it.

In Argentina, apparently Boris' club members do not pay for gliders at all, only for the cost of the aerotow. All aerotows are to 600m, (or less) no exceptions, so they all cost the same. This makes tallying up the costs easy! Apparently they cover the glider costs by leasing the land around the runways to farmers! He did not tell me what the club membership fees were.

I try to pick the brains of visitors to see what they do at their own clubs!

I like Harry's ideas, but it does need all the existing members to get behind it to make it work!

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TRIUMPH



Member Profile ... John Wolfe

by Geoff Neely

Seated one day at the organ ...

So begins the 19th century song *The Lost Chord* but John Wolfe has not lost the chord by a long way.

Although retired from aerotowing he has enough alternative activities to fill a couple of lives and you need an appointment to catch him at home. You are however assured of a pot of tea and probably some of Alma's home-made bread.

John has had access to nearly as many organs as he has aircraft. It began with a fascination with the organ, and an ambition to play this imposing instrument, as a 14 year old at boarding school. He was 24 before he had the opportunity to learn the piano at Queensland Conservatorium.

John Wolfe was born at Mildura. His father was a bank manager and consequently the family moved every couple of years including a stint of seven years in NZ at Christchurch, where John was some of the time at boarding school.

At the age of 15 he joined the Air Training Corps. He was given flights in DH82 Tiger Moth and Airspeed Oxford and played cornet in the cadet band.

His first degree was BSc(Agric) at University of WA. He worked in agricultural extension, which means extending ag science to farmers in the field. His first job was at Port Hedland. After some experience laying coir matting on sand in front of the wheels, driving a metre or so and getting out to place the mats again, he thought getting about by air must be a better way. He learnt to fly in DH82 at Maylands near Perth in a couple of weeks of annual leave. This was in about 1952. The rate was £2-10-0 per hour.

A LAME friend helped him select the best wings and the best fuselage from RAAF surplus DH82s at Cunderdin and assemble them into a Tiger. They fitted a plywood-topped

Canadian canopy to keep the sun off and it was back to Port Hedland by air this time. VH-AIJ turned up years later at Mangalore where it won the Concours d'Elegance for its owner.





The Royal Flying Doctor Service had a Fox Moth but no one to fly it. They relied on MacRobertson Miller Airlines but they were not always in town when needed so they asked John whether he would fly the Fox Moth. He said yes.

He knew nothing about gliding ... he now says everyone should fly gliders first ... and mostly flew early or late to avoid thermals. Once in the middle of the day the Fox Moth lost 1500 feet and there was nothing he could do about it, then it hit 1500 fpm up. The Ukrainian migrant doctor was impressed and John remembers the experience all these years later. This aircraft too, he saw recently when he went to Perth to see the Red Bull Air Race.

John was selected to study for a year at Cornell University at Ithaca in New York State, gaining a MSc(Ag extension). He had learnt from a lecture by a journalist in Queensland how to set out an article and as he made notes for his assignments he put aside those that would go towards his MSc thesis. All this on bits of paper (remember when there were no word processors?) and clipboards.

This interlude was productive for both music and flying. He sang in the chapel choir and the professor of organ took him on and gave him the run of three organs. (For those who don't know this subject, every organ is built individually and has its own character depending on the pipes installed, the electric, pneumatic or tracker action that connects the keyboards and stops to the pipes and the acoustics of the building).

The American experience included flying a 90HP Piper Cub and flying on skis on snow. This was something different again: if the snow was frozen you might yaw the aircraft with rudder but it would continue sideways in the original direction. Learning on a DH82 with no brakes would be only partial preparation for this.

He hired an aircraft from Barlow Call of Wyoming, the designer of the Callair. John went with Call in another aircraft to learn what to do about 12,000 ft mountains, then he threaded the Rockies to Yellowstone National Park and back.

Back in Australia John went to CSIRO Canberra, who sent him to the Northern Territory. This is big country and again he talked his employer into letting him fly. Somewhere over the Tanami Desert the boss said "Don't you think we should have two engines?" Again the answer was "Yes, if you subsidise my conversion."

They fitted a survey camera to a Twin Comanche and John flew photographic runs over pastoral areas. Remember that navigation then was by map and compass and the photographic runs were meant to overlap by a small margin. This work turned up some new information for CSIRO to chew on concerning soil types.

In the early 1970s Bob Waterford approached him about towing in the Auster for Canberra Gliding Club at Currendooley. This was in Garry Speight's time there, and mine. Gliding experience was demanded and John was introduced to the Blanik. A couple of years later he did an assistant instructor course at Polo Flat with Pat Donohue and in due course a full instructor rating at Lake Keepit conducted by Vic Hatfield. He flew his 50km from the same Canberra GC camp at Leeton at which I flew 540km to Goulburn. The owner of the paddock where he landed had had an unhappy experience with glider pilots but they shouted him at the Ardlethan pub and all was well.

Somewhere in the story is a period of a couple of years flying his own Mooney in Papua New Guinea, surely worth a book in itself.



In 1961 Alma came to Australia, ostensibly for a year, to avoid another Finnish winter. They met at Queensland University where, because of her limited English, Alma had a minor job. But she had been a laboratory technician at a paper mill in Finland where they have lots of them so John helped her get an interview at Petrie Mill. At the interview she calibrated a new instrument that they had not yet mastered so the answer from the mill was another yes. When they married Alma was put off because the mill did not employ married women.

John and Alma have two children. Andrew works in Tamworth; Jan is married and is a schoolteacher at Kootingal.

John and Alma were looking for somewhere to retire from Canberra and Jan was at Timmenburra, south of Cunnamulla. They hired a C172 from Bill Bryant and went to see Jan but then the aircraft was stranded by 75mm of rain. While they were at Tamworth an estate agent showed them their present house, a pleasant place on a hill backing on to bushland where they are visited by kangaroos and birds. The retirement problem was solved largely by accident. There was room for an electric organ of course.

At Lake Keepit Soaring Club John Wolfe has been a Level 3 instructor, Tugmaster and approved to train tug pilots, and RTO/Ops for northern NSW.

We all know that DI and walk-round are important but John will tell you why: he once walked round after his student had got in, and found that a screwdriver that must have been in the IS28 since the last Form 2, had worked its way back to jam the rudder.

Since he retired John Wolfe has co-ordinated a team of four who bought a pile of bits in Sydney comprising a discarded organ, brought the two truckloads of pipes to Tamworth and installed them at St Johns Church of England. They wired up an electric action using solenoids from the wrecking yard and set about testing several hundred pipes. They recently installed a solid state controller. John is on the roster of church organists which involves sharing the Sundays, weddings, funerals and choir practice.

John has been a member of Rotary since 1974. He is a tutor at the Seniors' Computer Club and drives for Oxley Community Transport. In between he flits between his organ and a flight simulator program where he practises instrument flying on as many aircraft as he can get his hands on.

Agricultural extension does not extend to weeding and Alma does the garden!



Price Changes for 2008 / 2009

Treasurer Dave Shorter

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

Utilisation of the Club's aircraft and facilities has declined in the last few years and we are barely covering costs, which is a major concern for your Committee. We expect to record a net loss for the year. In the face of declining attendance and utilisation of our equipment the only responses available to the Club are trimming costs and/or increasing fees.

Spending is being tightly controlled and costs go up inevitably each year with inflation. A large increase in fees could also have a negative impact on attendance. The Committee has decided that it would be more productive for the Club to make strenuous efforts to market the Club locally to try and encourage increased participation and increased membership ... particularly from the surrounding local communities. Individual member involvement will be required.

If these efforts do not succeed more radical changes to the Club may be required in the future. So your Committee for the time being has opted to make small adjustments to prices which roughly reflect general CPI and other cost increases.

Listed separately in this issue are the full schedules of rates and fees for the financial year 2008 / 2009.

Credit Card Charges

The Club has introduced a 3% charge on payments to the Club made by credit card to recoup bank charges of over \$2,000 pa currently charged to the Club. Payments by cheque, cash or direct bank transfer will not incur this charge.

Membership

The base rate for membership subscriptions for this year has been varied generally in the range of 3% to 5% amounting to \$10 per full member. The Park Trust levy on each member is included in the annual membership charge.

It is interesting that even including the Park Trust fee, our membership rates at \$255 are still less than those of many other comparable NSW clubs. The Committee is mindful that we must stay competitive and ensure that gliding stays attractive to our members.

..... and compared to belonging to a Golf Club, membership fees for our sport are nothing !

Flying Fees

There has been no change in the flying fees for Club gliders, apart from midweek instruction charges, where these have been adjusted to more reasonably reflect a true rate for employment of our midweek manager.

Airfield use charges have been increased by \$2.00/day weekends and \$3.00/day midweek. This reflects a range of services provided at the Club, including the airfield and its maintenance (an increasing cost with the weed problem).

Junior members will be encouraged with flying fees at half rate.

Fuel prices however continue their inexorable climb and aerotow rates go up by \$2.00 for 2000ft to \$32. Above 2000ft the incremental rate/1000ft also increases.

Unfortunately GFA have doubled the contribution we have to pay them for every Air Experience Flight (TIFs or Joyflights) and \$20 introductory membership payment for every joyflyer now goes to GFA which reduces profitability by this extra amount. However our prices will remain unchanged and we will hope that increased utilisation from promotional efforts can offset this cost.

Accommodation

Accommodation prices have been adjusted marginally on the Club cabins, and slightly more on the higher quality cabins.

Other Charges

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

+++++

Increasing Utilisation

From this you will realise that maintaining the above schedule of price increases is highly dependent on higher utilisation of Club gliders by members (more people coming more often), increasing numbers of new members (currently the instructors have virtually no new students), and increased numbers of joyflight passengers.

You can help with the promotion of our Club. Contact Vic Hatfield to learn how. 02 6765 7050, 0429 669 655, or mrvic@bigpond.net.au, or just talk to friends, colleagues and business acquaintances and bring some of them flying sometimes.

CITY COAST MOTORCYCLES

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



GLIDING FEDERATION OF AUSTRALIA

Annual Fees Payable May 1st 2008 - 2009

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

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

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

PLEASE DO NOT PAY YOUR GFA RENEWALS INTO THE CLUB ENVELOPE SYSTEM.

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

New South Wales

Individual Membership		Family Membership	
Normal Membership	\$155.00	Family Membership	\$155.00
New South Wales State Fees	\$5.00	New South Wales State Fees	\$5.00
SA Subscription	\$40.00	No "SA" Subscription	
	\$200.00		\$160.00

Full Student Membership		Family Student Membership	
Full Student Membership	\$77.50	Family Student Membership	\$77.50
New South Wales State Fees	\$5.00	New South Wales State Fees	\$5.00
SA Subscription	\$40.00	No "SA" Subscription	
	\$122.50		\$82.50

* 1 Month Short Term Membership		* 3 Month Short Term Membership	
1 Month Short Term Membership	\$55.00	3 Month Short Term Membership	\$70.00
No State Fees		No State Fees	
	\$55.00		\$70.00

* Once only purchase to Australian residents, thereafter 12 month membership to be purchased.

Introductory Membership

Introductory Membership	\$20.00
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NOTE – Introductory membership, required for Air Experience Flights (Joyflights) has been doubled, and there is no longer a lower cost student rate. Introductory membership lasts 10 days.



Keep Soaring

Newsletter of Lake Keepit Soaring Club

Lake Keepit Soaring Club Flying Fees as at 1st July 2008

Add 3% to all charges if paid by credit card

HOURLY HIRE

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

		Club Ops (weekends)		Midweek Ops (incl. midweek surcharge)			
Max. Charge = 4 hours		\$ per hour	\$ per min	No instructor		With instructor	
				\$ per hour	\$ per min	\$ per hour	\$ per min
Junior	VH-HNY	\$30.00	\$0.50	\$39.00	\$0.65		
Jantar Std	VH-IZV	\$33.00	\$0.55	\$42.00	\$0.70		
Puchatek	VH-GKD	\$40.80	\$0.68	\$49.80	\$0.83	\$97.80	\$1.63
Grob 103	VH-GFP	\$40.80	\$0.68	\$49.80	\$0.83	\$97.80	\$1.63
Twin Astir	VH-IKX	\$40.80	\$0.68	\$49.80	\$0.83	\$97.80	\$1.63
LS7	VH-XJY	\$48.00	\$0.80	\$57.00	\$0.95		
LS6	VH-KYL	\$51.00	\$0.85	\$60.00	\$1.00		

LAUNCH FEES

Height	Fee
Winch	
-	\$12.00
Aerotow	
1000	\$22.00
1100	\$23.00
1200	\$24.00
1300	\$25.00
1400	\$26.00
1500	\$27.00
1600	\$28.00
1700	\$29.00
1800	\$30.00
1900	\$31.00
2000	\$32.00
2100	\$33.30
2200	\$34.60
2300	\$35.90
2400	\$37.20
2500	\$38.50
2600	\$39.80
2700	\$41.10
2800	\$42.40
2900	\$43.70
3000	\$45.00
3100	\$46.60
3200	\$48.20
3300	\$49.80
3400	\$51.40
3500	\$53.00
3600	\$54.60
3700	\$56.20
3800	\$57.80
3900	\$59.40
4000	\$61.00
> 4000ft	\$2.00/100ft
prearranged training tow	
below 500ft	\$16.00

DAILY & WEEKLY HIRE

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

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

only available if not req'd for midweek training

AIRFIELD USE CHARGE

- per pilot per day: Weekend \$8.00 / Midweek \$15.00.

JUNIORS (Full Time Student less than 25yrs) half price Glider Hire and Airfield Use.

AIR EXPERIENCE (Trial Instructional) FLIGHTS

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

TRAINING COURSES

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

BULK FLYING (BFF)

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

BOOKINGS & DEPOSITS - will only be confirmed upon receipt of 50% deposit.

- weekend bookings will only be accepted in extraordinary circumstances and after approval by the Committee

OUTLANDING RETRIEVES

By Aerotow - \$240 per tacho hour. By Road - Pilots should arrange their own retrieves, otherwise \$0.75 per kilometre by road including return plus \$30.00/ hour per Keepit supplied retrieve person

Keep Soaring ... page 19

DAMAGE LIABILITY

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

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



LKSC MEMBERSHIP RATES – 2008 / 2009

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

Add 3% to all rates if paid by credit card

<u>Types of Membership</u>	<u>Base Rate</u>	+ <u>Park Trust Levy</u> <u>Entry Charge</u>	<u>Total</u>
Full Member	\$215	\$40	\$255
Junior Member (Full-time Student, under 25 yr old)	\$ 53	\$40	\$93
Three Month Member** ** (Short term membership available once only, thereafter full membership required.)	\$ 88	(included)	\$88
Life Member – Flying	\$42	\$40	\$82
Life Member – non Flying	nil	nil	nil
Pensioner Member	\$42	\$40	\$82
Tug Pilot Member	\$42	\$40	\$82
Social Member non Flying	\$42	n/a	\$42
Visiting GFA Member	\$25	n/a	\$25

New Member joining for Part Year

New Member joining through the year pays full Annual Membership fee.

As membership year is July/June, at renewal for the following year, the membership renewal will be adjusted pro-rata for the number of months remaining.

Eg. Join February 5 months to go, pays full fee on joining, and at renewal the following July pays 7/12 x base rate plus Park Trust levy.

(Full annual GFA fee is payable)

Renewing Members

Existing members renewing through the year pay full annual fee.

Insurance

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

Bulk Flying

(no 2-seaters)

\$790 pa Low Performance – Jantar Std & Junior

\$1150 pa High Performance - LS6 & LS7 + Jantar Std & Jnr

Gate Cards/Park Entry

Park entry is now included in the annual Total fee.

GFA Membership

GFA membership **renewal** is payable **directly to GFA** by each member. GFA membership year is from the anniversary of first joining. The Club collects GFA membership for new joining members only - the large GFA membership form (A4 sized book) must be used. This form required for all new members.



LAKE KEEPIT SOARING CLUB ACCOMMODATION CHARGES from 1 July 2008

Add 3% to all rates if paid by credit card.
(All room and bed charges are per night.)

- CAMPING** in on-site vans, hangars, tents – \$7.00 / person
- ON-SITE VAN** (for stay on-site of more than two weeks) – site rental \$290 renewable annually
- CLUBHOUSE** bunks/beds - \$11.00 / person
- CABINS 1, 2, & 3.** (chargeable per bed).
These are hired on a shared occupancy basis - occupant is expected to share if required.
- | | | |
|--------------|--|--|
| Full members | \$18.00 / person twin share,
(ie \$35.00 / room twin share if fully occupied) | \$24.00 / person if sole occupancy required. |
| Non-members | \$30.00 / person twin share,
(ie \$58.00 / room twin share if fully occupied) | \$36.00 / person if sole occupancy required |
- CABINS 4 & 5** (chargeable per room)
These rooms are hired on a sole occupancy basis - ie hired to one person, who can share if he/she chooses
- | | | |
|--------------|---------------------------------|----------------------------|
| Full members | \$34.00 / room single occupant, | \$48.00 / room twin share. |
| Non-members | \$47.00 / room single occupant, | \$72.00 / room twin share |
- CABINS 7 & 8** (chargeable per room)
These rooms are hired on a sole occupancy basis, ie hired to one person, who can share if he/she chooses
- | | | |
|--------------|--------------------------------|----------------------------|
| Full members | \$28.00/room single occupant, | \$42.00 / room twin share. |
| Non-members | \$41.00/ room single occupant, | \$65.00 / room twin share |
- CLEANING FEE** of \$22.00 per room additional, waived only if room is properly cleaned by occupant before leaving.

IMPORTANT NOTE

- Full Member rates apply to members having paid full annual membership subscriptions.
- Short term members, visitors, members of other clubs pay “Non-member” rates. (Pilots from “Reciprocal Rights Clubs” pay non-member rates – member privileges extend only to Club flying rates).
- Full members' wives, family and members' guests will be charged at member rate when sharing with member.

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

Permanent residency in on-site vans is not permitted.

BULK FLYING SCHEME

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

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

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

For midweek flying, provided there are no full paying bookings for the glider, bulk flying is available subject to the above terms, and the additional payment of the midweek fee premium, currently (07-08) 15 cents per minute.

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

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

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

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

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

CHARGES for 2008-09 (Add 3% to charges if paid by credit card)

Low Performance BFF \$790

High Performance BFF \$1150

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



New Hangars

Tim Carr

The new hangars have now been constructed at Keepit, located south of the Nimbus 3DM hangar. The photo above taken by Tim Carr faces south-east. So far we have built two hangars, each to hold four aircraft each. The spaces in the first two hangars were pre-sold prior to construction with spaces taken by:

Phil Anderton, Tim Carr, John Clark, Ken Flower, Jenny Ganderton, Jim Hackett, Harry Medlicott and Ray Tilley.

As you can see photo above, the hangars are quite large, being 18m by 24m. They have the capacity to hold either four aircraft with each owner being able to get his/her aircraft out easily. If 15m aircraft gliders are accommodated, it is possible to fit six gliders in per hangar, but owners may have to move another aircraft to get theirs out.

The main structure of both hangars is now complete, with doors going on in the next fortnight. Electricity, lights and water have been run to each hangar and is now being connected. The hangars are totally clear span, which will make for much more usable space and reduce the possibility of hangar rash.

The intention of this hangar project is to construct three hangars with the third one located in line with the first two hangars. Given the size of the project, the Park Trust had requested we obtain full Council DA approvals to construct the hangars, so the current DA approval permits us to construct all three hangars. We have been informed by the engineering firm that constructed the hangars, that there is a general price increase of approximately 10% on the cost of steel to come into effect from the 1st of July. So if there are sufficient members interested in taking a space in the third hangar there is a cost saving to be made if we can place the order prior to the 30th June. The current cost per space on a four share basis is \$20,000 and \$14,000 on a six share basis.

Members interested in taking a space in the third hangar should contact Tim Carr on 0414 405 544 or lksc_bookings@optusnet.com.au.

Coming Events

Event	Contact	
1 June	RV Fly-in brunch at Wollongong	Phil Anderton
3 June	CASA AvSafety Seminar and BBQ at Glen Innes	
7 – 8 June	Temora Aviation Museum Flying weekend	
6 – 20 July	World Championships in Rieti in Italy for Standard, Club and World Classes	
2 – 16 August	World Championships in Lusse, Berlin for 15m, 18m and Open Classes	
6 September	Keepit AGM ... date tbc	any Committee member
20 September	Tuggies Ball ... all welcome	Steve Hedley
20 – 28 September	Canberra Gliding Club Wave Camp	Stuart Ferguson 0419 797 508
6 September	Keepit AGM ... tbc	Any member of the Committee
5 – 17 October	Club Class Nationals at Kingaroy	Lorraine Kauffmann 07 5442 7448
23 - 29 November	Narromine Cup Week	Arnie Hartley 02 6889 2733
30 November to 6 Dec	Australian Qualifying Grand Prix at Narromine 18m Class limited to 20 gliders	Beryl Hartley 02 6889 2733
30 Nov – 6 December	Keepit Safari	Ian Barraclough 02 9948 7866

Contact Numbers for Instructors and Tug Pilots

Name	Home	Work	Mobile
Jay Anderson	02 9571 9592	02 9221 4938	0418 676 696
Phil 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		