



# Keep Soaring

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Newsletter of Lake Keepit Soaring Club

**October - November 2008**



***The Neely/Loder DG400***

*Photo: Nick Gilbert*

*Photoshop manipulation: 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

### Maintenance Week

Manager Jenny's initiative to organize a Form 2 Maintenance Week was a great success. Roving Reporter and participant Geoff Neely tells us more starting page 11.

### AGM

The Annual General Meeting was held on Saturday 13 September after the day's flying; it was well attended. There was a lot of interest in the President's Report and the Treasurer's Report particularly, which led to questions from the floor concerning the Club's future. Then there were four special motions proposed, which generated a lot of discussion. The meeting went on for a good two hours; fortunately Wendy Medlicott, Marga Tilley, Fiona Singer and others were able to delay the excellent dinner they had prepared.

President Tim Carr has a report later in this issue, and has promised to keep members informed of the Club's position and Committee decisions through regular reports in *Keep Soaring*.

### Keepit Summit

Submissions are invited for the 'Keepit Summit' being held on Sunday 16 and Monday 17 November. See also 'Committee Musings' later in this issue; details will follow shortly for this very important initiative.

### Tuggies Ball

The Tug Pilots Panel met on Saturday 13 September that day after another successful Tuggies Ball ... some suggested that in future that the Ball should be held after the Panel meeting!

Tugmaster Phil Anderton spelt out many of the aspects of safely aerotowing gliders and the extensive and complex legal issues involved. Phil would be happy to explain to you the aerotowing requirements of the Civil Aviation Act 1988, the Civil Aviation Regulations 1988, the maintenance requirements of Part 4, what the GFA's Manual of Standard Procedures requires, and what the Civil Aviation Advisory Publication 42ZC-1(0) says ... not to mention the GFA's excellent Aerotowing Manual. There is a bit more to it than pushing the throttle all the way forward!

### eTug

When the current alterations are complete, eTug will not be returning to Keepit, rather it will go to GCV at Benalla. They own two Lycoming engined Pawnees and a Callair; they are looking forward to the savings eTug provides and assisting with certification by CASA. Although it regrets that Keepit will miss the benefits, the eTug Group has finally said that "enough is enough". Details are being sent to Keepit members together with the AGM Minutes.

### Keepit Safari

Another Keepit Safari is planned for this year ... **Sun 30 Nov to Sat 6 Dec.** We are now up to eight gliders planning to attend ... contact me if you want to chat about what is involved. The idea is to end up each day somewhere different from where you launched ... and not a paddock! And above all, the idea is to have fun.

Ian Barraclough

Editor

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## Keepit News

## The Editor

### News from Tom Payne

Tom was a tug pilot member of the Club before he started flying DC-3's at Bankstown.

"Just to let you all know, I'm starting with Qantas next Monday the 22nd Sep. I don't know what fleet I'm going on but it will either be a B747-400 or an A330 and I will be delighted with either.

I've been out of touch with a few of you for a while and for those interested I've been living at the back of the clock for the last 12 months flying night freight from Sydney to Melbourne and Launceston 4 nights per week. This was with Pionair where I've been a Captain on the Convair 580. And prior to that I was up in Darwin working with Hardys where I ended up as a Metro Captain.

I've got some other news that you may not be aware of, I got engaged last December to Ivy. We plan to get married next March. All in all life is really good. Hope you are all well and I'll keep you posted how my training at Qantas goes, Regards, Tom Payne"

### News of Sarah Allen

Sarah was briefly our Manager in 2006. Nick Gilbert tells us that she is doing a helicopter licence course in Armidale.

### Ken Flower

Former Club President Ken Flower has returned from years overseas to try retirement in Tamworth. He has brought with him a Grob 109 and a Pik 20E.

### A Word from Vic Hatfield

A reminder about the soaring magazines, particularly ones with a glider on the cover ... if you have any, please leave them at the clubhouse for him to distribute doctors' waiting rooms and so on.

### For Sale

Hand held IC-A20 ICOM VHF Transceiver ... good condition, with charger ... \$250  
Phone John Wakefield 02 6760 8010

### BPay available for payments to Club

Some people may prefer to use BPAY as a method of paying money to the Club ... this facility is now available and provides a good secure option.

BPAY Biller code is 2026 ... Ref No is 121 593 479.

Identify the payment with your name or pilot ID code so we credit your account.

### Cover Picture

Geoff Neely will buy a beer for the first person who correctly identifies the interesting anomaly in the Cover photo.



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## Member Profile ... John Clark

by Geoff Neely

Professor 'Enry 'Iggins would no doubt place John Clark's origins by his accent although John says it is tending towards Australian. He was born at Clacton-on-Sea, north of the Thames Estuary on the North Sea.

All he told me was that it is a seaside town so I will not add any more. His grandmother and most of the family were born in the same bed in this town.

A school science scheme led him to a course in dentistry but after the first year he was sure that his future did not lie in looking into other people's mouths and he left. (It is just as well for us that some people persevered.)

A temperament that he describes as creative but which the Establishment saw as unco-operative led to his being transported to Perth in his teens. He says his parents were already there as ten pound Poms. His father, still in Perth, is a meteorologist.



Art school in Perth elicited more suspicion that he had a bad attitude ... the alternative view is that he did not have the proper artistic temperament.

John had been drawn to radio and television and before he left England he applied for a job with the BBC but in those days Aunty would have nothing but South East English Received Pronunciation and the voice we hear now did not suit. Now the BBC delights in regional accents and we hear RP mainly on archival records. John says in Australia you could be anyone you wanted to be but in the UK at least at that time, you were typed by speech and manners. He refers to Melvyn Bragg's work on language.

Four or five of the Perth students worked with film and animation and John began freelancing for the ABC, shooting news events on 16mm film. News differed from current affairs then in that news required visuals only. The cameraman might work alone and the commentary was read in the studio.

John switched sides from news to current affairs and filmed for *A Current Affair* for three years. In those early days direction was lacking and he eased into the job of Director, now spelt with an initial capital.



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His work extended to children's and documentary television. He directed a feature film but when I said "Would I have heard of it?" he replied "No".

John moved to Sydney in 1980 and worked on TV commercials until 1995. I said I never watch commercial TV, I don't like the commercials and he said he never watches them either. Accordingly I have never seen his commercials for Smith's crisps ... have you? I don't think commercials give a credit line to the Director.

In about 1990 he became interested in special effects motion control (you'll have to ask him yourself what that means) for film and TV.

After the 1987 stockmarket crash he says the suits at the advertising agencies wanted to get rid of the wearers of jeans and the fun went out of it.

Some time earlier in this story he repaired a dinghy and began sailing it, since in WA, unlike in the North Sea it didn't matter if you got wet. He acquired computer-based sail design software and started a sail loft. This led to computer controlled sail cutting machines and since it was uneconomic to buy a machine for one suit of sails he began cutting and selling sails. He is still making machines to cut industrial textiles.

Model aircraft led to hang gliding ... a whole career which we didn't even talk about. Sailplanes promised longer flights and wider horizons ... a better ratio of flying time to driving time, but only if he had a self-launching sailplane. He says he is not alone among hang glider pilots in being put off by the need for ground crew and organisation and the loss of independence that this entails. We will soon see a second DG400 on the site. He expects to cope with the engine because at one time he flew trikes.

John says his first and second wives are on amicable terms. He has a son, a daughter in WA who is doing a graphic design course in between managing restaurants and a daughter working at David Jones.

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GEOFF SIM





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## President's Report

Tim Carr

Given the recent AGM and the appointment of a new Committee, I thought it an opportune time to provide members an introduction to your new President and an indication of the challenges the Club and your Committee face over the coming year. So here goes!

### Who am I?

While many of you will know me well, I still meet new faces at the Club every time I visit. I started gliding at Keepit soon after its establishment, as my father Errol was a member of the Club for many years. My brother Chris and I almost grew up on the airfield, running ropes and filling in timesheets while Dad was off soaring!

In looking through my logbook, my first recorded flight at Keepit was in 1981 in Blanik GIK (I was 8 years old!), however I can still recall Dad putting both Chris and I in the back seat of the Blanik together for a 3-up flight at a younger age. Probably not kosher these days!!! Anyway, I progressed to solo 10 days after turning 15, after attending a course run by Macca and Warwick Kenny while still only 14, and being frustrated at being the only one on the course to make solo standard, but by not having reached 15, being prevented from doing so!

Progressing through the Club fleet, I enjoyed cross country flying through until 1997 when university, work commitments and family life made it more difficult to make it to Keepit. With all these commitments in check, I returned to the Club in 2005 and have progressed through to being a level 2 instructor. However, I still mostly enjoy getting away cross country for many hours and losing sight of Keepit, as well as progressing to competition flying.

On the family side, my wife Amy and I married in 2004 and have recently celebrated the addition of Olive to our family. We live in East Ryde in Sydney. Professionally, I am a qualified accountant holding a Master of Commerce and an MBA and I head up the Group Finance Division of Stockland, an ASX top 30 Sydney based diversified property company.

More importantly, I have an ongoing passion for gliding and hold a strong belief that Lake Keepit is the best gliding site in Australia. I am determined to ensure that our Club is able to thrive and buck the declining membership trend and long term viability of many Australian clubs. My intention is to grow Keepit to be one of 'the' gliding sites for both Australian and international pilots.



*Preparing for takeoff at the last Keepit State Comps*



*First flight in Astir CS WUL in 1989. I'm centre (bigger but younger) Chris on left. I used to fly with lots of lead back then!*



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## **What are our challenges for the year ahead?**

As noted above, declining membership is stifling the Australian gliding movement. This has the flow-on effect of declining utilisation of club resources, and as a result, a decline in club income. Over time, if left unchecked this common trend will see the demise of many clubs.

However, in recognising these critical symptoms the Club Committee is actively promoting the Club to new members to encourage growth in our member numbers.

For those of you who were able to attend the AGM, our Treasurer, Dave Shorter, spoke of the Club's declining revenue, while still having a reasonably static cost base. For the last couple of years, the Club has not broken even. While this is not yet critical for the Club as we have a sufficient resource base, it is critical for the longer term survival of the Club. We must, as a Club, be able to rectify this position to ensure that the Club can cover all the costs of operation. Importantly, this must include the decline in value of its fixed assets, otherwise the Club will not be able to afford to replace these assets as they reach the end of their useful lives. Further, the Club should be aimed at making a surplus profit each year, to enable the ongoing improvement of the Club through the investment in new aircraft and facilities.

## **What is the Committee doing to correct this?**

While we as a Club have already embarked on several initiatives to improve both the Club's membership and financial performance, we need to do more. In order to identify Club priorities and opportunities, a planning meeting, which we have dubbed the "Keepit Summit", will be held on the 16th and 17th of November. This is an opportunity for the Club officers to break away from the standard Committee meetings which have a more operational focus and consider the more strategic decisions facing the Club.

While I would have liked to open this forum to the wider membership to participate, the nature of these discussions means that this would not be practical. As such, numbers have been limited to 15, with the Committee and other office bearers invited to attend. Each member however, will be invited to contribute to this discussion, by offering their ideas and suggestions. Where any of these ideas are of significant merit, the member will be invited to present their ideas. A separate communication will be distributed in the coming weeks regarding the Summit and providing the ability for you to add your comments and ideas. I invite you to start preparing any ideas you have.

## **What can you do?**

In the meantime, it would be great to see all members getting involved to support their Club. This really comes down to bums on seats! Get out to the Club, go for a fly and have some fun! Utilisation of the Club aircraft and facilities is paramount. I encourage you to bring along your friends and family ... get them involved and interested in the Club.

I also note that you are all ambassadors of the Club. Whenever you are at the Club, make every effort to make all our visitors feel welcome. Go that extra mile, that next joyflight is a potential new member. We have to ensure that our visitors' first impression of the Club is not that of an 'old boys club', but rather, one that will be their next adventure!

I am looking forward to leading the Club management team through these challenges and the year ahead. Further, I am always open to discuss any ideas or issues you might have. Do not hesitate to contact me on 0414 405 544 or via email on '[lksc\\_bookings@optusnet.com.au](mailto:lksc_bookings@optusnet.com.au)'



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## Committee Musings

**Tim Carr**

### Annual General Meeting

The Club's Annual General Meeting was held at the Lake Keepit flight centre on the evening of the 13th September with a good turnout of 25 members. Reports were presented by the Club officials on the Club's activity over the preceding year.

Next was the election of office bearers for the upcoming year. Elected unopposed were the President, Vice President, Secretary and Treasurer as only one nomination was received for each of these positions. For the remaining three ordinary member positions, a ballot was required as four nominations were received, being John Clark, Geoff Neely, Todd Clark and Vic Hatfield.

The result of the ballot saw John, Todd and Vic elected and thanks go to Geoff for his interest and ongoing support of the Committee.

The Committee makeup for the current year was confirmed as;

President	Tim Carr
Vice President	Ron Cameron
Secretary	Ian Roache
Treasurer	Dave Shorter
Ordinary Member	Vic Hatfield
Ordinary Member	John Clark
Ordinary Member	Todd Clark

Please remember that these Club officers volunteer substantial time to the running of the Club, often in lieu of their flying and family time. So your ongoing appreciation and recognition of this commitment is appreciated.

Next several motions were put to the members. These motions related to the renewal of the eTug agreement, a proposal to create a three year business plan, the confirmation of the Tugmaster's role and lastly, the recommendation to conduct pre-purchase inspections of aircraft. A complete copy of the AGM minutes containing the full details of these motions, and a follow-up on the eTug renewal discussions, will be distributed under separate cover by the President shortly.

The night was finished off with a social BBQ kindly organised by Fiona Singer, Marga Tilley and Wendy Medlicott. Many thanks ... a great meal with great company!

### Committee meetings

The Committee meets on a monthly basis on the third Tuesday of every month via teleconference. However, every third month the meeting is held on the third weekend at Lake Keepit. Attendees at these meetings are the elected officers noted above, and also the CFI – John Hoye, Tugmaster – Phil Anderton, Manager – Jenny Ganderton, Membership Secretary – Ian Sawell and Airworthiness Officer – John Trezise.

Upcoming meeting dates are Saturday 18<sup>th</sup> October at LKSC, Tuesday 18<sup>th</sup> November and Tuesday 9<sup>th</sup> December (brought forward due to the state comps).



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If you have any suggestions, comments or ideas that you would like raised to the Committee, please feel free to put these in writing and forward to the Club Secretary or President as least a week prior to the meeting.

## Committee Meeting ... Summary of meeting held Tuesday 23<sup>rd</sup> September

- 1 A letter of resignation was received from Ian Roache as Club Secretary. The Committee noted Ian's decision to resign his role, and thanks him for his valuable contribution to the Club as Secretary for the past couple of years.

The Committee discussed various options for filling this casual vacancy, resulting in a recommendation that Wendy Medlicott be offered the role. Wendy has kindly accepted this role, but will start after her comp commitments in Queensland. Hence going forward, all secretarial information should be directed to Wendy.

- 2 Tim Carr noted to the Committee that negotiations with the eTug Group for the renewal of the eTug agreement for the upcoming season were unsuccessful, and it is the Committee's understanding that the aircraft will be heading to Benalla for the season. A separate note on these discussions will be distributed shortly.
- 3 A report was tabled on the rectification work on the Callair MRP. This is now complete except for two minor items (nav lights and battery box, which are awaiting parts and are due for installation prior to the end of October), and potentially an upgrade to the exhaust to ensure continuity of service for the summer.
- 4 There was much discussion on alternative tug options to cover the Callair for any scheduled or unscheduled maintenance during the peak summer season. It was agreed that an arrangement for tug cross hire be investigated or another private aircraft be available to stand in as required.
- 5 The Membership Secretary discussed the current membership renewals and the issuing by State Park of gate numbers. In addition, following suggestions at the AGM, a new member starter pack is to be created for distribution to new members at the time of joining the Club, with Ian Sawell to propose content for the next meeting.
- 6 The position of Airworthiness Officer, responsible for the Club's glider fleet, was officially appointed to John Trezise. Thanks go to John for his kind offer to assist the Club in this capacity.
- 7 Further development of the website was discussed, with a particular focus on the secure members area. The Committee would like to get all the Club's documentation stored on the site for all members to access. In addition, enhancements to allow members to book their own accommodation and/or aircraft is to be investigated further.
- 8 A date for the upcoming Keepit Summit to be held at Lake Keepit was agreed as Sunday & Monday, the 16<sup>th</sup> and 17<sup>th</sup> of November. The Summit is an opportunity for the Committee and Club members to discuss many ideas and initiatives for the ongoing improvement of the Club. An opportunity for all members to add any their own ideas will be advertised in due course.



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- 9 A proposal submitted by Harry Medlicott for the Club to hold an annual regatta or NSW comp each Easter was considered and unanimously supported by the Committee. In addition, it has been proposed to bid for either the NSW State Comps or the Multi-class Nationals for 2009. A request for offers of assistance with the organisation and administration of both of these initiatives is therefore extended to the members. Both of these initiatives offer a significant cash contribution to the Club's financial position.

## The Form 2 week September 2008

**Geoff Neely**



Top: Jenny, Dave Turner and Graham Holland ponder the next move.

2nd row: Dave Turner checks what makes the wheels go round (or stop, more likely), John Clark reacts to the camera; two heads are better than one as Jenny and Dave Turner look into it.

In the orange overalls: Ray Tilley's crew had the usual battle to rig the Twin

Bottom row: Ian Sawell puts his glasses aside and works by feel, Laurie Murray and Harry Medlicott try to work it out, Ian Sawell makes an adjustment with a big hammer.



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As a language purist I wince when I hear the term Form 2 Inspection. How would we get on if GFA ever re-numbered their stationery?

That aside, the recent Annual Maintenance week was a huge success. Everybody I rang to ask for a comment for this article said it went very well; even if there was some work left over, the results were outstanding.

Jenny says the idea came to her when she and John Clark attended an airworthiness course at Warwick in September 2007. She enjoyed working with a team and sharing meals. There were people to help with both the lifting and the technical problems, second opinions were available and it was easier to get on with it when others were working too.

Jenny rang Ray Tilley with her idea and he straight away promised to help. He commends Jenny for the idea. Ray says different people contributed different knowledge to make the work go better.

The concept was rounded out when Marga Tilley and Wendy Medlicott offered to prepare lunch and dinner. They even made a small cash surplus, sufficient to replace the whistling kettle which I cannot hear but which annoyed them, with an automatic cut-off jug. Sharing our problems over a meal at the end of the day soothed our frustrations and made the effort enjoyable. Wendy says she enjoyed the kitchen ... and the shopping trips ... better than she would getting greasy outside (although since then she cheerfully used her feminine hands to reach a tight space in my glider). She says a couple of recipes were exchanged and a few experiments tried on us ... it all looked good to me.

One frustration was the wheel brake on the Grob Twin II on which nearly the whole camp gave an opinion until the last of us admitted that we don't know it all and it was taken to a brake bloke in Tamworth. He adjusted the master cylinder in a few minutes. I think GFP should have a warning placard to say The Wheel Brake Works! We fitted an adjuster also, so we can keep it working. Harry Medlicott says there was a camaraderie such as you see when people work together in a winch club. The cost savings were substantial and he thinks members are more likely to have a sense of ownership of the gliders leading to better care of the fleet.

Laurie Murray came out of the woodwork once again to help. In the past he did a lot of this work practically alone and recently he refurbished the tailwheel assembly of the "new" Callair MRP. Dave Turner, John Tresize, Geoff Neely, Garry Speight, Graham Holland (who have I forgotten?) helped. Ian Sawell arrived with a trailer load of equipment, set up a tent and heater in the hangar, and showed off his newly acquired fibreglass qualifications by making a wing walker for the Jantar.

Not everything was done that might have been done but we are a long way ahead. The LS-7 has gone to Tom Gilbert for specialist work but we saved money by some preparatory work. Next time Jenny would like to include the trailers, the winch and the buggy.

Ray Tilley would like to see a designated Form 2 inspector for each aircraft, not to do all the work but to organise it. John Trezise agreed at the AGM to be Club Airworthiness Officer. It seems we have found new drive and enthusiasm for fleet maintenance which will bring many benefits. Why did no one think of it before?



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## Alphabet Soup Again, This Time in Relation to Getting Lost

Geoff Neely

VSB, ELT, PLB, EPIRB ... what does it all mean? The answer is in AIP and VFRG. It involves the RCC of the AMSA.

The VSB or VHF Survival Beacon was new in 1970 but the system has evolved since then. I have a story about a VSB, or the lack of one, but that is for another time.

I am writing Emergency Procedures for LKSC and have done a lot of research. The Procedure will be presented to the instructor panel for ratification but in the meantime let me make a case for carrying a GPS equipped EPIRB or Emergency Position Indicating Radio Beacon. They are expensive, at \$560 or more. I have been considering one for some time and I am close to spending the money. It is one of those things you should never need but if you want one you will wish you had it.

If you land out and have not made contact with base then GFA MOSP requires that the alarm be raised an hour after last light. In most cases you will be in for an uncomfortable night in the cockpit but if you run into a stump on landing and break your leg you will need help, and help will come if you make use of the facilities available.

If you have mobile phone contact, ring 000 and it will all happen provided your GPS is working and you give co-ordinates.

If that fails and your radio is working you should call PAN or MAYDAY on the distress frequency 121.5 MHz. It is very likely that some high flying aircraft will hear this call.

Prefix your call with the words PAN PAN PAN if "you have a very urgent message to transmit concerning the safety of a ship, aircraft or vehicle, or of some person on board or within sight" (VFR Guide).

Say MAYDAY MAYDAY MAYDAY if "the aircraft [or crew] is threatened with grave and immediate danger and requires immediate assistance".

A good reference is the Visual Flight Rules Guide Section 4 - Emergency Procedures which can be downloaded from the CASA site at <http://www.casa.gov.au/pilots/fltgde.htm>. If contact is established the aircraft will tell Air Traffic Control and they will have to pass it on so the shorter and more precise your message the better.

There is some confusion in the terminology of emergency beacons. A popular EPIRB is the GME type MT410G. The suffix G indicates GPS function: MT410 does not have a GPS. It seems that without GPS this is a PLB or Personal Locator Beacon and with GPS it is an EPIRB.

Without the GPS function it could be an hour and a half before your signal is detected and position fixing may take longer. With the GPS feature (at extra cost) your position will be transmitted within ten minutes.

<http://www.aviationsafety.co.nz> gives a good explanation of the response to GPS and non-GPS beacons. On that site look for the line PLB with or without an integrated GPS. What is the difference? [click here](#). [http://www.amsa.gov.au/Search\\_and\\_rescue/](http://www.amsa.gov.au/Search_and_rescue/) is worth reading. An EPIRB transmits a code which identifies the registered owner and phone numbers.



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It is apparently mandatory for gliders to carry a beacon in NZ but it is not in Australia. In Australia a beacon is mandatory in power aircraft flying more than 50nm (VFR Guide p 156), so you can see that it is generally regarded as a Good Thing and is expected by the SAR organisation.

Search and Rescue (SAR) of ships and aircraft is managed by the Rescue Coordination Centre in Canberra, a section of the Australian Maritime Safety Authority. The emergency number is 1800 815 257. I will be producing consolidated 'Procedure' including this number.

The RCC says that ideally, one hour after last light the club would tell them and if you activate your EPIRB they will know you are missing and where you are. I advise doing this rather than trying to find the pilot ourselves because this will set off the full professional system and bring all resources to bear. A search can easily be called off and I would not hesitate to raise a SAR alert.

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It may not be generally known, that Geoff Sim maintains the Club's quads, including the first one, which I understand is nearly 16 years old ... Ed.



# Keep Soaring

Newsletter of Lake Keepit Soaring Club

## Coming Events

Event	Contact
27/9 to 4/10 Queensland State Comps at Warwick	
5 – 17 October Club Class Nationals and Sports Class Nationals at Kingaroy	Lorraine Kauffmann 07 5442 7448
23 - 29 November Narromine Cup Week	Arnie Hartley 02 6889 2733
23 – 29 November Gulgong Classic Aerotow	<a href="http://www.gulgongclassic.com">www.gulgongclassic.com</a>
30 November 6 December Australian Qualifying Grand Prix at Narromine 18m Class limited to 20 gliders	Beryl Hartley 02 6889 2733
30 November 6 December <b>Keepit Safari</b>	Ian Barraclough 02 9948 7866
13 – 20 December NSW State Championships at Temora	Geoff King or Tom Gilbert <a href="mailto:tngilbert@internode.on.net">tngilbert@internode.on.net</a>
3 – 10 January Victorian State Championships at Benalla	<a href="http://www.glidingclub.org.au/competition/state2009">www.glidingclub.org.au/competition/state2009</a> Phil Henderson 0418 511 557
12 – 23 January 47 <sup>th</sup> Multiclass Nationals at Benalla	See website above

## 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 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
Trevor West	02 6766 5618		



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## Instructor & Tug Pilot Roster ... Oct - Nov 2008

Date		Instructor	Tug Pilot
<b>October</b>			
Saturday	4	Vic Hatfield	Phil Anderton
Sunday	5	Peter Sheils	Jenny Ganderton tbc
Monday	6	Matthew Minter	Ian Barraclough
Saturday	11	Gerhard Stuck	Rob de Jarlais
Sunday	12	Gerhard Stuck	Garry Speight
Saturday	18	Tim Carr	Garry Speight
Sunday	19	Garry Speight	Andrew Brumby
Saturday	25	Dave Turner	Winch Day – no tug
Sunday	26	Nick Singer	Winch Day – no tug

Date		Instructor	Tug Pilot
<b>September</b>			
Saturday	1	Vic Hatfield	Garry Speight
Sunday	2	Peter Sheils	Charlie Szpitalak
Saturday	8	Gerhard Stuck	Brumby/Gleeson
Sunday	9	Gerhard Stuck	Brumby/Gleeson
Saturday	15	Tim Carr	Phil Anderton
Sunday	16	Garry Speight	John Hoye
Saturday	22	Dave Turner	Garry Speight
Sunday	23	Nick Singer	Volunteer
Saturday	29	John Hoye	Volunteer
Sunday	30	Matthew Minter	Jay Anderson

**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.

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.