

April - May 2009



“Early in the Launch”

Geoff Neely took this photo from the front seat of the Club’s Grob Twin II whilst being launched by Juho Rossi in Brad Edward’s Pawnee VH-IGR

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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Keepit News

The following email was received recently:

-----Original Message-----

From: Matthew Smith [mailto:matt@taet.com.au]

Sent: Thursday, 15 January 2009 7:47 AM

To: enquiries@keepitsoaring.com

Subject: Keepitsoaring.com: *Thanks for the awesome experience*

This might be a little unusual ... I'm a paraglider pilot and was flying at Mt Borah when a sail plane flew in and joined me in the thermal. It circled a few times then the pilot rolled over and waved at me and flew off...!

It was the most incredible flying experience and I just wanted to say

THANKS...!

Matt

LKSC Annual Dinner

Tim Carr

As we are now approaching the end of the 2008/2009 soaring season, it is time for us to sit back and reminisce over the years achievements, so we have organised an Annual Club Dinner to be held at the Club on Saturday night, the 2nd May. We will arrange catering, being a casual BBQ followed by an awards presentation. The cost of the dinner will be \$10 per head covering nibbles, dinner and desert with drinks available at normal club prices. Payment to be made on the day, however, I will need numbers for catering about a week beforehand, so let me know if you're coming. I would like to encourage all members to come along and bring your families for an enjoyable evening.

For the annual dinner awards presentation, I would like to request any member to do in their mates, for either a great achievement during the season, or alternatively any tongue-in-cheek awards for minor indiscretions or other humorous happenings at the Club. You can send these through to me via email at

president@keepitsoaring.com. All nominations must be received by 20th April. I look forward to seeing you all there!

New Booking Manager

Stephen Black has kindly taken on the role of Club Booking Manager. Steve will be answering all enquiries to the Club, booking accommodation and gliders for both members and visitors. You can contact Steve, via email on bookings@keepitsoaring.com or via mobile phone on 0405 636 956.

Future NSW State Championships

2009 Bathurst at Narromine

2010 Lake Keepit

2011 Temora (Narromine bidding for the Pre-Worlds)

2012 Lake Keepit (Narromine bidding for the World Championships)

Publicity

Geoff Neely has had a lot of success with the local print media in the last year or two ... now it is Vic Hatfield's turn on local radio. Vic arranged a deal with two Tamworth radio stations.

The announcer on Radio 2YouFM has been asking a 'Question' prepared by Vic; the listener with the first correct answer wins a flight at Keepit. Most of the questions can be answered by looking up the Club website, for example, 'name the Manager', 'what radio frequency is used', 'which pilot flew 1000 kms', 'who was the Oxley High student that went solo'. The response has been good. Vic has flown one of the winners and two more are coming out this weekend.

At 2TM and FM 92.9 the announcer asked "What is it that you want to do before you die?" with the best answer receiving a glider flight at Keepit. Vic has taken the two announcers for a flight and afterwards they interviewed him 'live-to-air' about the Club and what gliding is all about.. Vic was invited back to the station that afternoon and was on air with the 2TM announcer for about 5 minutes. Vic has flown the two winners



and they have phoned their respective radio stations and recounted their experiences. One of the winners has now arranged a flight for his father. The radio stations plan to do something similar later in the year.

A Hang Gliding Insight Al Giles

As Director of Safety for last week's Hang Gliding competition at Manilla, I append the safety summary. At age 50, I start to think more about sailplanes after spending eight days straight in hot high conditions, doing push-ups on the base bar to point the kite through turbulence to goal.

- . Stefan's broken humerus needed metalware inserted into it;
- . Alasdair's knee will probably need some surgery;
- . Pete Bolton's collarbone fracture just needed a sling but will need it for a while;
- . Maxim hobbled away from his tumble and parachute deployment;
- . as did Les from his wipeout on the east launch;
- . Doggie could just walk after hitting the trees at the edge of the short east bombout ... he didn't quite make it in, which is impressive sink in a Sting 3;
- . Ky walked away from two downhill/tailwind landings in his Litespeed with just sudden-onset metal fatigue and a smashed carbon-fibre backplate in his Matrix harness, but he had that look that said he was getting flashbacks to Afghanistan (where he was an army paramedic);
- . Kiwi Warren had a velcro'd-on leg dressing by day three; by the end of the Comp, he had a matching dressing for the other leg;
- . Lots of abrasions, lacerations, soft tissue injuries and instant arthritis;
- . Bundy and Nurofen was the drink of choice at the Royal.

I was pleased with all good launches and landings of my own until the last day, when I managed to find the only ten by ten foot patch of mud in a 400 acre paddock and sprawl gracefully in it. No damage or injury but my previously sweatily odorous flying gear now has the added tang of primaeval ooze, much to Anna's delight.

Passing by a paraglider pilot's door at the Royal, I thought I glimpsed a pair of uprights; turned out it was a pair of crutches. You get that. Out the back of the Royal, there was a pile of smashed aluminium which could restart the commodities boom by itself.

Then there were the Corryong Cup related mishaps, where I am also Director of Safety:

- . Alfie (age 75) suffered four fractured vertebrae, four broken ribs and a punctured lung landing his hang glider a few days before the Corryong Cup began, preventing him entering;
- . Katerina, a German psychologist who was in my team at Corryong and who hit trees shortly before she was to start the Manilla comp, splitting her pelvis and pulling all the transverse processes off one side of her vertebral column;
- . Big Jon, the father of Little Jon (who won the NSW HG comp, and has every year of the last decade) who was also to be at Manilla but blew his launch at Beechmont in Queensland, giving him several fractured vertebrae.

Yeah, maybe I'll spend a bit more time in the sailplane ... as a general rule for any event in a sailplane, you are either intact or dead.

Glider pilots jokingly say that when a hang glider pilot's undercarriage wears out, he moves on to flying sailplanes ... I had no idea of how true this is or the extent of injury and undercarriage damage that they seem to take for granted ... Ed.

Member Profile

by Geoff Neely

John Trezise – ‘try anything’

John Trezise explains that he is an Aeronautical Engineer, not a communications bod but on taking on the persistent radio problems in GFP he made a test rig to test the separate components of wiring, microphone and so on. In the photo, equipped with multimeter and Jaycar catalogue, he contemplates a new radio.

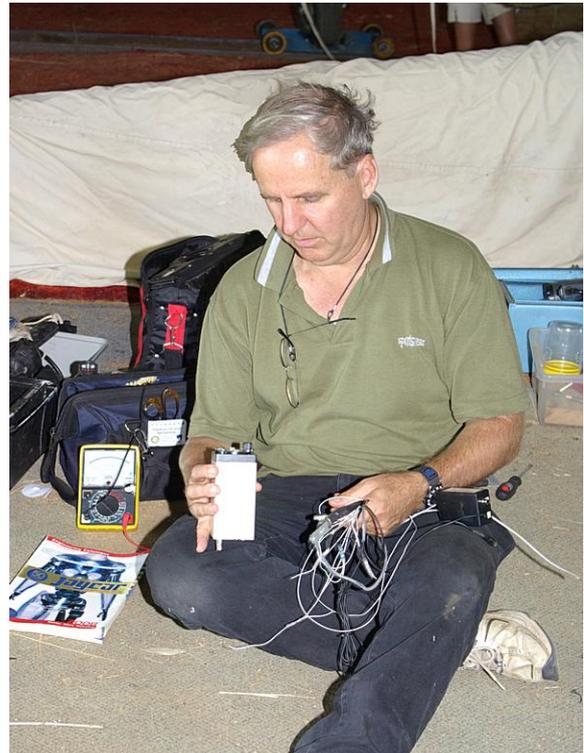
John Trezise was born at Hawthorn in Melbourne and could hardly have failed to follow football at Glenferrie Oval if he had wanted to. When he was eight or so a cousin used to give him jumpers and other Hawthorn souvenirs. He says Hawthorn won a Premiership in 1961. (I never followed football but I was born in Glenferrie and I knew about Hawthorn.)

His father built a house at Box Hill which would have then been an outer suburb on the railway. It is now a busy centre.

His father flew DC3 in the Second World War but when John talked about flying his father said don't be a pilot, they are only glorified bus drivers. After the war his father became a telecommunications engineer with the then Post Master General's Department and stayed with them all his working life. (There must be a story there about the Depression, the War, education and job security.)

Nevertheless John applied for the RAAF. His father saw that he had opted for pilot training and made him change the form to engineer, and so in 1969 he explained away the alteration to a recruiting officer and started at the RAAF Academy at Point Cook. It took him 20 hours to solo on Winjeel. After the first year most of the group opted for engineering and John completed a BE (Aeronautical) at Sydney University. In 1973 he won a place on a flying course at Point Cook again where he did 80 more hours on Winjeel and 100 hours on Macchi jet trainer.

Engineer officers were supposed to do one tour of duty as squadron pilots but by now the Vietnam War was over and the RAAF had



enough pilots, thank you. John went to RAAF Pearce as Officer in Charge of flight line maintenance and became squadron test pilot for after-maintenance tests.

In 1976 John Trezise went to Victoria Barracks Melbourne as Project Officer on a two year project on the engine for the F111. This relapsed into a job shining a Head Office seat and writing maintenance procedures. This did not appeal and it had not led to flying in an F111 so he went on a visit to USA. He doesn't say what happened there but he came back.

He had been studying for an MBA with Melbourne University. The RAAF declined to allow him a year off for the full-time third year so he left and that seems to have been the end of flying for thirty years.

By now married with children, John went to Commonwealth Aircraft Corporation at Fishermens Bend as Manufacturing Services Manager. The work was maintenance of gas



Keep Soaring

Newsletter of Lake Keepit Soaring Club

turbine engines and some offset manufacturing for overseas aircraft. This work came to an end and once again a safe and comfortable future seemed assured for those who wanted it. John was not one of these and moved to Sydney as Manufacturing Manager at EMAIL Low Voltage Distribution and Switchgear Division.

There follows a list of positions at REPCO exhaust division, Thorn EMI Lighting, ADDIS Australia (injection moulding), Prestige Houseware, and Moran Furniture: a career progression of senior management positions that encompassed company build-ups, shutdowns, takeovers and a plain failure. Somehow in the period 1985 to 1990 there was time for motor racing at most of the prominent East Coast circuits from Brisbane to Phillip Island. John raced a 1923 supercharged Amilcar and a Holden engined special. He eventually came to find that there was great reward in preparing a car for an event under the pressure of a deadline but when he got on to the track it was a straightforward matter of driving fast. There was a motor cruiser but it fell into disuse under the changed habits of a second family and was sold. John made a second marriage, to Michelle, in 1995. He has two children from his first marriage: Robyn, 27, is about to enjoy two engagement parties, one in Brisbane and one in Sydney. She works for Universal Music. Tim, 30, is settling into a career as a solicitor after an apprenticeship as a motor mechanic (he has five cars) and a change to University. He is engaged to a friend of Robyn's from Universal Music. The second family comprises Emily, 11 and Laura, 8. What with ballet, music lessons and the rest he never seems to see them before bed time on weekdays and he is able to get away to Lake Keepit during the week. John's first contact with a glider pilot occurred many years ago at RAAF Pearce where one of the flying instructors, John Sampson, used to come back from the weekend bursting to tell everyone about this other form of flying. He said you need a lot of time and if you want to compete you need your own glider. John Trezise was not

persuaded to join him but the germ remained dormant until 2008. Ray Tilley was in about the same place at about the same time but they never met.

The tipping point was meeting our resident flautist Graham Holland in the Lane Cove Concert Band. Did I mention that John Trezise has played the trumpet since schooldays, including the Hawthorn City Brass Band, and has moved on to the more demanding French Horn ... another challenge? And another undiscovered musician in our Club. He says that if you manipulate the valves of the trumpet more or less the right sounds come out but the horn requires more care. He finds that the horn is more a part of the ensemble than the trumpet which because of its more strident note is likely to play feature passages in an orchestra.

Graham Holland directed him to Lake Keepit Soaring Club, Jenny responded promptly to his enquiry and here he is.

John Trezise has found Lake Keepit Soaring Club to be like clubs generally in having a group mentality that is not easy to break into. (As Airworthiness Administration Officer he is being absorbed into the group).

Like many a power pilot he finds there is more to gliding than he expected in the way of assessing and reading the conditions, planning and monitoring a flight. He wants to get out of the nursery and go cross country but various things delayed his outlanding check for six months until this month, when he and Jenny inaugurated a new paddock and I towed them out. Like all early solo glider pilots he was apprehensive about outlanding but now it is done. He gained a lot from a dual cross country with Jenny, in particular when he let go the stick and watched what she did when they got low. He wants cross country coaching now and with the outlanding check out of the way, is ready to go.

John Trezise says the Club must foster people who seem to merely come to look; that people want structured learning, and that we must accept members who do not seem to contribute a lot but are nevertheless Club members.

President's Report

Tim Carr

Update to LKSC Club Logo

One of the outcomes of the Summit last year, was that the Committee would look at updating the Club logo. The main issue noted with the incumbent logo, was that the 'glider' in the logo looks like a hang glider, creating confusion as to who we are and what we do. While this current logo has been in place for many years and is one we have grown to love, it appeared an opportune time to update and improve our overall branding.

So the brief to improve our logo involved the inclusion of a glider, modernising the design to appeal to a younger market and including some feature or connection to the lake, being our point of difference over other gliding

clubs. There was a suggestion to have a glider in the lake! Sorry Al – couldn't resist! Further, the logo had to be easy to print in colour or B&W and suitable for embroidery on merchandise and stickers. Most important of all, it had to be easily recognisable, memorable and sexy!

At the last Committee meeting, we reviewed many design concepts that addressed these needs. The one design as shown below, is the one that almost everyone picked first go, and this design has been accepted as the new LKSC logo. We will be rolling this logo out across our branding and stationary over the coming months.



CFI's Column

John Hoye

Thermalling Etiquette

It is often thought by students that having gone solo all the difficult work has been done. The reality is that there are many other tasks which take some learning and one of these is getting your head around safe joining of thermals. I set out below some of the pitfalls that can catch less experienced pilots and how to avoid them. Following this there is an excellent article by Bruce Taylor on *Joining Thermals*; a must read for all.

When you are learning to fly with an instructor he will guide you into a thermal if there are others there before you, so that you are able to concentrate on the flying. When you fly solo you still have to fly the glider accurately but also plan your path through the air so as to remain safe and not inconvenience others.

It is important when approaching another glider soaring in a thermal to check which way he is turning. Then fly towards the thermal so that when you are ready to circle you do so by turning in the same direction as the glider(s) already established in it. If you have to make an "S" turn to join then you have aimed at the wrong side of the thermal

and this can put others already in the thermal out of sight as you manoeuvre into the core; this is to be avoided.

On occasions when we join a thermal we encounter strong lift before we arrive in the main thermal and there can be a strong urge to circle immediately, however this is fraught with danger if there is another glider at a similar height. We can put ourselves in a position where, although we are turning in the same direction as the others, we can be in danger of having a head on collision because our circles are overlapping.

In these circumstances remember where the good lift is, and if it is better than we experience in the main thermal, we should open out the turn when safe to encompass the better air within our turn and thereby improve our climb.

Please remember our safety is far more important than extracting the best possible climb rate. Now read what experienced competition pilot Bruce Taylor says on the subject:

Joining Thermals

Bruce Taylor

There are four important matters to consider when joining a thermal already occupied by one or more gliders, and every single one of them must receive your full attention.

- 1 You must have in sight all of the gliders that are in the thermal
- 2 All the gliders in the thermal must be able to see you
- 3 You must plan your method of arrival and entry to the thermal
- 4 All the gliders in the thermal must understand your plan.

1 Sighting gliders circling is not easy, and a variety of backgrounds and conditions can conspire to make it even more difficult. Gliders are like kangaroos on the road; where there is one, there will be more, and it is the one you don't see that will do the damage. After you decide that you have them all sighted, then start searching for the one(s) you haven't seen - don't get a fixation on the ones already in view. Keep your scan going over the entire width and depth of the thermal, as one aircraft in a particular stage of the turn may be impossible to see at first glance.

You must also keep in mind that there could be gliders close to you heading for the same thermal. Aim to keep your search going all around, especially above as you will usually be slowing down and gaining altitude as you approach the lift area. **THIS IS NOT A TIME TO BE LOOKING AT YOUR VARIO ... ALL EYES OUTSIDE!**

2 A glider approaching a gaggle at high speed in a straight line will be next to invisible. The frontal area is very small, and we need to increase this and ensure some horizontal movement so that those gliders already established have some chance of seeing us coming. If we are making our own decisions we will want to sample the air as we approach the lift anyway, as it will be best to have an image of the thermal in our own mind. This will lead to some gentle weaving and “feeling” of the air that will make your glider more visible to those ahead. If not, you should attempt to avoid a direct head-on arrival. You should arrive at only a little above thermalling speed, and with consideration of all the established glider’s positions so that they have a good chance to see you.

3 A good concept of spatial awareness is vital in the arrival phase. While still well back from the thermal you need to have a good idea of where you will arrive in amongst the gaggle, in relation to all the gliders. There will need to be a space for you to fit into (!) and if not, you will start a gentle turn outside that of the gaggle until they have rotated further and you can see room to move in. **DON’T PUSH!**

Please, do not arrive at the gaggle at full cruising speed and attempt to pull up amongst them ... this is extremely dangerous, as you will have considerable vertical velocity to judge as well as your horizontal position. It will also inevitably mean you are out of sight of one or more gliders, and they are out of

sight to you at some stage. If you do this a couple of times someone will punch you in the nose, which will be a very good thing...

4 As above, you must always manoeuvre in a safe and predictable fashion. Try not to surprise the other pilots with any of your antics. As you fly at higher levels of competition, it is likely that you will have gliders flying at lesser separation, but the pilots generally behave more predictably. If the pilots of the gaggle see you approaching at a sensible speed and behaving as if you are having a good look out the front and working to fit in comfortably, they will be far more receptive and will often open out their turn a little to let you in more easily. Roll into the thermal smoothly and positively, and likewise when leaving keep all the changes of direction predictable.

Keep a good lookout as you leave the climb, especially below as you accelerate. Above all, be careful and courteous.

Open Class Manoeuvrability

Open Class gliders are big, usually 25 metres or more in span, and heavy, often flying somewhere around 800 kg. This means that they have much inertia. They are slow to roll and take some time to change speed. Their control response is worst at low speed, as when thermalling, and some account of this needs to be taken by other pilots when sharing airspace.

Give these gliders a little more room when you are near them. They will thermal at about the same speed as any heavily ballasted glider, around 55 to 60 knots. Try not to surprise them by doing something unexpected in a thermal, forcing any rapid evasive action. Generally they will not cause you too much trouble; because of their slow and graceful movements you will find their changes of direction quite easy to anticipate, and it is unlikely that they will manoeuvre into a position faster than you can manoeuvre out of it.

Easter Regatta

For all the members who have not yet entered the Easter Regatta, you are running out of time. Entry forms and information can be found on the Club website.

We are looking at having "teams" with an experienced pilot leading less experienced pilots. The lowest performance will be scored for the team. That way your leader will not leave you behind as it is in his best interest to get you around the course and back to the airfield in the best possible time.

There is a possibility of Bruce Taylor and Brad Edwards attending for a few days. Trevor West, Harry Medlicott, Dave Shorter and other very experienced competition pilots have agreed to be team leaders so if you are interested contact me and I will see what can be done to match you and your glider to other team members. Alternatively if you would rather 2 seater instruction this can also be arranged.

It is proposed scoring will be on your best 4 days during the competition period, as not all leaders will be able to attend the full 8 days of competition.

Evening meals will be supplied at a reasonable cost. John (Jenny's partner) and others have offered to prepare these meals



Entry Form Easter
Regatta 09.doc

Wendy Medlicott

with help from Marga Tilley as salad maker. Please lend a hand where possible.

To date we have entries from:

Dave Turner	Steve Hedley
Ray Tilley	Robin Walker
Jenny Ganderton	Chris Carr
Tim Carr	Wendy Medlicott
Harry Medlicott	Geoff Neely
Dave Shorter	Trevor West
Ian McCallum (RAAF Richmond)	

And possible additional entries are:

Todd Clark	Bob Emery
Brad Edwards	Bruce Taylor.

We need pilots for LS6, LS7, Jantar, Grob.

If your name is not on the list please notify me of your intentions to fly as soon as possible.

At this stage we have our tug and Brad's Pawnee to be flown by Juho. If you can help with flying the Club's tug please contact me with your proposed dates.

Thank you all for your offers of help already given. I look forward to hearing from a lot more of you very soon.

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Airworthiness Column

John Trezise

Club Gliders

In this issue, a few bits and pieces of general interest with a message thrown in for good measure.

Firstly, hours flown by Club gliders last year were:

Grob:	263 hours
LS7:	200 hours
Puchatek:	164 hours
Junior:	150 hours
LS6:	104 hours
Jantar:	80 hours

Ideally, to cover the operational costs of these gliders, we need to be looking at achieving over 200 hours each so that is our challenge for 2009. Hopefully, will all the plans to bring increased activity to the Club, this is achievable. We just need the weather to co-operate!

The second point of interest is the ratio of launches to flying hours taken over the total life of each glider to date:

Puchatek:	2.6 launches per hour
Grob:	1.8 launches per hour

Junior:	1.2 launches per hour
Jantar:	2.2 hours per launch
LS7:	2.1 hours per launch
LS6:	2.9 hours per launch

Apart from general interest, the significance of the number of launches is that it determines the servicing requirements for Tost releases (AD 277). There are two parts of this AD: the first, Action 1, requires removal and servicing of the releases at the first Form 2 after 200 launches since the previous servicing. Action 2 is required after 2000 launches. It can be seen that the releases for the Grob and Puchatek will probably require servicing every Form 2, whereas for the others, the requirement might arise only every two or three years.

The final point of interest is the life remaining on each Club glider, and how soon we can expect this life to be exhausted (all gliders have a finite life determined by the manufacturer). The table shows current hours, life expiry hours, estimated annual flying hours, and the year of life expiry based on the previous assumption.

Glider	Current Hours	Total Life (Hours)	Estimated Annual Hours	Year of Life Expiry
Puchatek	2,231	5,000	240	2020
Grob	1,293	12,000	250	2052
Junior	4,564	6,000	200	2016
Jantar	3,139	6,000	200	2023
LS6	3,790	12,000	250	2041
LS7	4,816	12,000	250	2037

This shows why we must look after the gliders and continue to refurbish them, aiming to get them as close as possible to the ex-factory condition. Properly looked after, they are capable of flying for many years to come. If not, they are likely to end up looking like the poor Statesman, and enduring a similar fate.

Flying the New England in Safety and Comfort

Bruce Taylor

The status quo

Most cross-country flights out of Lake Keepit are in an arc from north around to the south-west. For all the years that I have flown in the area, there has been an imaginary “wall” to the east of Manilla/Barraba/Bingara that most people never venture past it. As I have now done a lot of flying over the New England, I think it is time for me to help members to spread their wings, and to safely extend their flying into the higher country to the east.

Why bother?

Most of the New England plateau is around 3,000 to 4,000 feet amsl, and the coastline is within 100 to 150 kms of the top of the range. What this means is that the airmass overlying the area is more moist than it is further west, and convection begins a couple of thousand feet higher. In practical terms we have higher cloudbase and more cumulus.

There are exceptions to this rule, but basically there is plenty of fun to be had. The scenery is superb, with views out over the eastern escarpment (“tiger country”) and often to the sea. We have meteorological conditions that are almost never experienced at Keepit, such as the sea breeze convergence. On many summer days it is possible to fly in a straight line all the way to the Queensland border without stopping to climb. Sounds like fun? It is a fascinating place to fly, and it is within easy reach of the Lake Keepit airfield.

Deciding to use the New England area will give keen cross-country pilots a huge increase in their possible flight choices, as well as improving their meteorological understanding. The mix of landforms and their effect on the soaring weather above them will quickly improve your understanding of a variety of conditions. I guarantee it will also increase your enjoyment of the sport immensely.

What are the pitfalls?

Most of the New England is grazing country, which means that you will not find so many huge cultivated paddocks as you would expect out in the wheat growing areas. There is still cultivation, but it is more isolated, and the size of the paddocks is smaller. There are a number of ag-strips too, so it is necessary to learn how to look for these and what to watch out for when using one. It is not more dangerous, it is simply different, and requires some readjustment. On the days when convection is not so high, you will need to be more cautious in those areas where the landing possibilities are less frequent. In this regard the New England is very similar to the valley you fly along when travelling to Barraba and Bingara ... certainly no less landable than that.

Private airfields and old ag-strips abound through the New England. Mostly ag-strips are characterized by the bare superphosphate “dump” at one end which makes them quite visible. If there is any doubt about the slope of the runway, you should always land towards the dump, as it was invariably stationed at the top of the rise so that the crop duster could land uphill and takeoff downhill.

Cultivated paddocks will be very suitable for landing. They will be smaller than those in wheat country, but will normally provide plenty of length for a safe arrival. Not surprisingly, there are very few deserted houses in the New England, which makes a pleasant change!

When I speak to pilots about flying up here, I am often greeted with the same refrain, “Oh, it’s OK for you, you have a self-launching open class glider.” Most often this comes from someone who has never flown in the New England. I can only reply that I have done most of my flying here in gliders with no engine and 15 metre wingspan. I will never fly out of range of a landable area, whatever I am flying.



There have been three gliding fields in the New England over the years which have provided many safe kilometres of gliding. The only downside is that our season is a little shorter up here than it is out west ... on average I think we have about one month less good soaring each season. On the other hand, the flying we do get is often considerably better.

How do I get started?

I suggest you begin by downloading some turnpoints from the Kentucky TP database. You can find these on the Leibacher TP exchange <http://soaringweb.org/TP> then just follow the links to NSW and Kentucky.

For your first trips, I suggest only proceeding if the convection is about 8,000 feet QNH. This will give you a big safety buffer, and plenty of relaxed time to look around and get a feel for how it looks. Maybe you should fly up to Kingstown, then along the valley to Bundarra. This valley is only 1,000 feet higher than Lake Keepit, but will begin to expand your horizons.

If the weather is good enough, there is a wonderful flight to Bingara, then turn east and fly up to Glen Innes. This gets you quite a way from Keepit, but the run up the valley east of Bingara is really easy, with huge open cultivations and a gradual increase in ground elevation all the way to Glen Innes, which is about 3,500 feet QNH. You will fly just north of Inverell, have views of Copeton Dam, and will get to see some of the real "tiger country" south of Inverell as you proceed.

As you gain in confidence you may choose to do a direct flight to Kentucky. This is more challenging, as the ground steps up quite quickly east of Manilla, followed by about 30 kms of unfriendly terrain. On the Kentucky database, you will find two paddocks, "Longford" and "Glenclaire" that will help you through this area. Once you fly east as far as the New England Highway, you will be back into easier country again. In fact, I think the very top of the tablelands, from Walcha north to Armidale, is the best flying

and most landable area of all the New England. Take care of the Tamworth control zone as you pass to the north of it, and may need to deviate around.

Beware!

There are a couple of things to beware of when flying up here. The terrain north of Armidale, through Guyra and on to Glencoe on the New England Highway is very high, well above 4,000 feet, and rising to 4,500 feet at Ben Lomond. If it is a high day, all well and good, but the ground elevation can be deceptive.

There are areas of completely unlandable ground. They are easy to see coming, so on your first trips, travel slowly and look well ahead. The tracks I have suggested are well-known and should provide no surprises, so while you are flying them, look out to see what else is around. If you do get right up to the New England Highway, you will be able to see the escarpment out to the east. The locals call it the "gorge country" ... Aussie team pilots here last year for the training week called them the "cracks in the ground"! Stunning scenery, but no place to take a glider.

Guided Tours

If anyone is interested, I'd love to do some lead-and-follow trips up here. That would be the best way to explore the area, so that I can point out the fun bits and the places to avoid. It has been suggested that it might be good to hold a camp at Kentucky, to help people get started and gain confidence to explore on their own. This is also a possibility.

I guarantee that once you get to know the countryside in New England, you will choose to fly here more often than not. It is a really well-kept secret, and after its discovery you will find the flatlands just slightly boring...

I am happy to discuss any flights, and to give any advice. I can be called on (02) 6778 7345 or emailed brucetaylor10@bigpond.com.au

Good luck and safe flying ... Bruce

At Keepit one February evening



LtoR: Juho Rossi, Kevin from England, Bart Hellemans, Maria and Jim Hackett and visiting Chef Robiere

During a recent visit to Lake Keepit visiting overseas Chef Robiere was persuaded to cook dinner. He conjured up this sumptuous menu:

Pork fillet stuffed with mushrooms and zucchini sautéed in red wine and plum sauce served with cheese bake broccoli, cauliflower and cabbage with savoury potato balls and deep fried sweet potato.

Banana strips with brandy snap centre stuffed with banana and cream with grapes as decoration, topped of with ginger/chocolate topping.

For this unusually fine Lake Keepit dining experience all present were dressed in their finery; jacket and tie, shorts and riding boots. Keepit's best silver was brought out and wine glasses polished.



For Sale

Jabiru - SK 1995

Serial No. 125 currently registered as an ultralight.

We have decided to sell our much loved aircraft.

The engine is in excellent condition.

Total hours flown is just over 400 hours.

If you are interested in an aircraft that will cruise at 90 knots
And use only 14 litres per hour, this is the plane for you.

At just **\$35,000** it is a bargain.

Contact: Nick Singer (02) 4365 5485

Wendy Medlicott (02) 4365 3626

View at Lake Keepit

For Sale

Cirrus

Hello to all you avid Glider Pilots; looking at my log book, I see it is approaching 12 months since I last flew a glider. I will one day come back and hopefully do lots more, however, it is sad to see toys under-utilised. Therefore, the Cirrus and the hangar are up for sale again, or still? Whatever!

Going price for a hangar space like the one available is about \$10,000.

The Cirrus has winglets, basic Borgelt instruments, a time expired parachute, a pretty good record of competition results and is, despite anecdotal comments a nice, responsive, comfortable, roomy, quiet, satisfying medium performance aircraft to fly. It is a B75 model (better washout on the wingtips than earlier ones) and has wing tip extensions to take it to 16 meter span, it is even nicer to fly in that configuration! I did 500km with a few other gliders from LKSC a few years back in 5 hours and 26 mins. It also handles well at low speed due to the winglets, ask those it has out-thermalled how well it seems to handle.

I think it is worth more, but they seem to bring about \$20,000.

Not a bad package; at 6% against the home loan that will cost you \$1,800 a year to own! Fly 2 comps and you're ahead of hiring a glider.

Please consider

Feel free to call me for further info. I'm also sure Bob Emery can talk about the aircraft's handling characteristics ... Allbutts (aka Allan Buttenshaw). 0412 217 557, or 02 4443 6327.

Coming Events

Event	Contact	
10-18 April	Easter Regatta	Wendy Medicott
1-4 May	4 day Cross Country Weekend (note date change)	Wendy Medicott
Sat 2 May	Lake Keepit Annual Dinner (and Awards Night)	Tim Carr
5-8 June	4 day Cross Country Weekend (Queens BD)	Wendy Medicott
10-13 July	4 day Cross Country Weekend	Wendy Medicott
31 Aug – 3 Sept	4 day Cross Country Weekend (Bank Hol w/e)	Wendy Medicott
11-14 September	4 day Cross Country Weekend	Wendy Medicott
2-5 October	4 day Cross Country Weekend (Oct long w/e)	Wendy Medicott
6-20 November	National Sports & Club Class Championships	Wendy Medicott

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
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
Ken Flower	02 6761 3816		0406 716 574
Bill Gleeson			0408 443 009
Vic Hatfield	02 6765 7050	02 6766 9655	
John Hoye	02 6767 1033		0427 505 233
Matthew Minter	02 6785 7399	02 6742 3998	0427 455 119
Geoff Neely		02 6769 7514	0419 563 233
Peter Sheils	02 6762 1377		
Greg Smith			
Nick Singer	02 4365 5485	02 4384 2101	
Garry Speight	02 6785 1880		
Dennis Stacey		02 6584 3747	0407 006 292
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
Darian Thom			0407 269 210

Instructor & Tug Pilot Roster ... Apr - May 09

Date		Instructor	Tug Pilot
April			
Saturday	4	Vic Hatfield	<i>Volunteer</i>
Sunday	5	Garry Speight	Charlie Szpitalak
Good Friday	10	Tim Carr	Garry Speight
Saturday	11	Dennis Stacey	Garry Speight
Sunday	12	John Hoye	Dennis Stacey
Easter Monday	13	Dennis Stacey	John Hoye
Tuesday	14	not req'd/Jenny?	John Hoye
Wednesday	15	not req'd/Jenny?	Ian Barraclough
Thursday	16	not req'd/Jenny?	Ian Barraclough
Friday	17	not req'd/Jenny?	Ian Barraclough
Saturday	18	Dave Turner	Darian Thom
Sunday	19	Nick Singer	Darian Thom
Saturday	25	Gerhard Stuck	Greg Smith
Sunday	26	Gerhard Stuck	Jay Anderson

Date		Instructor	Tug Pilot
May			
Saturday	2	Vic Hatfield	Geoff Neely
Sunday	3	Peter Sheils	Charlie Szpitalak
Saturday	9	Ken Flower	Phil Anderton
Sunday	10	Matthew Minter	Ken Flower
Saturday	16	Tim Carr	Garry Speight
Sunday	17	Garry Speight	Greg Smith
Saturday	23	Dave Turner	Darian Thom
Sunday*	24	Nick Singer	Darian Thom
Saturday	30	Gerhard Stuck	Phil Anderton
Sunday	31	Gerhard Stuck	Jay Anderson

***Note:** Sunday 24 May is an AAFC Air Experience Day at Lake Keepit

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 with your email details and he will fix it.