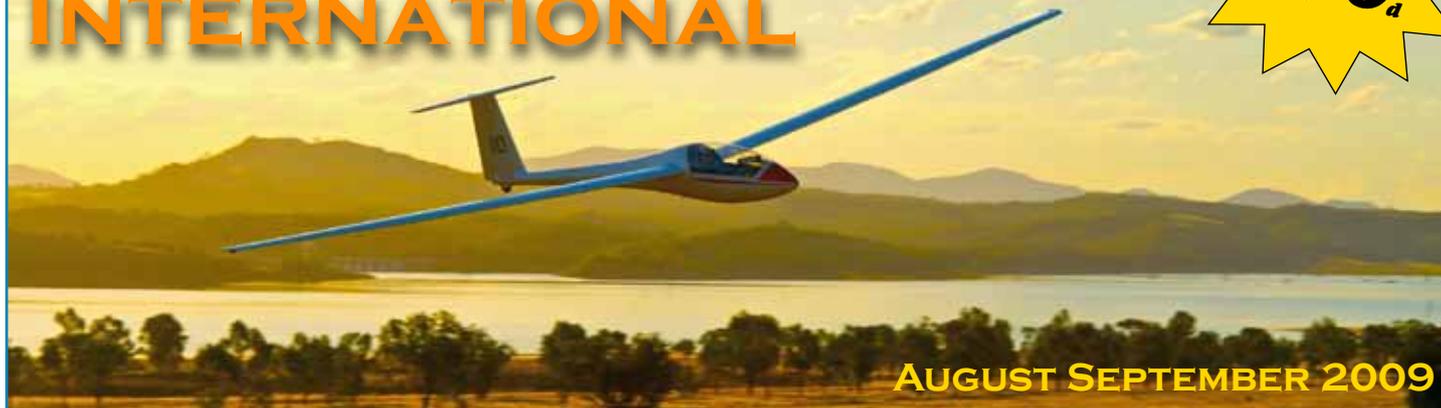


KEEP SOARING INTERNATIONAL

1/6^a



AUGUST SEPTEMBER 2009

Welcome to this International issue of Keep Soaring!

One of the great things about gliding as a sport is that it is very "portable". You can take it almost anywhere. Now you may say that sports like soccer are more portable, but that's not really true. Apart from the obvious difficulty of carrying a soccer ball in your luggage when you fly international, you can't just turn up at some field in Glasgow or Milan and say to the lads "mind if I join you for a kick?"

But you can turn up at a gliding club almost anywhere in the world and get a fly... and be welcomed by the other fliers. In most cases, it doesn't take a lot more effort to get your paperwork in order than trying to stuff a soccer ball in a suitcase.

With Australia being in the grip of a long and vicious winter with night-time low temperatures outside the Keep Soaring editorial office almost as low as July in the UK (at midday), it seemed a good idea to spend the budget for this issue of Keep Soaring on getting some hot stories from Overseas.

Brian Du Rieu has contributed a great story, Soaring in Morocco. I'm not sure if he was actually wearing those clothes when he tried to get through customs... maybe they do things differently over there! It certainly looks hot though.

Jim Staniforth completely misread the brief. Instead of sending in some nice warm pictures of sunny California, he's sent us in something which looks terrifying and freezing... all 17,000', rocks a half wingspan away and snow covered mountains. Anyway, we had space to fill.

On another international note, Woitjec has sent in some more cryptic advice and also pointedly asked us to print his granny's Christmas cake recipe. Foreigners! That's what happens when you do International! I hope you enjoy Keep Soaring.

The Editor.

WE WAS ROBBED!

Considerable dismay and disbelief was the emotion which greeted those of us who read in the pages of the English gliding magazine *Sailplane and Gliding* that a long-standing LKSC record had fallen to the English. Disbelief, because it is a long time since the Brits have broken any record except weather related ones. Undoubtedly this win spurred England on as a nation when they took on Australia again for the Ashes... but more on that later.

For those of you who don't keep their noses in the record books, Matthew Minter's epic flight from Narrabri to Lake Keepit (on Aerotow) was comprehensively broken by some English chaps (probably about 27 of them) in a Horsa glider. (Actually that's 27 sets of 27 chaps)... who were towed by Halifax bomber from the UK to North Africa to long way around over the sea. In fact, 30 gliders took off, but three crashed into the sea on the way.

The Horsa was an all-wood glider fitted with side by side dual controls and carried 25 soldiers with gear and could also carry a jeep (around 14,000 kgs AUW). With a maximum speed on tow of 140 mph, it must have been an exciting ride. The gliding performance was somewhat like a standard Rogallo hang glider. A brick.

Another record probably held by the Horsa is that of the world's most popular glider with estimates of numbers as high as 5000. Only the Grunau Baby II comes close. Of course you can download the handling notes for the Horsa from the club web site.

Meanwhile, Matthew is not one to let this record get away from him. Plans are afoot to tow a clipped-wing Blanik all the way to New Zealand where they still fetch a high enough price to pay for the airfare back to Oz. Go Matthew!



EARLY SPRING CAPTION COMPETITION



Here's the new challenge. The picture shows an air experience flight about to hook on and go. The instructor is about to shut the lid... and all of a sudden the passenger wants to bail out!

- What's the reason for this sudden change of heart?
- Has the passenger forgotten his camera?
- Maybe he wants a widdle?
- Does he want to know what that yeller knob does again?
- Maybe he's beginning to doubt the bit about the low pressure over the top of the wing.
- Or perhaps it's something the instructor has said?

According to the Authorities, I am not a great one for HR (whatever that is) and miss out on some of the subtle nuances which pass between grown-ups (she says most men are autistic).

So for those of you who are good at that sort of touchy feely body languagey sort of thing, here's the new competition. What has been said or done to make the young guy hold up the launch.

The prize is a nice bottle of Cor10 brandy which I found below the house and could not bring myself to drink, let alone use for cooking. All entries to the editor.

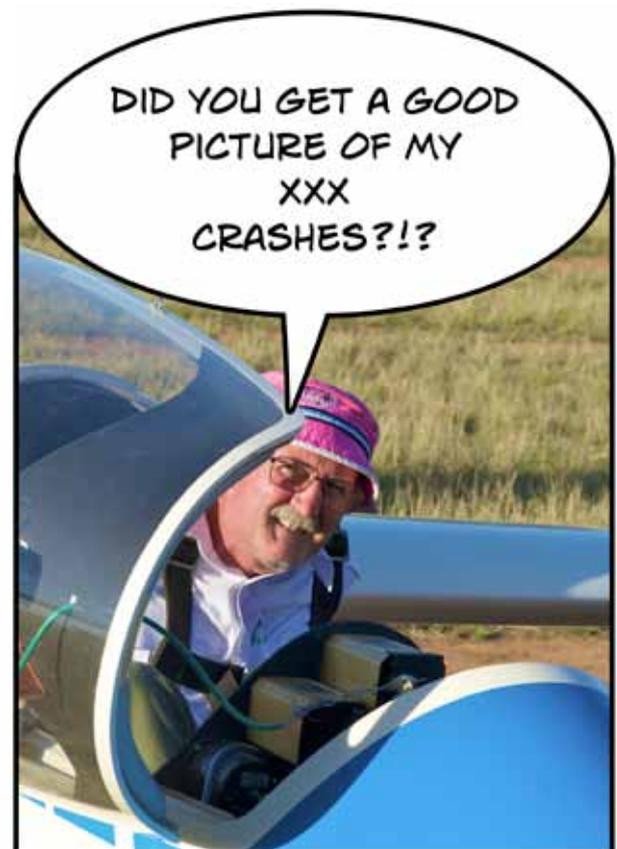
WINTER CAPTION COMPETITION

Overwhelming was the amount of letters we received with answers for this competition. The postie staggered to the door of the editorial office every day bearing groaning bags of letters (*As opposed to bags of groaning letters? I know how they feel! Ed.*)

These letters were also overwhelmingly wrong! In fact the CFI has been alerted to the fact that most correspondents thought that Albut's *could* have achieved as many as 20 "relights" after landing.

Lets be technical here. The FAI ruling is that if a glider touches down and then becomes airborne again, a height gain of less than 300mm measured at the main wheel constitutes a Skip. A height gain of more than 300mm and less than 3 metres constitutes a Bounce. A glider has to have a height gain after landing of over 3 metres to constitute a Relight.

So the correct answer was "3" and they were technically bouncers. Perhaps they were stylish enough for Albut's to refer to them as crashes to the photographer but we are sorry to have to say nobody got the correct answer and no prize will be awarded this month.





CHRISTMAS IN JULY (IN JUNE)

John Hoye's annual festival of overeating was huge! After a pretty good day's, flying round 32 people jammed themselves into the club house and ate and drank everything they could see.

Like a real Christmas, it took around 10 times longer to prepare than it did to eat, most of the preparation was done by the few, and most of the eaters just wanted to have a good lie down afterwards when the washing up needed to be done. It would have taken rather less time to prepare without John H's help, but that's another story.



Most of the other guys took the hint and stayed out of the kitchen until it was time to clean up when they did answer the call to arms and clean up in fine style.

The menu was fairly traditional. Turkeys having made themselves scarce, a dozen or so chooks came to the aid of the party and were passed from oven to oven by the relay team of heroic cooks in an effort to not only cook them but to give them a nice brown tan too.



Marga, Geraldine, Wendy, Fiona and Pam. The Master Chefs.

pudding was, as you would expect, Christmas pudding. Mrs. Carr provided not only the pudding and the mixing equipment, but the son to hold it and mix the sauce to her instructions.



And afterwards there was the traditional huge bonfire... somewhat smaller than last year due to Vic Hatfield's absence.

This was the second clan gathering at the club in as many months (the other being the annual prize giving) and it was fantastic that there was a capacity crowd on both occasions.



As you would expect, (being winter and swine flu being so popular) there were a few poorly people around the next day. Fortunately the weather was sufficiently average that only those feeling 100% fit felt inclined to fly.

KEEP SOARING IN CALIFORNIA AND NEVADA

JIM STANIFORTH



AUGUST-SEPTEMBER 2009

Having somehow avoided work for most of this year has allowed for more fun. It's about a 15-minute drive from my house to the local gliderport in Tehachapi, California so it's possible to review the day's weather then hook up the trailer and go.

If you've looked at OLC flight claims out of Southern California, you'll know that most tasks are done to the North. There are multiple Restricted Areas to the East with only a narrow corridor between them, Class B not far to the South, and as a rule stable marine air to the West.

The high ground of the Sierra Nevada is to the North. On occasion, we can get cleared through some of the restricted areas. It doesn't hurt to call ATC on the radio, as worst they can say is No! Weekends and evenings are the best bet. But when there is a Space Shuttle in orbit, Edwards must remain "hot" in case an emergency reentry is necessary.

During a flight in May, we got access to R2515 (Edwards Air Force Base) above 6000 feet if remaining on ATC frequency. That was very cool, as the Space Shuttle Atlantis was visible on the 747 inside the loading gantry as we flew overhead. The photo was taken from fairly high and with a wide-angle lens. The nose, tail and wing tips of the 747 and the wing tips of the shuttle were visible.

Calling Joshua Approach at 5:05PM last Friday, they reported R2505 (China Lake Naval Weapons Station) was open above 11 thousand. That was great, as there was heavy rain just outside the northern boundary of R2505. I had just managed to avoid rain and stay out of 2505, but others who arrived later needed the access. Eleven thousand seems high, but with valley floors at about 4000, ridges at 8 to 14,000 and few places to land, it can seem pretty low.

*Top: The Sierra Nevada near Independence.
CA. Still snow covered in mid-May. JS*



*NASA Dryden is on the shore of the lake, by the World's largest compass rose...
Over a kilometer across! The shuttle gantry is the leftmost black frame. DR*

KEEP SOARING IN CALIFORNIA AND NEVADA



AUGUST-SEPTEMBER 2009

Platypus once wrote in S+G that in the Owens Valley being at 5000' AGL meant you were looking for a place to land, and he wasn't far off.

Working thermals on the Inyos and Whites below 9,000' can be difficult. This is amazing as once you're over 9,000' it tends to get really easy. This week ending 19th of July had some great weather.

On Tuesday, with no tows available anywhere nearby, I was the only one to launch and flew 346km. Wednesday was better, and Mark Grubb joined the fun. We each made over 700km (I turned Mount Grant, by the Hilton Ranch, Mark turned Basalt and did a lap on the Whites). Field elevation in Tehachapi is 4200' and we saw 17,900 in thermals, but average thermal strength was only a little over 4Kts.

For Thursday's flight Mark and I did a "sleazy OLC zig-zag" up to Mammoth, back to Inyokern, up to Mount Whitney – the highest point in the continental USA - and back home. Dan Armstrong did an out and return, turning at Lucky Boy Pass and we all ended up with around 765k on the OLC. On this flight, I decided to collect as many points for another comp that I could.

The Benbrook Challenge awards 100 points for 360-degree turns over California's major 14,000' peaks, 50 points for subsidiary peaks above 14,000', and 150 points for two 14,000' peaks that Rich Benbrook thinks deserve them. One is Middle Palisade, which Rich couldn't summit on foot, then later tried to show his appreciation and drop a "pee bomb" on.

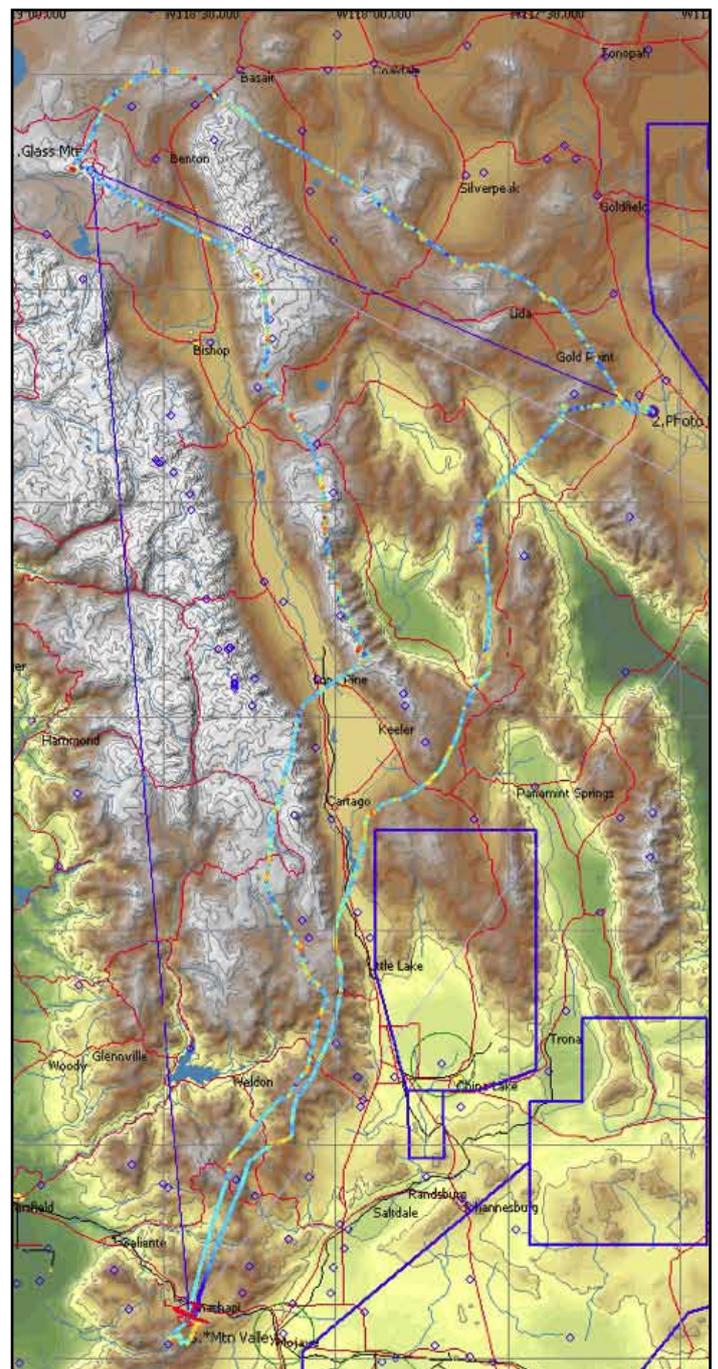
The bag managed to remain stuck on the leading edge until he landed out. Thunderbolt Peak is where Rich fell at the summit, breaking several ribs and smashing his kneecap. On Thursday I tallied 1550 points in the Benbrook Challenge. The last pass on Mount Whitney probably has ground based photographic evidence hopefully proving I was at least 500 feet away, but you know what zoom lenses will do. During this flight I flew through the dust of an avalanche and saw a kayak on an extremely remote lake at 10,000'.

On Friday there was a strain of the flu called "thermal blindness" going around. That's when the thermals are so good you can't see going to work! Ten pilots were on hand to experience the soaring weather. Many personal best flights were made. I tried something different: declaring two places we never turn, possibly for a good reason!

The direct route up the Sierras was getting rained on by the time I reached Lone Pine, so the Inyos and Whites had to be the route. After crossing the Owens, I topped up in a 9 Knot thermal, then ran

150k to Glass Mountain. Found a good thermal just beyond Glass, and ran a line of lift rather than the course line. To the East the lift wasn't as good, and weakened to the East side of Death Valley. The street wasn't working like the clouds appeared, the better clouds were off limits in Area 51, and it was blue at the turn point.

When it started raining I left the 750 km task about 60 km before the second turn. Backtracked across the extreme North end of Death Valley, found decent thermals on the West side, and followed the



KEEP SOARING



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desolate Saline Valley past the heavy rain to get back into the Owens Valley and home down the Sierras. Final glide was from 150 km out. From the talk on the radio I expected to be going on a retrieve.

Meanwhile to the North, pilots were switching to survival mode. Mark made a save from 5000' near the "aromatic" mining town of Trona and logged another thousand km. A challenging afternoon forced one engine start by George Strohsahl in his Carat... Even after he'd made a great save in the rain, he was flushed off the Sierras attempting to reconnect with the lift over the crest. There was also one outlanding, but we expected more. And Mike Reid has no air conditioning in his car! After Kathy Fosha finished work, we helped her rig her car to tow Mike's trailer for the retrieve from Lone Pine. Kathy missed this cycle of good weather due to work at Northrop and homework for her Masters degree. All of us who landed back at home were impressed that we made it.

On the weekend there were many more great flights. Three, five, even 800 km flights posted by Dan Armstrong and Jim Payne. There was a lot of OD, but plenty of fun for all. On Saturday Dan, in "OLC slut" mode, had planned on landing at Lone Pine.

The weather there was wretched so his wife Jan had to drive further North. Jan saw two fires started by lightning during the drive to Bishop.

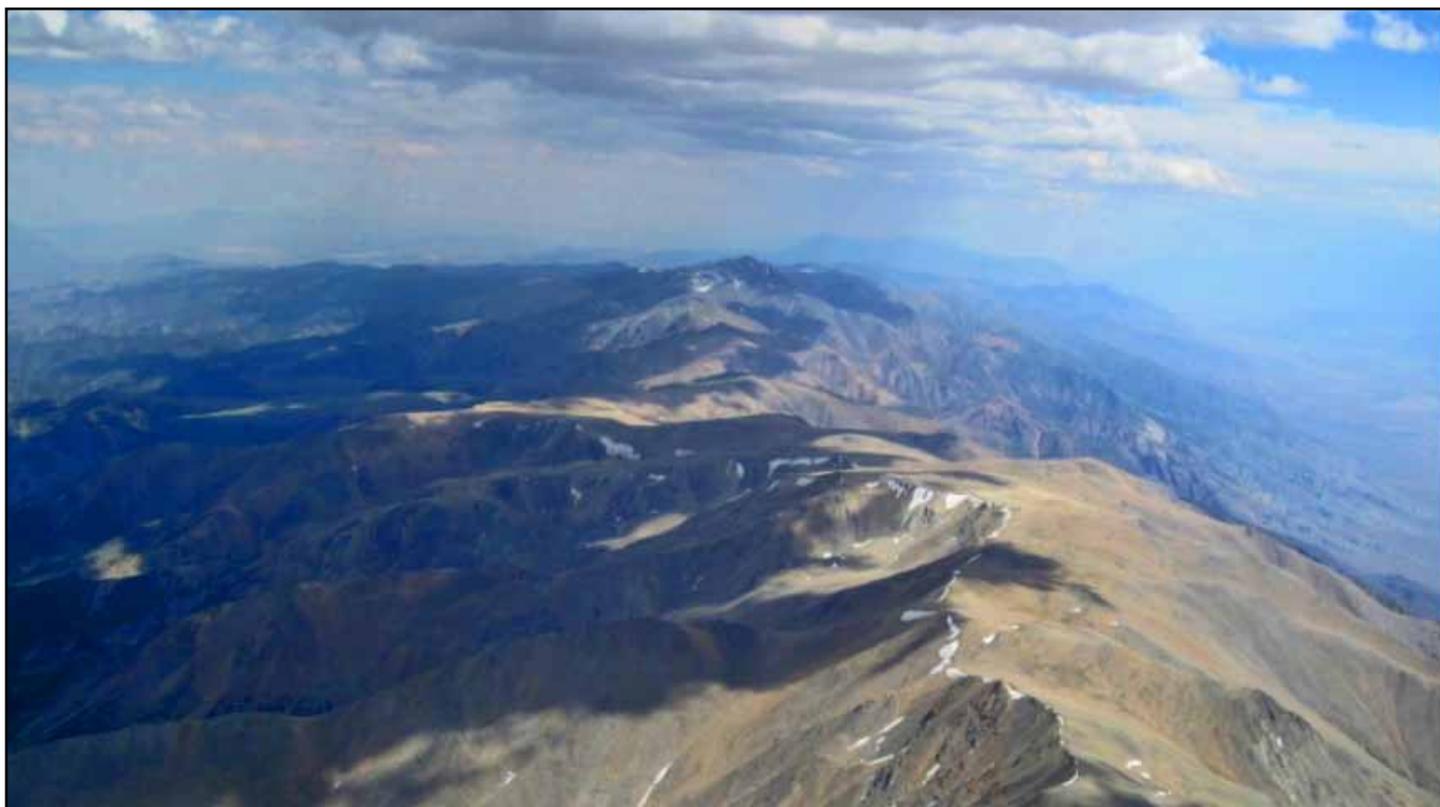
These flights are on the OLC, and can most easily be viewed by checking the Tehachapi Soaring link below. We're presently #20 in the World and #5 in the USA. Our top scoring pilot, Jim Payne is #2 in the World behind Klaus Ohlmann, and #1 in the USA. Presently 5 of us are in the USA top 20 with more than 800 competitors. A great season so far!

<http://www3.onlinecontest.org/olc-2.0/gliding/flightsOfClub.html?cc=2795&st=olc&rt=olc&c=C0&sc=&sp=2009>

Photo credits: JS - Jim Staniforth

DR - Dan Ribn

Below: The White Mountains from Boundary Peak, before it all blew up. DR





AUGUST-SEPTEMBER 2009

MEMBER PROFILE

MATTHEW MINTER

PEOPLE PASSING BY THEY'D STOP AND SAY
OH MY BUT THAT LITTLE COUNTRY BOY CAN PLAY

GEOFF NEELY

I first visited Matthew Minter's farm in 2004. I was taken to a dilapidated shearing shed and directed up the broken steps to the small shearing floor. It was the usual slatted floor (to let the sheep droppings fall through) with three shearing stands, overhead line shaft, remains of leather belting, rusty single cylinder engine with a drum for cooling water, and chutes where the shorn and bewildered sheep were kicked down to ground level – and the characteristic smell of lanoline and dung. An outside wall was missing and some of the inside walls had fallen down.

In a corner was tall pile of blue plastic tarpaulin. Matthew whipped this aside like a magician producing a rabbit in a hat and revealed a shiny black upright piano. I could only agree with his sense of priorities: piano first, living quarters later. Matthew was living in a secondhand caravan with an oil heater and eating under an open tin roofed shelter. The farm was newly acquired and lesser amenities like electricity and a bigger caravan could follow the essential piano. Not to mention gates, fences and control of thistles. Although a farmer's boy Matthew is not good at gates.

All is now changed. Matthew and Li Ling live in a fine house on a rise with a magnificent bush view, solar electricity, gas heating, HDTV and it goes without saying, the piano and a high grade electronic keyboard. The gate is off its bottom hinge.

Matthew's parents, who had married in Darwin, were displaced by Cyclone Tracy in 1974. From Sydney they drove west looking for a living. Matthew thinks the car broke down at Bathurst but anyway they bought a farm 15 km out of town and set about building a mud brick house. Matthew was born about then but his parents separated very soon after that. He has an older sister Emily who was born not long after the 1974 cyclone.

His mother Ginnie re-married and the family continued on the farm, producing sheep and wool. They were self sufficient, with chooks, veges and goats. They drank goats' milk and Ginnie made goat cheese and yoghurt. In her spare time she spun and weaved. The front room contained books, a spinning wheel, the loom and a battery wireless. On Sunday nights they started up a generator and did the washing. On other nights it was candles and kerosene lamps.

There was always a piano in the house and later when they were able to run a generator continuously there was a Hi Fi stereo and classical music. Although there was always music around Matthew did not begin serious piano lessons until the age of 14. He used to travel 15 km to Bathurst on the school bus. He sang in the primary school choir but when it came to a more serious school choir he says it was like drafting sheep or cattle: there were those children were who could pitch a note and those who could not. Matthew could not. He says the skill of singing in tune and his piano skills are not necessarily connected.

He tried piano lessons at the age of five but did not continue. Instead he invented tunes on the piano using the black keys. At nine he began to learn orchestral drums and to read music. He played the recorder in year 10. Matthew loved the farm. He was 13 when they left and moved to Bathurst and he was devastated. He spent three weeks in bed with an undiagnosed illness which he is sure was a broken heart.

About then his mother sent him to a piano teacher to learn the bass clef. This time he was into it. After three weeks he wanted to be a pianist. He was up at 5 o'clock for two hours' practice and at it again after school. He reached fifth grade in two years and after four years he won the open championship at the Bathurst Eisteddfod [Ed: no need to check the spelling – my dictionary is unpacked and I have checked] and at 17 he was best in the district.

Bathurst Soaring Club was 6 km from the farm and gliders and tugs used to fly over the house. Matthew grew up outdoors watching gliders and when he was fifteen he was given a flight as a Christmas present. He wanted to fly the glider but John Salter would not let him. A year later he told Matthew that this was because the instruments had failed. Gliding was another world and now everything else took second place to the piano and gliding. Matthew worked whenever he could, including delivering pizzas in order to get money for gliding. By year 12 Minter Airways had flown 200 hours in the K13, taking more than a hundred passengers from among local musicians, school friends and teachers. Matthew was Highly Commended at the Sydney Eisteddfod.

Disaster in this context was repetitive strain injury at the age of 18, when he had to stop practising for eighteen months.

He began a course at Australian National University in Environmental Science but did not persevere with this. He studied primary teaching at Sydney University for a year.



Nothing had replaced the piano and when he was able to resume practice he applied to Sydney Conservatorium of Music. Three of 80 applicants were admitted. Matthew studied with Gerard Willems, Phillip Shovk and David Miller, all of whom have impressive CVs as performers and teachers. Matthew's degree is B Mus in Performance. For his graduation recitals he had to play a full concert programme on the piano, play in chamber music ensembles and accompany lieder and instrumental sonatas. He played concertos by Mozart and Beethoven. His performance was judged the best of that year. This career is quite remarkable for someone who came to the piano late, in his teens.

At one of his instrumental recitals Li Ling Chen appeared at the business end of an oboe and that started something. Matthew and Li Ling have now known each other for nine years. Li Ling was born in Taiwan. She has a sister in Australia but her family remains in Taiwan.

On gaining his degree Matthew, the country boy, longed to get away from Sydney and needed a break from the hard work. He had offers to teach piano at Dubbo, Forbes and Gunnedah and he says Gunnedah was near the best gliding club. He came to check this out in 2001. In 2002 he went to Waikerie Gliding Club as second instructor for the summer but bookings did not justify this and the deal fell through.

Matthew lived at LKSC for six months in 2003 and in June of that year he moved to a \$2,500 caravan on his new farm and installed the piano in the shearing shed. It took him three years to decide on a house (I know that it can take time to make this commitment). He hankered for a mud brick house like the one he grew up in but in the end settled on a prefabricated house which is far grander than it sounds. Many times Matthew drove me round his paddocks saying "I'd like to put the house in that gully – what do you think?"

To which many times I replied "I've told you I'm a mountain man; I would have it on that hill."

He had told Li Ling he was a country boy and if they married he would want to live in the country but he says she trumped him when she announced that she was off to Germany for three years' post-graduate study of the oboe [wow!].

Matthew became Director of the Gunnedah Music Centre. The title was impressive but the salary was a pittance and he was never going to get a house at that rate (let alone an electric car). To teach at a school he would need a Dip Ed so he got that by external study with University of New England and became Music Master at St Mary's School Gunnedah. He was expected to instil a love of music in all and sundry and he tells of kids who would rather be out throwing rocks at passing cars. He overcame many objections by innovative schemes and by laying down the law when necessary, and he got up a school orchestra and choir.

Matthew doesn't say whether he can now pitch a note but he directed an a capella [as in the chapel, ie unaccompanied] choir at Barraba, called Barrapella. Phil and Marion Anderton were members.

The Li Ling thing had to be dealt with when she returned from Germany (Matthew had made a couple of trips to Germany) and the upshot was a wedding last year. There are grounds for suspicion that this accelerated the house plans.

You will gather by now that Matthew is flexible enough to make the best of what life offers and in August he is going to Taiwan for a year to teach at a bilingual primary school. This required a qualification in primary teaching but you guessed it – he did that. Li Ling will follow soon after.

The horse will be sold, the dog will go to a kennel. The cows will be introduced to the neighbour's bull while Matthew is away. The thistles will flourish and the gate will still be off its bottom hinge. The piano might need tuning.

Matthew and Li Ling hope to raise children in their country setting. Anyone who has seen Matthew work with children will be impressed by his skills. I have seen him with a sullen little moppet who was sent to piano lessons by her mother, inventing games at the piano to win her over. Tony Esler's youngest daughter, the feisty Kate, has been in love with Matthew since she was six. When she had a row with her father she said she would go and live with Matthew.

They would like their children to be bicultural. Li Ling is at home in both cultures and they think it would be a shame if their children could not talk to any Taiwanese cousins.

Matthew will be happy if he can do some performing, some teaching, some farming and some gliding. He would love to teach, perform and compose at a top private school.

PRESIDENT'S REPORT

AGM – SAT EVENING 29TH AUGUST

Just a quick heads up that the Club Committee has set the date for this years AGM as Saturday evening 29th August. Wendy will send out official notices in due course, but please put a note in your diaries now. As usual, it promises to be a fun filled evening debating the happenings at the club over the last year, followed by the last supper for those lucky members fortunate enough to be voted in as committee members for the upcoming year. I look forward to seeing you all there.

WORKING BEE – SAT 29TH AUGUST

With the spring soaring season fast approaching, there is a growing list of jobs that need attending to around the club. So we have set aside a date for the next club working bee as Saturday 29th August, prior to the AGM. Several of the items on the list that needing doing include, a cleanout of the club hangars, installing kickboards in the kitchen, mowing the emergency strips, painting and mounting port and starboard markers in front of the trees on the emergency strip in Geoff's field, painting the tyres on the field, wiring up another oven in the kitchen, etc etc. Many hands make light work!

We will be looking to replace the carpet in the club hangars and install some glider specific cupboard space as a part of the cleanout, so if you can keep an eye out for either suitable carpet or donate a cupboard, it would be most appreciated. If I can ask you all to get involved to get the club shipshape prior to the season and the upcoming comps. If you would like to put your hand up to 'project manage' one of the items listed above, or another job that you will organise, please let me know via email at president@keepitsoaring.com

4 DAY CROSS COUNTRY WEEKENDS

Due to a couple of conflicting dates in the months ahead, we have amended some of the dates for the upcoming 4 day cross country weekends. The amended dates are as follows;

- July 31st to Aug 3rd
- Sept 18th to Sept 21st
- Oct 2nd to Oct 5th
- Oct 30th to Nov 2nd
- Dec 11th to Dec 14th

The format of these weekend is being ramped up for the start of the season, and we have made arrangements for a ongoing series of 1 hour gliding weather seminars to be held on each of these Saturday mornings, which will assist you in understanding how to get the most out the weather for your cross country flights. Seminars on the Sunday mornings have also been arranged, looking at topics such as DI training and exams, cross country task preparation, water ballast theory and use, winch training essentials, outlanding preparation. Further scheduling details will be sent out shortly.

Following these information and training sessions, the days will be tailored around getting as much cross country training and flying in as possible. Two seater coaching, lead and follow and tasks will be available. In order for the instructors to best prepare for these weekends, if you are looking for specific training or have a goal for the weekend, please let the booking manager know in advance to avoid disappointment.

We are sending a flyer out to other NSW clubs inviting their members to get involved, so please make everyone welcome.

GFA AGM & ANNUAL SEMINAR

You will have noted in the recent issue of Soaring Australia and on the GFA website, that this years GFA AGM and gliding seminar is to be held in Sydney on Saturday the 12th September. It is only held in NSW once every 5 years, so is well worth attending. For those members interested, I will be arranging a LKSC table at the awards dinner following the seminar. So please let me know if you would like to join in. You will need to book and pay for your tickets directly with GFA and let me know once you have paid, and I will make the table arrangements.

UPDATED MEMBER WELCOME PACK

The Committee has recently updated the Club's member welcome pack. Big thanks to Dave Shorter and Wendy Medlicott for co-ordinating this big job! I urge all members to update themselves with the pack, as it contains all the basic information about how things work at the club. It is located in the member documents on the club website, however the link is http://www.keepitsoaring.com/LKSC/Downloads/Members/LKSC_welcome_pack.pdf

SIGNS

You may be aware that we now have some new signs at the club, and I just wanted to make you aware of what is happening, and also to request some assistance with their use. The signs are as follows:



Entry Sign – The new entry sign is after coming through the cattlegrid onto the LKSC field. See photo below. The benefits of this sign is that it provides a sense of arrival at the club, and also provided important directions and info for visitors not familiar with the club. More importantly, it also includes a broad based liability warning that notes the potential danger of aviation sports, and notes that anyone passing the sign enters at their own risk. This sign will need some tidying up around the base, if anyone has some free time at the club.



Sandwich Board – We have had a sandwich board made up to be located at the T junction near the park trust office. The idea being that on days where we have the ability to do trial flights, that we are actively advertising this to Joe Public as they come through the gates. However this will take a bit of organising, as I suspect that it will need to be the Instructor of the day who puts this out as they enter the park in the morning. Ideally it would be good if it can just be stored either in the park trust office, or undercover there somewhere. Can I ask John H to bring this to the attention of the Instructors to integrate this into their daily instructors duties? In talking to the new park manager, they get heaps of enquiries, that I suspect go wanting! The sign needs a besa brick and a bungee cord or similar to stop it blowing over – if someone has these handy?



Trailer Banner – We have had a trailer banner made up, and have outfitted the Junior trailer HNY to display the banner on the side. This banner is really eye catching, and the idea being that we locate the trailer in suitable places in the local towns to start to drum up some more local members. Obviously the Junior trailer will be required for retrieves, so when we have weekly bookings or get really busy, we should have the trailer handy. In these busy times, perhaps it could be parked near the T intersection near the Park Trust and chained to one of the other signs.

In terms of logistics, the trailer MUST NOT be towed with the banner in place. It is secured to the trailer with zip ties and only takes a couple of minutes to remove or put in place. In selecting suitable locations, it is ideal to find locations that wont upset the local council, and ideally moved every couple of days. We have purchased padlocks for the trailer doors and a big chain for chaining the trailer to an immovable object. This moving sign, in conjunction with several of the other initiatives on the go at the moment to attract more local members, is a huge opportunity for the club, and I ask everyone to get involved in helping us to get the maximum exposure we can!

KEEP SOARING



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What this means is that we will need to ask members to volunteer to “own” the trailer for a week, and rotate this duty around as much as possible.

Stickers – We have now got new stickers made up with the revised club logo. There are two different versions of bumper stickers, both at \$3 and a large logo at \$15 suitable for putting on the club gliders, trailers, or anywhere that is suitable. They are in the merchandise locker in the clubhouse.



WARRINGAH RADIO CONTROL SOCIETY – FLY IN!

The Committee has been working for some time to stir some interest from other aviation related clubs into visiting us at LKSC, and hopefully get the hooked by the gliding bug. One such club who have been very interested is the Warringah Radio Control Society (WRCS), which is a model flying club based in Sydney.

Their members have arranged a visit to LKSC on the weekend of 26th & 27th of September, where the plan is that they will bring their models to fly, which include 4m wingspan gliders, powered planes and jets, and they then enjoy a glider flight during the afternoon.

This is a great opportunity for not only ourselves to show our wares and potentially attract new members, but should also provide an opportunity for our members who have an interest in modelling to check out some of their skilled modelling and flying. I understand they also undertake scale tug and glider “aerotow” launching which should be great to see! Imagine trying to box the slipstream!

I am sure you will all join in by welcoming these members to our club and come along to see the show. If you are interested in getting any more background on their club, their website is www.wracs.org.au

Please see the Club Calendar at the end of the newsletter for dates and time.

Tim Carr.

CAT ROCKS AND ROCK CATS



This picture was sent in by (I think) Staniforth Jim's better half. I sincerely hope the cat got out of the way before it got taken out by Jim's new winglet. For lovers of cats, here are some real ones Jim didn't get.



WE SAY GOODBYE TO A GOOD FRIEND.

On Friday 12th June a group of club members attended the funeral of Bruce Clark in Newcastle. Bruce had died the previous Saturday when his microlight crashed near Rutherford airfield in the Hunter Valley.

If one could ever say a funeral was a wonderful experience, then this one was. We estimate that there were at least 600 people present. It was a Baptist service, conducted by a very caring minister who obviously knew Bruce and the family very well. They had been a part of the congregation for many years.

One of things Bruce loved was the singing abilities of his wife and family. You could not help but have complete admiration for Judy, his wife who managed to sing beautifully, with two other family members, at the service.

Bruce's brother gave the first eulogy giving us all an insight into parts of Bruce's life we did not know about.

His mining career, along with a cave-in accident that gave him a bad back and knees for the rest of his life.

His ability to work as a mine manager and still keep all the miners as his friends.

His services to the church and the community.

His wonderful family

Bruce was a twin to a sister and his other siblings were also twins, a brother and sister. He had 5 children, the youngest being Matt who is only about 10.

I remember Bruce telling me when Matt was born that all the older children were present for the birth and how proud of them all he was.

He rode motor bikes, drove fast cars and flew whenever he could.

He was part of the Great Australia Air Race, with his brother in a Tiger Moth and raced against great aviators including the late Nancy Bird Walton.

Some 200 planes entered and they came somewhere in the 40s. Not a bad effort for a young man who had only just obtained his licence.

Bruce was a glider pilot, but most of us knew him as a tug pilot.

Whenever he towed you felt very safe as he was so competent in everything he did.

I am sure we will all miss his presence on the airfield.

The following poem was part of the service.



In Loving Memory



Bruce Lindsay Clark

*6-7-1952 ~ 6-6-2009
aged 56 years*

Impressions of a Pilot

by Gary Claud Stokor

Flight is freedom in its purest form,
To dance with the clouds which follow a storm;

To roll and glide, to wheel and spin,
To feel the joy that swells within;

To leave the earth with its troubles – and fly,
And know the warmth of a clear, spring sky;

Then back to earth at the end of the day,
Released from tensions which melted away;

Should my end come while I am in flight,
Whether brightest day or darkest night;

Spare me your pity and shrug off the pain,
Secure in the knowledge that I'd do it again;

For each of us is created to die,

And within me I know,

I was born to fly.

KEEP WINCHING



WINCHING AT KEEPIT

There was a good turnout for the winching session on the June long weekend which preceded the festival of overeating put on by John Hoye. The weather goddess smiled on us (yes it's a Her) and we got fairly cool weather with a light breeze up and down the strip... that is, it changed its mind at will, requiring end changes.

A lot of people took the chance to get checked out on the winch with John Hoye in the glider and Harry on the winch... and it was a good day to practice going up fast because there was not a lot of lift around and going down fast was easy. Even so, a half dozen people managed 2 hours or so of local soaring.

John Hoye gave a comprehensive briefing on winch launching and dual operations before the day started. He mentioned that the new winch was powerful enough to cause a glider to over-speed on the early part of the launch, something the old winch could not easily do.

However, in decades of winch launching, the BGA has never recorded an incidence of a glider being damaged by over-speeding in the early part of the launch. Once established in climb, the pilot has time to signal to the winch driver to reduce power... or safely ping off. The new winch has a calibrated throttle so power levels can be set for each glider.

When a light headwind was blowing down the strip, two seaters like the Grob managed better than 1600' and single seaters got better than 1800' at release. Al Giles reported that the new winch was very smooth and fast compared with the old one and after a slow rotation, there was little to do other than hang on.



The Dyneema rope was laid across a series of elevated rollers down the "100 Acre Woods" side of the strip. (In John H's head, they are still the "woods"). The idea of this is to limit the abrasion of the rope on the ground. This made rope retrieves in the buggy a little slower, but was not a problem.

There's still a bit to be learned about the new setup, but excellent launches are possible. One thing that is needed is for more people to learn to operate the winch itself to give poor Harry a break!

SIEMENS

TOWED GLIDER TELEPHONE SYSTEM

means

Increased Safety
in take-offs and during flight

Communication wire in low rope
Pilots free to operate controls
No amplifiers
No interference

SIEMENS APPARATE UND MASCHINEN GMBH
ABTEILUNG FÜR LUFTFAHRTGERÄTE · BERLIN-SIEMENSSTADT

Editor's note. The acceptance of this paid advertisement should not be taken to mean that Keep Soaring endorses anything other than Dyneema rope for winching.

NOVEMBER CLUB & SPORTS CLASS COMP

Progress is being made with the organisation of the Comp being held at LKSC from 9th to 20th November. Jenny Ganderton has accepted to role of Competition Director and will appreciate every bit of support Club members can provide.

Some of the jobs that will need the support of club members include

- Running ropes and hooking up gliders on the launch grid (we need around 4-5 people each day)
- Operating the glider weighing station (we'll need a couple of people doing random weighing checks)
- Washing up for the caterers and assistance with serving meals and taking money
- Assistance for Wendy Medlicott doing the catering (meal preparation)
- Manning (or womaning) the bar sales each evening (we'll need to roster this job)
- cleaning of facilities/showers/toilets daily
- Assistance with scoring (Chris Carr will be scorer but won't be able to attend every day. We need someone to assist with the upload of data to the scoring computers. SeeYou is the program being used for scoring).
- Assistance each morning with preparation, printing and distribution of weather and task sheets. Also needed someone able to write certificates in a good legible hand.

In the meantime we are hoping to get volunteers to fly over all our emergency landing fields in powered aircraft (Grob/Jabiru/Motor Gliders) to check condition and suitability – this is probably a two man job, to navigate, photograph and record. If you can assist with these flights that would be great.

We also have some very nice club gliders available for club pilots who wish to enter. The competition will be all Assigned Area Tasks (AAT) which allows for all glider and pilot performances. You can fly as far and fast as you wish, or if things get difficult you can cut the corners and only clip each area. So far Gary Speight has a pilot flying with him in the Twin Astir. Who else?

The club stands to benefit appreciably from the conduct of this comp – both financially and as a promotional event for the club. Making this a successful event will benefit us all.

If you can help for all or part of the week let Jenny or myself know – we'll appreciate your assistance. Mark the dates in your diary – Nov 9th to 20th are the competition days.

Dave Shorter – Competition Organiser

TREASURERS REPORT

I'm currently in the throes of finalising our year end figures for 2008-09 club operations. This should be finally completed in the next week or so, ready for the AGM on 29th August.

While the all the loose ends have yet to be tied up, I can report that the club has had a very encouraging turnaround in our financial results this year. While our net profit is still in the red, due to the need to provide sufficient depreciation for future years, our cashflow is strongly positive. We're able to pay our bills, and interest on member loans and the future of the club is not looking as bleak as it was this time last year.

Generally our income is up appreciably, due to higher utilisation of our club gliders (largely due to the efforts of Jenny Ganderton with midweek training), and general expenses have been reduced. Offsetting some of these improvements has been the continued expenditure on tug maintenance – I am hopeful that most of this is behind us and costs for maintenance of the tug should be appreciably lower this next year, which should benefit next year's bottom line.

The secret to financial viability of our club continues to be "higher utilisation of the club facilities" – more flights, more training, more members. We have a great club with unsurpassed facilities and surrounding countryside – but our overheads are high and need to be used. We also need to maintain our current careful control on all expenditure.

The full detailed accounts and Treasurers report for the year will be available for members for the AGM.

Dave Shorter – Treasurer.



A Day at the Races

by Nicely Nicely Neely*

Wean racecourse came alive on 18 July for the Picnic Races. There were a couple of thousand people and hundreds of cars, a coffee caravan and a steak sandwich stall, and of course three or four beer tents. I saw two buses leaving Manilla in the morning. The Tamworth paper was there (their photos are not as good as mine) and the Namoi Valley Independent from Gunnedah. Who would not send a journo to The Wean Picnic Races? There was a TV cameraman on a tower, ready for the six races - I only saw three but the paper said six. *(Unfortunately delayed in the beer tent like any true journo, eh Geoff? Ed.)*

As I approached I saw a Cessna 172 or a 150 taxiing on the straight adjacent to the road. By the time I had parked it had gone and there was no smoke or flame so it must have taken off successfully despite my unfavourable opinion of Wean Racecourse as an outlanding prospect.

The two straights had been mown but the approach from any direction is over mature gum trees. Even so, if you were suitably skilful and wind gradient did not get you, you might approach over the trees and have room to stop. I think I still prefer the surrounding paddocks.

The Wean Cup 2009 was won by The Aviator. *(Surely you had a punt on a horse with a name like that? Ed.)*

The ladies' hats were inspired by Melbourne Cup dressing and although not up to that standard, they were outlandish enough for the occasion.

** Nicely-Nicely Jones is a horse player from Damon Runyon's Guys and Dolls "who is maybe five feet eight inches tall, and about five feet nine inches wide, and when he is in good shape he will weigh upwards of two hundred eighty three pounds. He is a horse player by trade, and eating is really just a hobby, but he is undoubtedly a wonderful eater even when he is not hungry".*



QUOTES OF A VAGUELY SPORTING NATURE.

S&G: Does the increasing trend towards self-launching destroy club spirit and camaraderie?

George Moffat:

**Strong clubs will survive,
especially if they have a good bar.**

**Pressure? I'll tell you what
pressure is. Pressure is a
Messerschmitt up your arse,
Playing cricket is not!**

Keith Miller to Michael Parkinson.



Flight Analysis with See You

Dave Shorter

SeeYou is the program now becoming universal for analysis of flights. It is the chosen program for scoring competitions, and allows the relative performance of all gliders in a comp to be compared.

The program has the facility to download the flight log from almost any logger and produce an .IGC format file with minimum of fuss. The files so produced can be uploaded to the OLC worldwide competition site, where flights from around the world are gathered every day.

SeeYou is also usable for flight planning and you can plan your task on the computer and then upload it to your logger, ready to go.

By reviewing your flight trace after the event you can clearly see where you've been, where you lost time and check out a wide variety of statistics for the flight. You can "fly" your glider through the flight log and even see the glider turning in thermals. Not only that but you can synchronise the start time of a number of gliders and show a "maggot" race, where you can compare progress of all the gliders flying the same task. Viewed in different colours you can monitor the progress and see where the "hot guys" stole the day.

Key statistics include the percentage time spent thermalling, the average ground speed achieved in straight flying, the netto in straight flying (which tells you how good the air was you've chosen to fly through), average length of glide, and achieved L/D – all keys factors in achieving cross country speed. Another interesting factor is the percent time circled both left and right – I naturally default one way every time if I have no reason to go the other way, a habit I'm try to correct.

If you think this is a commercial for SeeYou, it could be. I'd recommend it to everyone flying cross country, whether competing or just flying on your own. It's a couple of hundred dollars but well worth the investment. Check out <http://www.naviter.si/products/seeyou.php?Itemid=213> (there's also a free trial version available.)

WHICH FACTORS ARE MOST IMPORTANT FOR CROSS COUNTRY SPEED?

I decided to illustrate the importance of various factors in flying cross country by comparing SeeYou statistics from the LKSC Easter Regatta this year. What I was going to prove by this analysis was the importance of the average climb rate achieved and time spent thermalling. Often times you'll hear someone saying that you

need to get that time down to around 25% to have any chance of averaging in excess of 100 kph task speed. Naturally I expected to show that the winners were those pilots taking the strongest climbs and spending less time thermalling.

Following this page are the tabulated results for three days – obviously an unfair comparison pitting off-the-stick results for Allbutts in the Cirrus against the Nimbus and Ventus. So I multiplied the last four columns of data by the handicaps to adjust performances.

Not quite what I expected

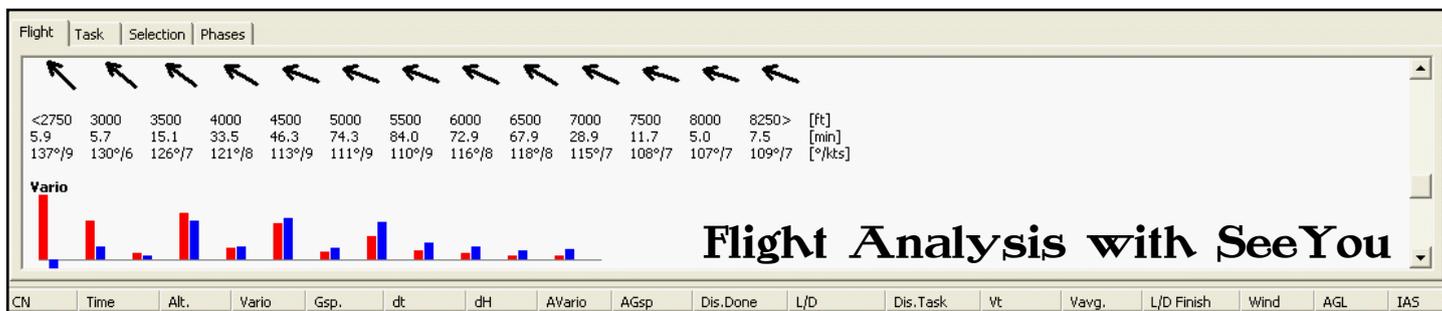
Inspection of this table clearly shows that average climb rate, and percent time spent thermalling are not the only important factors in achieved speed. In fact I found the analysis of these figures very frustrating and I found it difficult to pick any clear factor contributing to the end result. On Thursday, IID with 5 knots average climb and only 25% thermalling was well down the list – (it was a very weak day and there may have been some deviations or back tracking)..

High inter-thermal cruising speed will result in more time spent thermalling (to recover the lost height). This is borne out on most days by the figures – eg. ZDS and WP on Friday at 139 and 140 kph ground speed needed more circling time (36% and 38%) to recover whereas RJ and OZ at 127 and 124 kph circled for only 25% of the time.

Both WP and ZDS took weaker thermals that day and spend more time climbing – in the case of ZDS that was because of getting low (perhaps due to cruising too fast for the conditions?). On a strong day the theory is that the loss of height due to higher cruising speeds can be easily made up by the high climb rates.

The other very notable figure to stand out from this comparison is the very high Netto speed of the air travelled by RJ on both Thursday and Friday – 2.7 and 3.8 knots. This means he was travelling in much stronger air between thermals and probably not turning unless it was a super thermal. He placed 2nd and 1st on these days.

Friday's result was reasonably in line with the conventional wisdom – RJ and OZ both had higher rates of climb, less time thermalling and flew through better air (higher netto).



The importance of choosing good air between thermals can be clearly seen by comparing OZ and IID statistics on Friday – almost the same climb rates and time spent thermalling, similar inter-thermal speeds, but the only significant difference being Level Flight Netto – 1.3 to 0.5 knots. This resulted in 6 kph difference in overall task speed.

CONCLUSIONS?

As you can see there is more to predicting the results than just getting the strong thermals. Analysis of your flight can reveal a lot about your technique.

Did you only use the strongest thermals?

Did you maximise the climb rate in the thermals you had?

Did you stay high enough to avoid scratching in rubbish?

Did you choose buoyant air and streeting in level flight between thermals?

Was your inter-thermal cruising speed appropriate for the conditions of the day?

SeeYou CUP files.

It can be a right nightmare sorting waypoints and tasks. There seem to be a zillion file formats out there for waypoints (*3, 232, 065 at the last count. Ed.*), Many are antique or are not human readable or readable by anything other than the antique systems and instruments which created them.

Enter the SeeYou CUP file. CUP files are plain old Comma delimited text or CSV files. This means that you can open the file in almost any program which reads text files. BBEdit, TextEdit, Notepad etc. all work fine. You can also read the files straight into a database like Filemaker or a spreadsheet which reads CSV files.

Since Naviter, the developers of SeeYou, have published the file specs of CUP files, you can very easily work out what is what in the file. A PDF of the CUP file format is on the LKSC website. However, the format is simple enough to work out without the instructions.

There are a number of reasons why you might want to examine the entrails of a CUP file apart from just sorting waypoints and removing duplicates. One is that it can be a lot easier to edit a task with a word processor than in some cranky GPS software, even SeeYou. And far, far faster than trying to enter waypoints and tasks into most GPS and glide computers. Another is that sooner or later we are going to be able to get hold of hand held or portable devices which are more useful than having a copy of ERSA in the cockpit.

It can be very confusing when your flight computer and map are both shouting that there is a strip just under your port wing, but you can't actually see it and assess if it is landable.

Dave Shorter and others have amassed a lot of waypoints around Keepit, as well as photographs and useful descriptions of them. All this information can be stored in a simple database and easily retrieved in-flight on the right device. Most PDAs have fairly dim screens and grim user interfaces compared with things like the iPhone. An iPhone running a small database like Bento could work fine as electronic ERSA. Apparently Bento does interface with the built-in GPS of the iPhone.

Anyway, back to CUP files.

When you open a CUP file with a word processor, you can see two sections. The first section is a list of waypoints and the second is related tasks. That is, for a task to read properly, the waypoints in the task must be present in the same waypoint list.

Here's a single line from a CUP file. This represents one waypoint with fields, separated by commas.

```
"SPLIT ROCK D",84,,3035.239S,15041.328E,409.0m,1,,,,,"DAM WALL"
```

The fields are listed in the CUP file header: name,code,country,lat,lon,elev,style,runway direction,runway length,freq,desc.

Some devices can only read waypoint names with 8 letters or less, so an abbreviated form of name is often present in the code field. Apart from that it is all fairly self explanatory. Anyway, the chances are that you are not going to edit the waypoints themselves.

Down at the bottom of a CUP file is a tasks section. This reads like:

```
Quirindi-Mullaley,,,"LAKE KEEPIT",,"LAKE KEEPIT",,"QUIRINDI AD",,"MULLALEY PUB",,"LAKE KEEPIT",,"LAKE KEEPIT"
```

The first field is the task description. Following that are a series of waypoint names which have to be identical to the waypoint name in the main list. In this case, the take-off, start point, end point and landing fields are all Lake Keepit, thus the duplication. If you want, you can also add options after the task declaration for observation zones etc.

If your glide computer reads CUP files directly, you can just read this file directly. If not, you can open the file in SeeYou, and then export in the file format your glide computer uses. Either way, it can be a lot easier to edit tasks by hand with a word processor than struggle to add a task using four buttons in your glider's cockpit.



Thurs 16 April		Handicapped results - last 4 columns multiplied x handicap, and Sorted by Speed							
Name	Glider	H'cap	Av Climb	% Circling	Netto Lvl	Av GS	Av Glide	Mean L/D	Speed
Jay	MT	0.900	2.9	31%	0.7	123	14.1	40.4	78.5
Harry	RJ	0.855	3.0	29%	2.7	118	12.1	39.3	76.6
Allbutts	IUZ	0.995	3.4	26%	0.1	111	23.0	37.9	71.0
Chris	WP	0.900	2.4	39%	1.0	132	13.5	36.2	70.4
Petunia	LP	0.885	2.9	38%	0.6	133	10.9	33.3	68.9
Todd	IID	0.940	5.0	25%	0.7	131	16.6	40.0	63.4
Ray	RT	0.895	1.8	45%	0.1	123	9.2	34.1	60.8
Steve	OZ	0.820	2.1	32%	0.8	106	13.9	47.2	51.1

Fri 17 April		Handicapped results - last 4 columns multiplied x handicap, and Sorted by Speed							
Name	Glider	H'cap	Av Climb	% Circling	Netto Lvl	Av GS	Av Glide	Mean L/D	Speed
Harry	RJ	0.855	4.0	25%	3.8	127	16.8	39.5	89.5
Steve	OZ	0.820	3.8	25%	1.3	124	21.4	43.2	87.7
Shorter	ZDS	0.920	2.9	36%	0.9	139	12.0	35.5	81.9
Todd	IID	0.940	3.9	28%	0.5	126	20.2	35.5	81.8
Chris	WP	0.900	2.7	38%	1.4	140	17.2	35.7	76.2
Allbutts	IUZ	0.995	3.8	32%	0.4	119	15.6	30.7	72.7
Garry	IKX	1.060	2.6	35%	0.8	131	12.4	45.8	72.2
Nick	MXP	0.940	2.8	33%	0.6	130	14.9	40.0	69.5

Sat 18 April		Handicapped results - last 4 columns multiplied x handicap, and Sorted by Speed							
Name	Glider	H'cap	Av Climb	% Circling	Netto Lvl	Av GS	Av Glide	Mean L/D	Speed
Allbutts	IUZ	0.995	3.9	24%	0.7	133	14.8	42.9	96.9
Chris	WP	0.900	3.3	29%	1.8	144	13.9	42.2	94.6
Garry	IKX	1.060	3.9	24%	0.7	131	13.0	43.9	93.3
Jay	MT	0.900	4.1	24%	0.8	128	14.8	40.0	92.5
Shorter	ZDS	0.920	3.4	29%	1.5	144	15.3	41.7	91.7
Petunia	LP	0.885	4.2	24%	1.0	134	12.2	41.8	89.0
Neely	HDB	0.910	3.1	40%	0.0	134	10.4	29.3	72.4

Av Climb knots.

Netto Lvl is knots in straight glide.

Av GS groundspeed kph

Av Glide kms

Speed task speed kph



FORM 2 WEEK

AIRWORTHINESS NOTES

PREPARATION FOR ANNUAL SERVICING AND INSPECTION

At the time of writing we are in the process of preparing for the annual servicing and inspection program for the Club gliders. Although this program is often referred to as “doing the Form 2s”, there is a lot more to be done than just complying with the mandatory GFA Form 2 Annual Inspection requirement. With a bit of preparation and planning, a considerable amount of time and frustration can be avoided. These notes outline how this preparation and planning can be achieved.

The annual servicing and inspection of a glider comprises the following elements:

Completion of Form 2 inspection.

- Completion of manufacturer’s servicing requirements either due, or soon to fall due.
- Compliance with AD and AN requirements.
- Rectification of defects.

Preparation and planning involves:

- Establishment of resources required.
 - Identification of all work which need to be carried out, and
 - Determination of an efficient work sequence.
- Resources:

Key resources required to complete the task are documents, personnel and equipment.

Documents required for planning are:

- AAF Kit from GFA
- Glider Log Book,
- Current Maintenance Release,
- Manufacturer’s Maintenance Manual,
- Current Issue Copies of relevant ADs and ANs.

Personnel: For each glider an authorised Form 2 inspector (who also must be a current GFA member) needs to be assigned to take overall responsibility. At least one assistant will also be required for the duration of the exercise.

Finally, equipment required for the annual servicing and inspection needs to be assembled before work starts. This will generally include the fuselage dolly, wing stands, the release tester, manometers, lubricants etc ... Although some resources often have to be shared, much time and enthusiasm of the crew can be lost by wandering around looking for these items one at a time.

DETERMINATION OF WORK TO BE DONE

To establish the full extent of the work required, the following documents need to be reviewed as indicated with notes taken as resulting tasks are identified:

(a) From the glider Maintenance Release: A complete list of all defects needs to be compiled with action required for the rectification of each defect noted. This list may expand during the course of the servicing as other problems are discovered.

It might be helpful to do an initial DI of the glider to see if there is anything else obviously requiring work, but which has not been recorded as a defect (for example on the Grob, the sheathing on the front cable release needs replacing).

From glider Maintenance Release, any other future servicing requirements likely to fall due during the coming 12 months should be noted (eg Action 2 on the Tost releases) so a decision can be made as to whether it will be better to do this work now to avoid having to pull the glider out of service at a later time. It should be noted that some of our gliders have now accumulated a considerable number of minor defects.

(b) From the glider Maintenance Manual: Servicing requirements falling due both now and likely over the next 12 months need to be established. Where the manufacturer requires only an annual servicing (eg LS6 and LS7) this is straight-forward provided that a life extension survey is not likely to fall due within the next 100 or so hours.



With other gliders where servicing requirements are based on flying hours, the highest level of servicing required within the next 300 hours should be carried out. So for the remainder of the Club fleet, this means a 250 hourly servicing for the Puchatek, a 100 hour servicing for the Grob, a 200 hour servicing for the Junior, and a 100 hour servicing for the Jantar. This will minimise disruption to glider availability later in the year.

(c) From the AD and AN listing supplied with the AAF kit: Each AD/AN on the listing provided in the AAF Kit needs to be reviewed to determine applicability. For the type-specific AN/ADs, the Glider Log Book needs to be checked to confirm that those requiring once-only action have been carried out. For the ADs and ANs where work is required during this servicing, copies of the latest issues need to be available for the use of the inspector.

From the notes made after going through these processes, the full extent of the servicing and inspection work to be carried out can be determined. However, the activities identified will not normally fall into any logical work sequence and there can be duplications between the requirements arising from the various sources.

WORK SEQUENCE:

The aim of establishing a work sequence is to minimise duplication and down-time. The worst situation is where a defect is discovered when the glider is being re-assembled. So the required activities noted above should be re-arranged into a logical working sequence with duplications omitted. It is obviously advantageous to identify additional rectification work required as early as possible so the glider can be back in the air before everyone goes home.

John Trezise



The elegant and pant-wettingly beautiful frame of a Zeppelin from the late '20s. There are only two main structural pieces here... the rolled and folded Omega shaped longerons, and the repeated diagonal braces. The blue colour is not anodising... it is a blue passivating lacquer sprayed onto the metal.

This structure can now be replaced by an equivalent carbon fibre structure in tubing which is a fraction of the weight and a fraction of the beauty!

NICK SINGER'S MODEL PLANE PAGE

Nothing
over
\$3!!!

AUGUST-SEPTEMBER 2009

Research initiated by LKSC club president Tim Carr has found that most sailplane pilots have at one time or another flown model aircraft. (This is probably due to the fact that most boys have flown model aircraft, but research tends to gloss over these fine points...)

Tim Carr, accompanied by his media crew, was invited to two meetings of the Warringah Radio Control Society. This is the largest model aircraft club in the country and they have a whole lot of people who are prime candidates for flying 1:1 scale gliders without the complexities and unreliability of the radio control bit.

As a result, the editorial board at Keep Soaring have commissioned (at considerable expense) one of the club's better known glue and dope chaps, Nick Singer, to come up with something to do with model aircraft.

In keeping with Nick's view that if you spent more than \$3 on a plane you had spent too much, and the fact that these model aircraft people think nothing of spending the equivalent of a year's gliding costs just on servos for a large R/C model and therefore have little to spare, the Model Plane Page will feature projects which guarantee maximum bang for your buck... even if it does mean a trip to the local dump or rubbish skip from time to time.

Model making ain't what it used to be. Gone are the long afternoons spent in a fumey haze of balsa glue and dope, it's all Almost Ready to Fly kits made by people in some hot country for no pay powered by odour free electric motors. Model making does look ageing though doesn't it...

Why make model aircraft?

Certainly we are all interested in aviation and the challenges of flight, that or you've picked up the wrong magazine. Ever since a small boy I have always looked up at anything that flew over. I loved machinery and pressing buttons and seeing things move in the science museums.

I was always keen on making plastic 'Airfix' kits; but they did not fly. Paper aeroplanes were fun and gave me my first appreciation of aerodynamics; I found if one bent the trailing edges up it would loop. Then came the Christmas I had my first balsa kit; rubber band powered, propeller tissue covered. I was lucky to have a Dad who helped to show me the basics of how to cover with tissue and dope. I made many of these kits, and yet few flew well. However they were invaluable in learning the basic parts of a plane, the importance of centre of gravity and how to trim for stable flight.

I made a Keelcraft Sopwith camel (and won a local craft exhibition) but with all the coloured dope and scale trimmings it didn't fly. I spent many hours on this plane and although fun I began to yearn to see something actually fly well. Age 11, my father made a single-channel radio control outfit; this would control only the rudder. A special mechanism would give up-elevator by pressing the transmitter button thrice. One press for right, two presses for left and a third gave the kick-up elevator. A sort of Morse-code, but full deflection only.



NICK SINGER'S MODEL PLANE PAGE

Nothing
over
\$3!!!

AUGUST-SEPTEMBER 2009

This led to many broken aeroplanes with wrong commands and over-control. The length of flight was determined the amount of fuel. IF the wind was strong and you turned the wrong way, or lost range it was easy to loose the aircraft. I lost two, but one was returned a year later as I left my name and address inside. A side bonus was a great ability to climb trees.

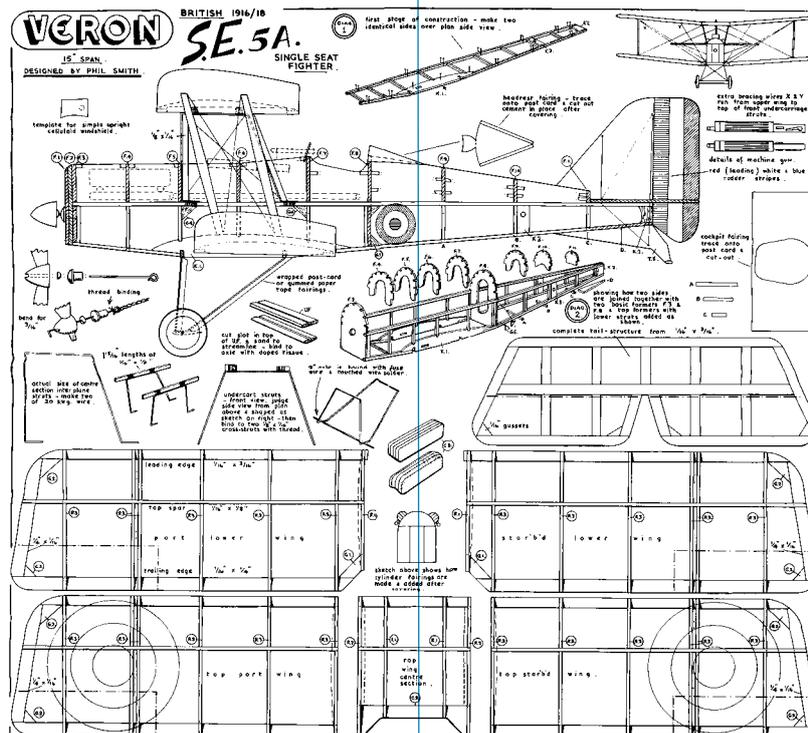
In the 1970s, radio control came to the fore with full proportional control. However like all new technologies, this was at a cost. I bought my first proportional radio in 1979 and flew a 52" span methanol powered plane successfully, until a tree leapt out. This is still a problem to this day.

I was busy with gliding and children (who were not aviation mad) until a few years ago when I decided to revisit models. How the technology has changed! And now I have to share my models with my 20 year old children. I came to the club one sunny afternoon to find John Stuart with his friend flying an electric powered model. I had to have one of these! My wife was desperate for birthday ideas, and I had a brilliant one!

We all know that we want to fly the latest and greatest or the fastest and flashiest, but most of all a Spitfire! Nevertheless, experience has shown me that it is best to start at the bottom and work your way up.

Spitfires are inherently unstable, with fast aeroplanes things happen very quickly and flashy aeroplanes take a long time to build. I started with an inherently stable aeroplane that I could interfere with and if all else failed leave it to its own devices and it would fly better. To this end I built a glider with rudder and elevator control and a power pod to get it aloft. In my next article, I will describe the various materials and methods of construction of model aircraft available today. I have so far built gliders, aerobatic aircraft, ultralights and a float-plane. In the dreams are jets, turbo fans and a UAV with camera aboard (don't tell my neighbour). My successes include designing my own aircraft (which flies) and nearly decapitating my wife upon landing. Next time I must get it on video!

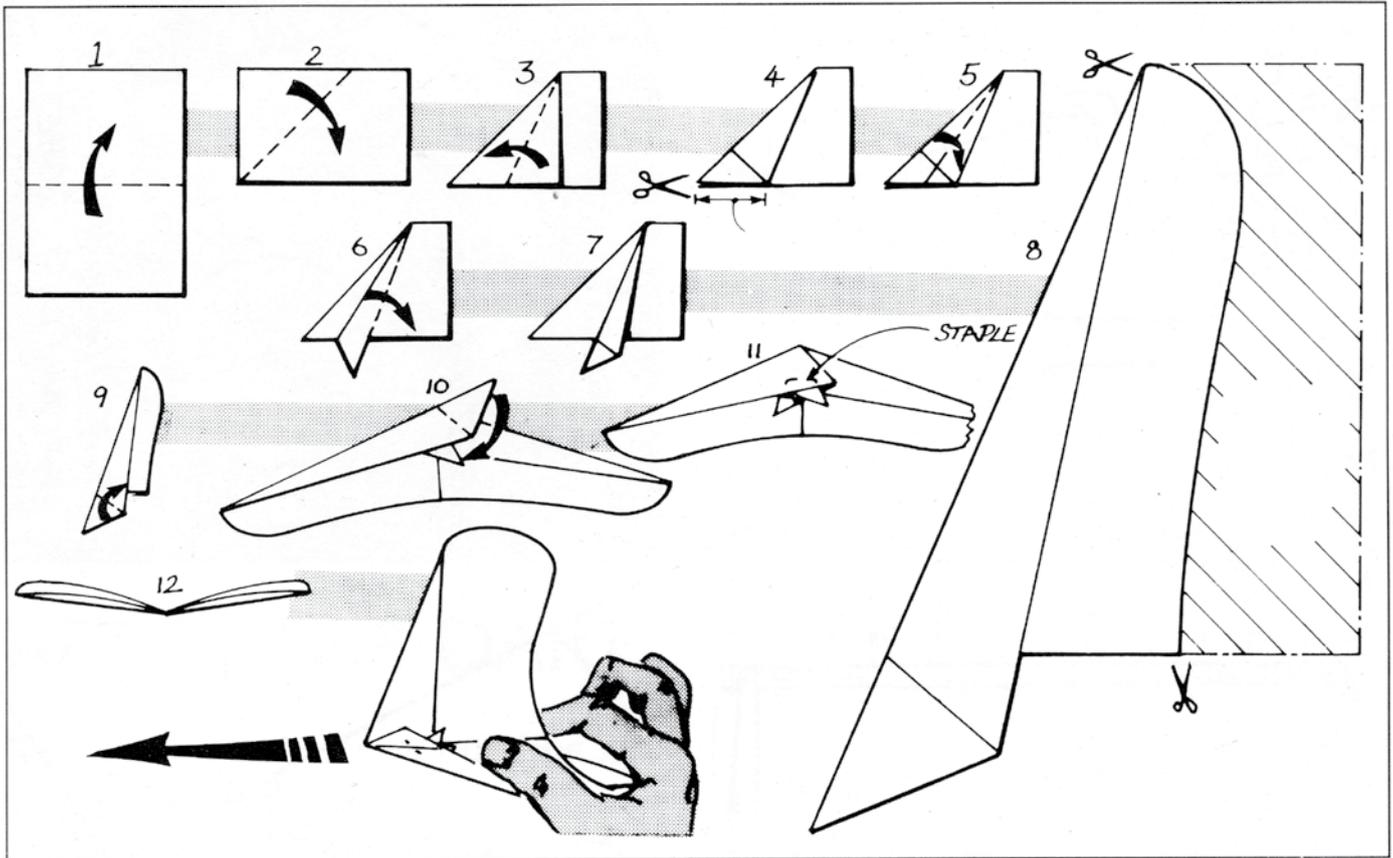
So from making models I have had my introduction to aerodynamics, to methods of construction, to basic electronics, to basic engineering and advanced search and rescue. My knowledge of adhesives and cutting implements is boundless, although failed to impress the paramedic.



NICK SINGER'S MODEL PLANE PAGE

Nothing
over
\$3!!!

AUGUST-SEPTEMBER 2009



This is the Paperang, designed by Edmond Hui. Unlike most paper planes, this one flies really well and is well worth the time and effort. All you need is a piece of paper... A4 is fine, but A3 seems to be too large... and a staple or paperclip.

1. Fold the paper in half lengthways.
2. Fold down the front and rear corners away from each other.
3. Fold the flaps forward along the mid lines.
4. Make a single cut along the centre line.
5. Fold the flap again along its mid line as shown in step 5. It should now look like step 6. Fold again to look like step 7 and repeat both steps for the other side.
6. Holding both wing tips and leading edges together, cut the trailing edge shape roughly to the outline shown above. It's not too critical. If the tips are too small, you run the risk of nasty tip stalling. If the tip area is too large, the roll rate will be slower and you run the risk of the glider floating a lot in ground effect, making landings more difficult.
7. Fold on of the leading edge flaps upwards and open the wings to lie flat.

8. Fold the small projecting flap back, and tuck it under the opposite side flap. It should now look like step 11. Make sure the leading edge folds are well flattened. Be careful to keep the leading edge profile similar on both sides. A sharp leading edge may promote early separation.

9. Put a single staple through the middle of the plane so that it holds the two flaps together. Then carefully fold the wings upwards away from the centre section of plane to give a small dihedral. Gently fold some washout into the tips until the plane looks like step 12... or a hang glider wing from behind.

10. Hold the Paperang by the trailing edge at the keel and launch slightly nose down. The glide should be smooth and flat. You can correct turns by tweaking the washout.

The Paperang is ideal for indoors in moderate sized rooms and halls, and outdoors on still days.

You can get the full story about the Paperang at paperang.com.

FOR SALE

Ventus CM Self launcher 17.6 1990.

Comp Ready, Zander C3 final glide comp, sage vario, Terra radio, Mountain High oxygen, Flarm. wing covers and a good trailer.

T hangar 18 metre, with power and water.

Max Pilot weight 100kg.

Great performer, L/D 48:1

Longest flight keepit 08/09 710km

For sale as whole or 4 shares



Winning with Woitjec!

Keep Soaring is honoured to have the legendary Polish soaring champion Woitjec Bziktk writing for the newsletter. Countless are the numbers of members who have been imploring Woitjec for clues and tips to his enduring success in the air and on the ground.

MS of Manilla asks: Woitjec, How is it that you always seem to find the best thermals?

Woitjec: Most of us have lost the art of seeing. You must learn to see the things like you have forgotten, but don't others do the seeing for you. If a blind man leads a blind man, they will both fall into a pit.

DS of Walgett asks: I read in the paper that one climbs into history but descends into disappointment. Is that true?

Woitjec: Idiot! In your paper they have no gliding, You read about cycling! But is all same. Mostly the gliding race is won on the climbs because it is hard to lose on the descents. Nobut tha can core sink if tha mussen. (*What!? Ed.*)

It is easy to crack on a climb... you don't eat, you get weak in the body and the head, and you go down. Is important to eat on the climbs because you work hard in your head especially near the ground. I eat the cake of my grandmother when I win the worlds in 1963 and 1967. Then my wife she don't cook and loses the recipe and I lose in my glider. For next year my grandmother get a new one for me from her village and I win again. This one cooks good and also washes my glider good. You find a woman to wash your glider, you marry her. My grandmother have the recipe tattooed on new wife as well as her address so we don't lose any more.

Wow! Thank's Woitjec! Can't wait until next month's tips! Woitjec's Gran's recipe is published on the recipe page.

City Coast Motor Cycles

262-264 Keira St Wollongong 2500
Tel: (02) 4228 7392 Fax: (02) 4226 6769
sales@citycoastmotorcycles.com.au
www.citycoastmotorcycles.com.au

Geoff Sim





THE QUIET ACHIEVER.

Well, it was an epic Tour de France. The organisers managed to select the right courses and mix up the flat and mountain stages so that right up until the final torturous day on Mont Ventoux, most of the top ten places were still up for grabs. Australian riders, who are all over tour these days, did extremely well. Even Cadel Evans, who had a rotten tour, came out with his head held high because of the way he behaved every day when he faced the cameras.

Mostly, you could say that the people who won, deserved to win... and there were some great winners, notably Heinrich Haussler, the German-Aussie from Inverell who crossed the finish after an incredibly long breakaway with tears streaming down his face.



Some years ago, I had the good fortune to play Ken Rosewall at Wimbledon. I say play, because that was not my real job and I cannot play tennis (or any ball game for that matter). My real job was filming Ken. At the last moment, someone had asked us to do some extra footage for the upcoming BP Quiet Achiever ads. The problem was, no brief. Nobody told us what to do with Ken or what they wanted on film. Which really pissed me off! So we pointed the camera at Ken and while he looked a little self conscious and bounced a ball on a tennis bat, burned off some film. The result was that Ken looked absolutely perfect as a Quiet Achiever.

There were some shots on SBS of past winners of the Tour entering Paris to celebrating cycling often more than 4,000 kms in 20 days. Quietly smiling, shy and unassuming and Quiet Achievers the lot of them.

Where have all these Quiet Achievers gone?

Certainly they are nowhere to be seen in pastimes like tennis and swimming where most of the women look like men and the men look like freaks (except perhaps that nice Mr. Federer).

It's an endless display of temper tantrums from grown-ups with behavioural levels of 3 year olds. And if they actually win, the performance then is an Oscar winning impersonation of someone in a near-fatal roid rage, punching air. And they claim that cycling is riddled with drugs!

So it is nice to be in a sport like gliding where the winners are quiet achievers and if they do forget themselves it's far away from the crowds, and if they throw an ill-judged air punch, they'll need to buy a very expensive new canopy.

However wouldn't mind a stage win. Probably in the mountains. After a long breakaway.



The inclusion of Sheik Yabootti on this page should not be taken to mean that the Sheik is a quiet achiever... if you know what I mean.

SOARING THE HIGH ATLAS - MOROCCO

BRIAN DU RIEU

AUGUST-SEPTEMBER 2009

The idea of a gliding vacation in Morocco started earlier this year when my airline employer decided at short notice to transfer our entire Boeing fleet to the parent company. So I was left having to wait for an Airbus conversion at the end of July some two months away and nothing to fly in the meantime; except my Stemme that is!

It was winter in Australia so a northern hemisphere gliding expedition from my part-time home base at Trier in Germany made a lot of sense.

I had read an article in the French gliding magazine 'Vol à Voile' about a glider rally to Morocco following the old Aéropostale route from Paris and although that was only a proposal the prospect of gliding somewhere different, and within range of the Stemme caught my interest. After some digging on the internet I found a treasure trove of information on Denis Flament's website, <http://volavoile.ouarzazate.free.fr/> himself a veteran of several expeditions to Ouarzazate, GMMZ (N300 56' W0060 54') in Morocco since 2000.

Considering that the history of gliding from this site goes back a fair way the location and its brilliant weather is a well kept secret from most anglophones. The town of Ouarzazate is in the desert (elev 3800') on the southern side of the Haute Atlas.

These mountains are a natural climatological barrier keeping the maritime air where it belongs (on the other side), so during the summer Ouarzazate is usually dry, hot and sitting beneath a fairly constant heat low. The mountains start working early and the good days go until sunset. Sounds great, and it is. Probably the most consistently good gliding weather I have seen anywhere (when it's not raining).

The terrain is without doubt fantastic to the eye. The coloration is amazingly varied, with lots of yellow, ochre, rust and black all mixed with splashes of green in the deep gorges and 'palmeraies' amidst a landscape that in some places is best described as Martian.

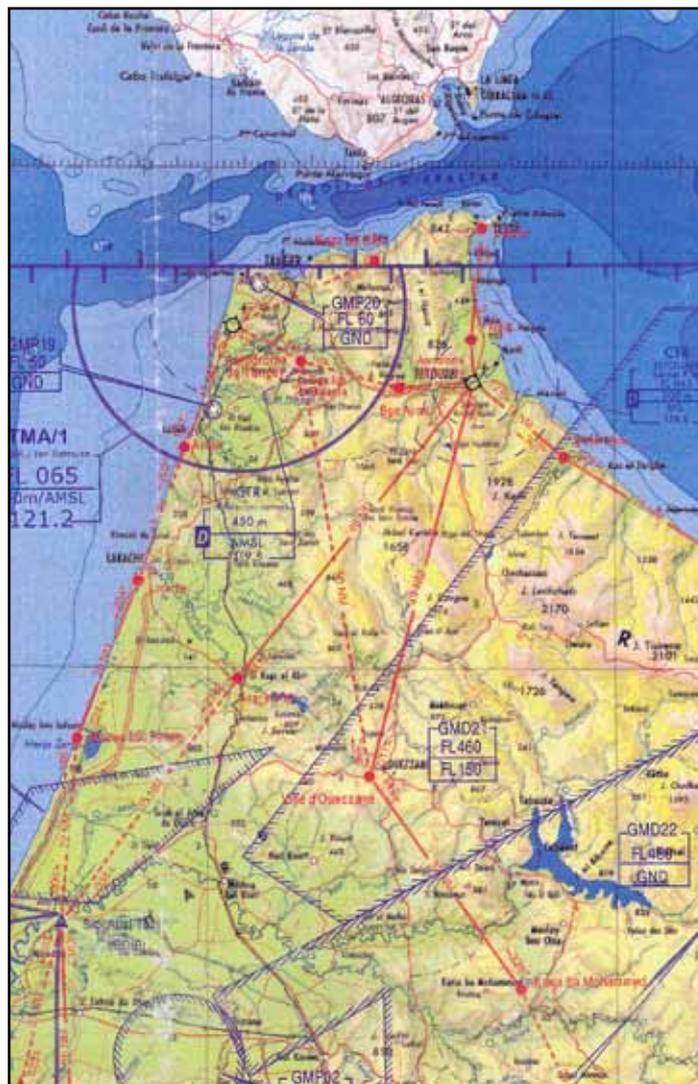
After a sending a few emails I eventually made contact with Laurent Chavanet of 'Sud Atlas Vol à Voile' (SAVV) and then the flow of practical information started. Laurent supplied me with some local VFR charts showing the airspace and together with 1:500,000 TPCs from my local aviation supply shop the planning was straightforward.

Neither LX nor SeeYou have digital airspace files for the region so it was back to basics! An approval to fly to/ from and within Morocco was sought from the DTA a month in advance and by the time I'd

faxed just about every piece of aviation related documentation I possessed it was time to depart with my authorization still pending.

The flight southbound from Trier (EDRT) ultimately took 4 days (12hrs 35mins engine time) including a day lost due to low cloud near Perpignan making the passage around the eastern end of the Pyrenees a bit dodgy. The route initially took me to Lezignan (LFMZ), France and then Granada (LEGR) in the south of Spain.

I felt guilty using the engine for the last 200nm into Granada as the gliding conditions were terrific, picture perfect Cu based 8000' and the varios often pegged off the stops; although the terrain south of Albacete was quite mountainous and not hospitable.



Gibraltar to Tetouan. The blue stuff is sea.



SOARING THE HIGH ATLAS-MOROCCO

AUGUST-SEPTEMBER 2009

Like a lot of glider pilots who fly self-launchers I am happier with the engine stopped and stowed so as not to worry about when the bloody thing might fail, but on this day I needed to make progress.

From Granada I'd planned a route just to the east of Gibraltar to stay out of the restricted area and figured that from FL65 I'd have a safe glide to either Africa or Europe depending on precisely where the engine failed. I'd originally intended to land at Fez to clear customs, but Granada Operations advised I'd have to stop at either Tetouan or Tangiers on the northern coast for these formalities. The former was directly on track so the decision was simple.

A lot of these regional airports in Morocco have runways 2000m or longer and full RPT facilities but almost no traffic. Usually only the odd Royal Air Maroc ATR or 737 movement and Tetouan was no exception. On arrival I had the apron to myself plus a dozen officials to help out.

Everyone from the Air Traffic Controller to the gendarmes, customs and health officials, two refuellers with a 44 gallon drum and a sniffer dog showed up to do their bit! (*For possible reasons for this, see the pic of Brian at the end of this article... Ed.*) After 60 mins I was finally allowed to start and taxi for the last leg to Ouarzazate.

The apron at Tetouan is right at the threshold of runway 03 and rather than allow me to take-off towards the sea with 3 kts downwind ATC required a complete runway backtrack and then departure towards the town with a noise abatement turn at 200' back towards the coast!

This proved to be fairly typical of the rigid application of Moroccan aviation rules and regulations. For example it was necessary every day when planning a cross-country task to file a VFR flight plan. ATC didn't seem to mind much where the flight was going as long as it stayed out of restricted airspace and they had a correctly completed flight plan in hand. We usually filed a ground-speed of 60kts and TPs and endurance to coincide with sunset. Lots of flexibility!

Anyhow, back to the story... the terrain heading south from Tetouan progressively becomes higher so I climbed above the scattered Cu to F105 to avoid any awkward moments further down-track. I'd planned my route to fly over the former national gliding centre at Beni Melal, which is on the 'wrong' side of the mountains although more convenient to Marakesh, before crossing near Touhine about 50km north of Ouarzazate.

The highest peaks locally are over 11000'; there was only a light wind and sparse Cu so the passage was straightforward. I'd been warned that a couple of weeks previously a Cirrus with four tourists on board crashed in the same area so it was nice to have fine and clear conditions.

The mountains fall abruptly to the high desert and Ouarzazate (elev. 3780') is almost immediately visible approaching from the north nestled next to the lake with its 3000m runway 12/30. The town has recently become famous for its film studios with a number of big name movies produced there in recent years. The region itself is well known as the source of rose water and argan oil and there are plenty of excellent hotels, riads, restaurants and cafes in the town.

Digressing again, it's worth mentioning that the Stemme's engine-on performance is ideally suited to this type of expedition; southbound I cruised at F85 or F95 when the weather permitted, 103KIAS, Flaps -10 and about 4800rpm. That usually gave a TAS over 120kts and a fuel consumption of less than 14L/hr with the dual pitch prop set to CRZ. Not too bad.

After 4 years of careful measurement I'm convinced my 120L tanks only take 93L at best unless you have a willing helper at every refueling stop to hold up the wingtips a foot or two and then I can squeeze in 107L! As a sailplane the Stemme has a best L/D of about 1:45 that falls away rapidly above about 85kts. I prefer to fly one-up especially in the mountains unless conditions are particularly good. At lower wing loadings the machine climbs very well although it can be a bit tiring after a long day in scratchy lift.

The lack of flexibility in wing loading, which is dictated by the fuel load is an issue but after about 400hrs on type I don't find any of the limitations a problem; it's not a Nimbus but rather a DG500M. More power pilots than glider pilots seem to own the Stemme and that has probably not helped its image as a sailplane. Then again Klaus Ohlman prolifically racks up more cross-country km each year than just about anyone else in the Alps in his Stemme.

After landing in Ouarzazate I was very surprised to find that I was not going to be alone. No less than two German registered EB28s and an ASH-26 were tied down next to the apron. They were followed a few days later by a French expedition with another three EB28s a DG500M and DG808! In all there were about a dozen pilots including three current or former international team members from three different countries, a Saudi Prince and two European Counts. I figured I must have come to the right place!

The EB's 28m is a lot of wing and even though the Stemme is endowed with a 23m span I was glad to have the distinct advantage of only needing one crew-member (me) and no support gear whatsoever. Even with a wing-walker on each wing the EB's tips could touch the ground when going over a bump and the tips had to be lifted over obstacles such as small bushes, taxiway lights and signs. During the time my wife Kim was with me and when performing the necessary cleaning duties I never once heard a complaint about the size of the Stemme wing!

There were plenty of 1000km flights done by some of the other pilots during the three weeks, nearly always flying two-up (see olc and flights from Ouarzazate between 25MAY & 11JUN) <http://www.onlinecontest.org/olc-2.0/segelflugszene/index.html>

Flying dual undoubtedly helps the decision making process and also manages the fatigue of having to back up the next day for another long flight.

When the air mass is dry the Cu doesn't overdevelop but as the weather cycles over a 5 - 7 day period, afternoon thunderstorms become more prevalent on the Haut Atlas. Usually it's possible to fly a task with three turn-points along the mountain chain maximising the use of thermodynamic lift followed by a last leg final glide back to Ouarzazate. On the days where early over-development precluded this the first two legs could be flown over the big mountains before making more distance to the south-west or east over the less significant hills of the AntiAtlas. The best days saw climbs to 17000' (the desert is typically around 4000' amsl) with varios regularly off the stops. Nice.

I posted my five most significant flights for the period on the olc, including a PB of 827km; undeclared, but an .igc file nonetheless. Morocco has a developed broadband internet capability and this makes the olc an invaluable debriefing tool as well. Each evening it's simple to review other pilots' .igc files and compare every aspect of their flights.

The terrain for Morocco can be downloaded from the Naviter/ SeeYou website and Denis Flament's website has TP files. Initially I struggled to interpret the pre-flight met. until I figured out how to set-up Meteo Blue. It's a Swiss site that allows one to produce customised charts including temp. traces for just about any site defined by the entered lat. and long. As it turned out I had this part figured out just in time for the return trip to Germany!

The good days usually started in the mountains after 11am and on the plains local to the airfield around an hour later. The French liked to takeoff super early and climb towards the mountains looking for the first lift on the sun-facing slopes. The remote start points were over ridges with elevations from 6 - 8000' and it was possible in the high temperatures to climb just level with the higher crests by the end of the 30km transit from Ouarzazate.

The golden rule was if there were no visible cloud wisps then climb to at least 1000' above the ridges before shutting-down. It was then usually possible to surf the terrain contours on track (ENE) and pick off occasional bubbles to regain lost altitude while the convection became more defined.

KEEP SOARING

SOARING THE HIGH ATLAS- MOROCCO

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If there were cloud wisps then it was easier to shut-down at crest level and once established jump NW towards the parallel and progressively higher mountain ridges. At the start of the day with the wind from the SE it was possible to have a mixture of wave and thermal lift on the big mountains with the wave degrading rapidly as the day heated up.

The Germans didn't like to work the engines in their EB28s so hard and would start a little later and shut-down in the first hint of workable lift on the way to the mountains. The EB28 is a tad limited on fuel as well so this tactic made sense when you consider that a TP could be 300-500km from Ouarzazate with only a couple of places that were safely landable in between.

Being that far from home can be a lonely feeling even in a self-launcher. I found that I preferred the German method of starting as the Stemme climbed well in the early weak lift whereas it was more of a handful when scratching on the ridge-tops.

As a typical day developed the energy lines would become more organized, the cloudbase higher and the lift stronger until there was some spreadout or CB development. The best streeting seemed to be on the days with higher humidity and cloud tending towards overdevelopment or with well defined convergence over the northernmost ridges. Then some good straight line runs could be made for more than 100km. Oxygen was really necessary to work a good height band well above the mountains during the best part of the day.

By comparison with the French Alps the Atlas Mountains are organised and oriented roughly ENE/WSW. However there is plenty of topographical variation that breaks up the lines of energy.

Sometimes maritime air leaks in from the NW or SW killing the local conditions and when the humidity is higher great looking Cu can yield nothing as they are dead and just drifting downwind from their original thermal source. It's a case of looking to the ground for the lift sources bearing in mind that even with 12000' on the altimeter the terrain can be spectacularly close! In the later afternoon good Cu would often develop over the plains making tasks to the SE towards the Sahara possible provided one avoided the exclusion zone along the Algerian border.

There were two declared tasks completed during my stay; a 750km with 3 TPs flown solo by one of the French in the DG500M and a 750km O & R by the Belgian Count in his EB28. This flight

set a Belgian National Record; a previous attempt on a much better day was disallowed due to the finish height being more than 1000m below the start. All the rest of the flights pretty much followed the best weather conditions.

There were often afternoon TS on the highest mountains and planned tasks had to be modified airborne. Ouarzazate can be affected by late afternoon TS as well and sometimes when returning from a task it was difficult to assess what the local conditions would be on arrival until the last 100km or so. As the TS are usually isolated it's possible to skyhook in a thermal somewhere and wait until conditions clear.

In these circumstances it was wise to finish a task earlier to provide a margin of time before sunset in case holding was necessary! On the clear days the local wind in the evening was often 15-20kts right across the runway until just before sunset. No-one had any real problems although there was a French registered Super-Cub in the tie-down area with a bent prop and broken tail wheel, the result of a groundloop a few weeks before.

Interestingly everyone seemed to have their share of niggling problems; leaking ballast tanks, intermittent engine ignitions (the EB28 has a Solo engine and not the ASH25's rotary fit), fuel issues, bug wipers that didn't work; and for me, lack of oxygen. In the Atlas it's possible to spend the majority of a flight above 10000' so early on I purchased a large O2 cylinder from the local Air Liquide agent. He had no refilling service and of course my own bottle transfiller didn't have a matching fitting!

That turned into an expensive little exercise as by the time a new MH transfiller arrived by Fedex a week later the shipping costs, customs duties, handling charges and administrative fees added about 300% to the original price! I admit to borrowing a transfiller from the French group on one occasion but the rest of the time I simply limited my maximum altitude while awaiting the hardware. This had the most negative effect on distance covered at the end of the day when the thermals were further apart and it was necessary to break off several thousand feet below the tops to avoid becoming hypoxic.

My MH KF22 bottle and EDS system are supposed to give 18.5 hrs endurance at 15000' but conservatively I'd cut that in half as I needed to refill every couple of flights, and most of the time I flew solo.

KEEP SOARING

SOARING THE HIGH ATLAS-MOROCCO

AUGUST-SEPTEMBER 2009

Morocco presents as good an environment as is possible to find for the Stemme unless flying in fairly structured mountain wave. Lots of long fast-ish glides and organized energy lines. The side by side seating does have a blind spot when down on the ridges if the terrain is on the other side but generally I felt very comfortable in the local environment.

When the weather is consistently good it's easy to convince oneself to have a day by the hotel pool rationalising that tomorrow will be equally as good or better; or cut a flight short to be home in time for dinner with the wife. But by the time my O2 transfiller arrived the others were preparing to leave. That included a PC-12 flying in support of one of the groups. Five days of the wettest June weather on record then promptly set in!

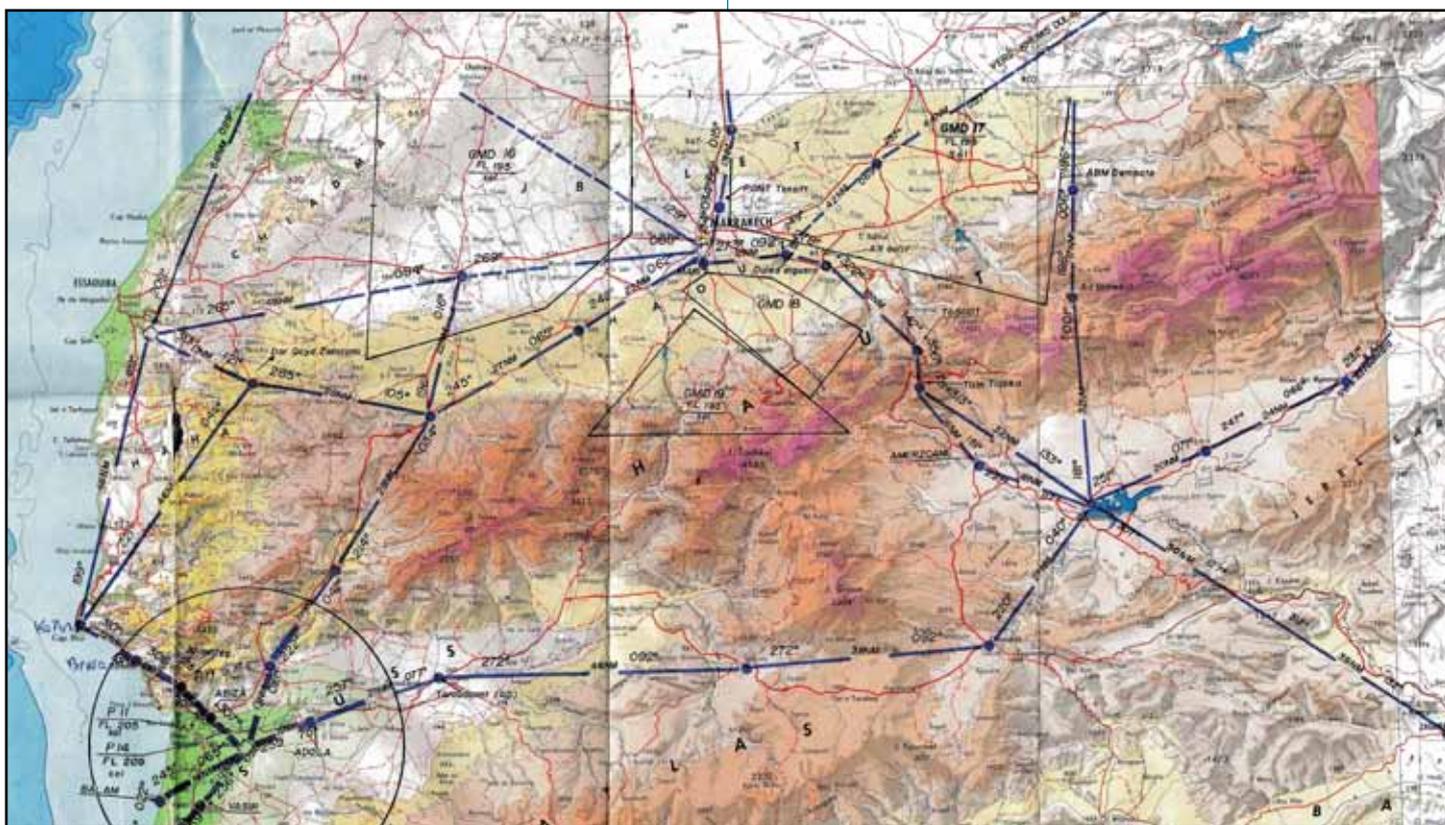
When it started to clear I'd been away for over three weeks so I decided it was time to start the northbound trip homewards. That was another interesting adventure that included a weather diversion, engine failure, an enforced stay in Tangiers, and 40kt winds in Perpignan; all best related over several beers!

Morocco is a stark and beautiful country with a civilised food culture and welcoming Arabic and Berber people. The Berbers have

no religion per se and this seems to have a moderating effect on the whole of society. The streets are a mixture of head scarves and western clothes and unless one happens to be driving, personal safety is never in question. Kids will often play ball games in the middle of major roads around sunset, so it's 'see and be seen' rules.

In the cities the principal language is French with more and more Arabic or Berber being spoken further away from the centres of population. SAVV is hoping to build a gliding site at Tiflit some 15km NE of Ouarzazate. An ambitious project, it currently has just a handful of French backers that are confidently negotiating with the government. The project includes two runways, a tug, a fleet of gliders and a lot of optimism.

At the moment Morocco is only really suited to self-launching gliding expeditions, much like Namibia but without the need to ship in a container. A car ferry connects Barcelona with Tangiers so it is possible to drive from Europe although it can be a long trip. The German crew took 5 days southbound including 2 days haggling with customs in Tangiers over the contents of their trailers! One just has to be patient and polite. It all usually works out.



KEEP SOARING

SOARING THE HIGH ATLAS MOROCCO

AUGUST-SEPTEMBER 2009

Looking back Morocco was a brilliant experience set against an unforgettable backdrop; but with the Stemme recently sold and our gliding becoming more Australia-centric it's hard to say when we will be back... one day most definitely.



This is Brian de Rieu leaning (gently) up against the fuselage of his Stemme. It sounds as if Brian lives for flying as well as flying for a living. Regarding wardrobe issues, does anyone know the French for "Bag Snatcher"?

It's also worth noting that another epic SLG flight, this time in a DG-400 was also done by an airline pilot. Guy Westgate's article, Travels with a motorglider is on the club website under fFamous Flights... Stories. Let's hope we get a lot more of them!

Note: It is not an Editorial policy to fill Keep Soaring with articles about SLGs... You write it... we correct the spelling and print it!

IN NEXT MONTH'S PRACTICAL ISSUE OF KEEP SOARING.

Nick Singer shows you how to build an aeroplane that really flies! Reports from the AGM and Form 2 week.

More info on the November comps.

More gems from Woitjec.

Fashion on the field. Get and retain (young) members by dressing right.

The *Sealed Section*.

This members-only section will include some excitingly controversial reading matter, such as a Teach Yourself to Fly manual with input from the Man who Started it All, Orville Wright! You can't get better than that from the GFA!

HOW TO FLY

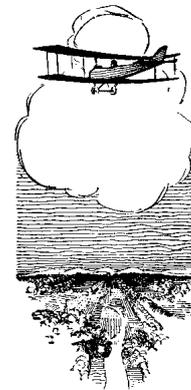
(The Flyer's Manual)

A PRACTICAL COURSE OF
TRAINING IN AVIATION

BY

CAPTAIN D. GORDON E. RE VLEY

ARRANGED BY GLAD LEWIS



NINETEEN SEVENTEEN

PAUL ELDER AND COMPANY

SAN FRANCISCO

WOITJEC'S GRANNY'S GLIDING CAKE

Keep Soaring is delighted to be able to offer this recipe from Woitjec's granny for what appears to be a traditional and very solid Christmas Cake. Woitjec swears by the cake for in-flight food and fairly insisted that we include this recipe or his granny and he would be most offended. Apparently the amount of brandy you add a little 'Al Dente' so to speak, and granny appears to ladle it on fairly heavily... which Woitjec claims does not affect his flying.

It's a little hard to get the complete picture about quantities, online translations being what they are, but it would appear that this much will feed a whole club.

About three large cake tins	
Butter	600 grams
Brown Sugar	600 grams
Eggs	10
Plain Flour	700 grams
Sultanas	1000 grams
Raisins	1000 grams
Currants	1000 grams
Mixed Peel	300 grams
Prunes	300 grams
Walnuts	500 grams
Brazil Nuts	350 grams
Almonds	350 grams
Juice and rind 1 orange & 1 lemon	
Cooking Brandy	150 ml
Bicarbonate of soda	7.5 grams
Mixed Spice	15 grams
Cinnamon	15 grams
Nutmeg	15 grams
Salt	7.5 grams

Clean the fruit and chop any larger pieces up. Place the fruit in a (very big) bowl and cover with the brandy, fruit juices and rinds. Cover with cling wrap and stand overnight.

Cream the butter and sugar well, gradually add the beaten eggs. Sift the dry ingredients 3 times if you have the time.

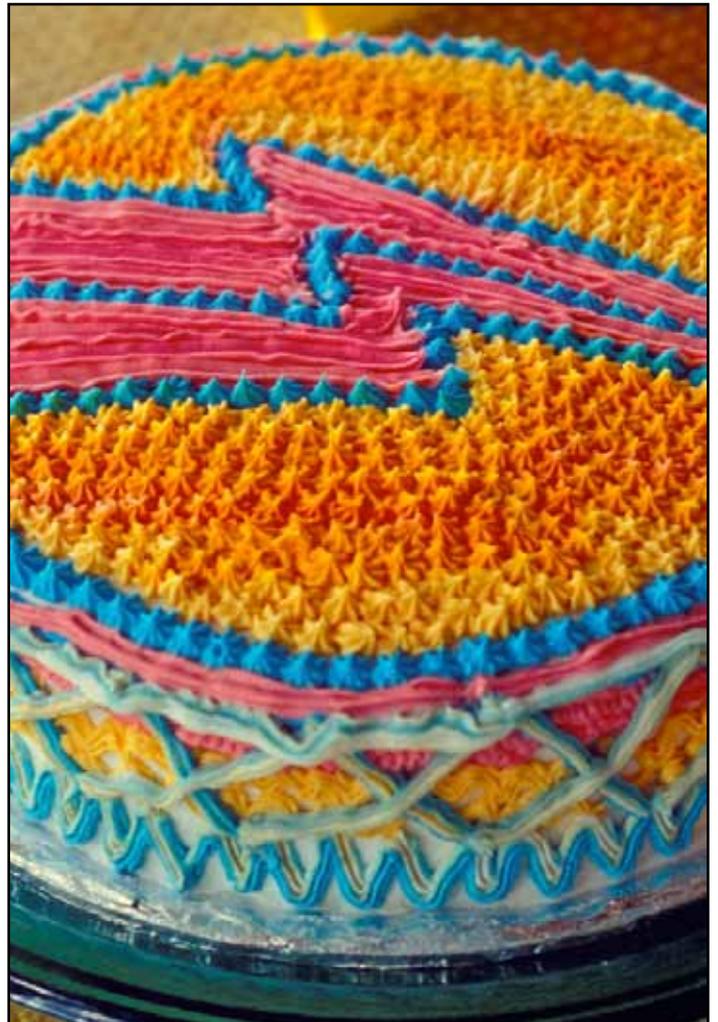
Dredge the fruit with half the flour mixture, then alternately add the fruit and the remaining flour to the sugar and eggs, mixing well. At this stage the mixing will have to be done by hand. Place in the tins which have been well greased and lined with at least 2 layers of brown paper and one of greaseproof or baking paper.

Place in the oven at 160° for 2 hours, then lower the temperature to 135° and bake for a further 3-5 hours. Test towards the end of the cooking time with a skewer to make sure the cake is still moist.

When the cake has cooled, remove it from the tin and it turn upside down. Add a large amount of brandy to the base of the cake and when this has soaked in, put the cake into a cake tin or plastic container for as long as you can to mature.

For decoration, you can add patterns of almonds on the top of the cake top before it goes in the oven, or you can ice with marzipan and icing after it comes out of the oven and has cooled.

Use as much artificial colour in the icing as you can get away with as it works as an excellent energy boost. Add large quantities of those silver balls to the icing while it is wet. Do not try and ice the cake with soft or fondant icing as this will ruin an otherwise excellent cake.



LAKE KEEPIT SOARING CLUB INC

Airfield and Clubhouse: Keepit Dam via Tamworth NSW

Mail address: 234 Keepit Dam Road, Keepit 2340

Phone: 02 6769 7514

Email: enquiries@keepitsoaring.com

Internet: www.keepitsoaring.com

LKSC Contact Details 2009

Manager	Jenny Ganderton	02 6769 7514	manager@keepitsoaring.com
President	Tim Carr	02 9801 7979	president@keepitsoaring.com
Vice President	Ron Cameron	02 6721 0081	rftcameron@bigpond.com
Secretary	Wendy Medicott	02 4365 3626	secretary@keepitsoaring.com
Treasurer	Dave Shorter	02 6656 1979	treasurer@keepitsoaring.com
Chief Flying Instructor	John Hoye	02 6767 1033	cfi@keepitsoaring.com
Committee Members:	John Clark	02 9450 0800	johnc@aeronaut.org
	Todd Clark	02 6766 2995	toddclark@hotmail.com
	Vic Hatfield	02 6765 7050	vicandlynn@bigpond.com
Chief Pilot	Dennis Stacey	02 6760 8538	hastingsair@bigpond.com
Airworthiness Officer	John Trezise	02 9858 5950	trezco@ozemail.com.au
Tugmaster	Phil Anderton	02 6785 2764	tugmaster@keepitsoaring.com
Membership Secretary	Ian Sawell	02 9896 4961	membership@keepitsoaring.com
Webmaster	John Clark	02 9997 2842	webmaster@keepitsoaring.com
Bookings Manager	Stephen Black	0405 636 956	bookings@keepitsoaring.com
Newsletter Editor	John Clark	02 9450 0800	editor@keepitsoaring.com

KEEP SOARING

AUGUST-SEPTEMBER 2009

Coming Events 2009

26-27 Sept	Warringah Radio Control Society – Fly In.	Tim Carr
24th August	Club Form 2 Week.	John Trezise
29 August	LKSC Club Working Bee. All Welcome	
29th August	LKSC AGM – Sat Evening	
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	Dave Shorter

Tug Pilot & Instructor Contact Details 2009

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

KEEP SOARING

AUGUST-SEPTEMBER 2009



Instructor & Tug Pilot Roster August 2009

Day	Date	Instructor	Tug Pilot
Sat	1st	Garry Speight	Geoff Neely
Sun	2nd	Ken Flower	Charlie Szpitalak
Sat	8th	Vic Hatfield	Darian Thom
Sun	9th	Peter Sheils	Darian Thom
Sat	15th	Gerhard Stuck	Phil Anderton
Sun	16th	Gerhard Stuck	Garry Speight
Sat	22nd	Dave Turner	Jay Anderson
Sun	23rd	Nick Singer	John Hoye
Sat	29th	Tim Carr	Andrew Brumby
Sun	30th	John Hoye	Ken Flower

Instructor & Tug Pilot Roster September 2009

Day	Date	Instructor	Tug Pilot
Sat	5th	Peter Sheils	Phil Anderton
Sun	6th	Vic Hatfield	Charlie Szpitalak
Sat	12th	Tim Carr	Annual Tug Pilot Meeting
Sun	13th	Garry Speight	Darian Thom
Sat	19th	Gerhard Stuck	Garry Speight
Sun	20th	Gerhard Stuck	Ken Flower
Sat	26th	Dave Turner	Jay Anderson
Sun	27th	Nick Singer	Greg Smith

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 details and he will fix it.

For member's contact details, see the Member's Downloads pages on the club web site