

December 2008 - January 2009



Early morning of another promising day

Photo: The Editor

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



Lake Keepit Soaring Club Inc

Airfield and Clubhouse: Keepit Dam via Tamworth NSW

Mail address: 234 Keepit Dam Road, Lake Keepit 2340

Phone: 02 6769 7514 Fax: 02 6769 7640

Email: enquiries@keepitsoaring.com

Internet: www.keepitsoaring.com

Manager	Jenny Ganderton	02 6769 7514	manager@keepitsoaring.com
President	Tim Carr	02 9801 7979	lksc_bookings@optusnet.com.au
Vice President	Ron Cameron	02 6721 0081	
Secretary	Wendy Medlicott	02 4365 3626	
Treasurer	Dave Shorter	02 6656 1979	treasurer@keepitsoaring.com
Chief Flying Instructor	John Hoye	02 6767 2033	
Committee Members:	John Clark	02 9997 2842	
	Todd Clark	02 6766 2995	toddclark@hotmail.com
	Vic Hatfield	02 6765 7050	
Chief Pilot	Dennis Stacey	02 6760 8538	
Airworthiness Officer	John Trezise	02 9858 5950	trezco@ozemail.com.au
Tugmaster	Phil Anderton	02 6785 2764	
Membership Secretary	Ian Sawell	02 9896 4961	membership@keepitsoaring.com
Webmaster	John Clark	02 9997 2842	webmaster@keepitsoaring.com
Bookings Manager	Jenny Ganderton	02 6769 7514	bookings@optusnet.com.au

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Editorial

Keepit Summit

The Keepit Summit was held on 16th and 17th on November and by all accounts was very professionally lead by President Tim Carr and Hartmut Lautenschlager (Hartmut does this sort of thing for a living in many parts of the world).

Tim has prepared a Report on the outcomes of the Summit which is included on page 5 in this Newsletter.

As I understand it, the Summit considered a range of alternative models and found that the present model of operation was the 'least bad', that is a training club with a midweek operation. The key is getting new members and encouraging visitors because they contribute most to the bottom line. We are in the same situation we were in after the fire when we went from 60 members and wondering how to pay the bills, to 120 members and a position of significant cash surplus.

The surge of confidence engendered by the Summit arose from the logical analysis of the Club's problems, the identification of the actions to fix them and the committment of individuals to pursue those actions. The ability, energy and commitment of the new office bearers to making the agreed actions happen gave everone present confidence in our future.

Keepit Safari

Another Keepit Safari departs just after this issue goes to press. We leave on Sunday 30 Nov, weather permitting, and expect to head to places like Narromine, Moree and St George before heading to Lightning Ridge and points south. We will get back to Keepit on Saturday 6 December.

Ian Barraclough

Editor

(ian.barraclough@bigpond.com)

Keepit News

More News from Tom Payne

Tom has had his first trip with Qantas, to Hong Kong and back. He says:

"Let me tell you, lining upon runway 16R in a 747-400 and taking off was just an awesome experience. My training is still a few weeks from being complete, but I should be on a regular roster before Christmas".

Summer Tuggies

Darrian Thom will be resident and towing for a number of weeks over the season as well as Finnish/Swiss tug pilot Juho Rossi who has now arrived at the Club. Des Eustace, a Bathurst member who towed at Keepit during the last State Comps, will also be helping out with some towing.

Gunnedah Airport

The Australia-Asia Flight Training Academy is about to be granted a 30 year lease of Gunnedah Airport and will then take control of the whole airport. The aeroclub's hangars will be moved to the north east corner; the aeroclub retains its refuelling facility and a new one will be built for the Academy. An indication of the work to be undertaken is shown at

<http://members.westnet.com.au/ccsgdh/docs/FinnRoachereply.pdf>.

No operational or airspace information has been released that I am aware of.

Member Profile ... Todd Clark

Geoff Neely

A Tamworth Boy Comes Home

Todd Clark has recently become known for his sterling work in getting the Callair MRP up to scratch. He might be new to many of today's members but he is certainly not new to LKSC and this is a return to old haunts.

Todd is a genuine local boy, born at Tamworth Hospital a stone's throw from his present home. His father came from Manilla and his mother from Wagga. He went to Oxley High School. The family business was Clark's Upholstery at West Tamworth.

There was no family involvement in flying but the urge to fly was strong in young Todd. After leaving school he began an apprenticeship as an engine and airframe fitter with East West Airlines, the Tamworth based enterprise that became more than a local commuter service. The only other option the family considered for young Todd was teaching but this could not compete with flying.

He found Lake Keepit Soaring Club soon after leaving school and by the age of 18 Todd was doing ab-initio training with Ian McPhee and Terry Hendicott. He was an early post-solo pilot when Bruce Taylor and Terry Hendicott took him to The Gap (and back).

Todd made quick progress through the sequence of Hornet, Astir CS and Libelle. He says he was keen to fly and he qualified on all the single seaters in the Club with the result that he was usually able to claim any aircraft in the morning competition for places.

He bought a one-third share in a Ventus, UKM, but Macca would not let him fly it until he had 100 hours experience. He took every opportunity to fly so that he could get into his own aircraft. This must be one way to increase the utilisation of Club aircraft.

When East West Airlines failed Todd continued



his apprenticeship at Ansett in Sydney and worked for them until about 1994.

Todd learnt power flying in Tobago, CT4 and Seneca with Australian Air Academy, a consortium of Ansett and BAe Systems. He always intended to fly for a living. He took a job with Kendall Airlines in Melbourne, flying Metro and in about 2000 he went to Ansett on B747. When Ansett Airlines failed he flew Chieftain for King Island Airways. KIA needed him as an engineer more than they needed pilots and he became their Maintenance Manager. He started a maintenance workshop as a joint venture between himself and KIA. He left that business last year but has been with QANTAS since 2002, flying B747.

Todd remembers marking trees to be felled for the triangle containing runways 20 and 27. Geoff Sim made sure that no more trees were felled than was necessary and replacement



trees were planted elsewhere. He was on the Committee organising the 1993 National Competition. His longest flight so far was 638 km from Lake Keepit in 1992. He bought his present LS4 at the clearance sale at Tcounwal. The LS4 is competitive on handicap in State Competitions and he looks forward to competing.

Todd has bought a house in Tamworth with his partner Lisa and is renovating it as well as his father's house up the street. He would like to

buy a rural property and erect a hangar that he has bought. He intends to build a wooden kit aircraft, a GP4. His workshop equipment is in store in the meantime. This includes a lathe and a milling machine. Asked the purpose of these, he says every boy should have a lathe and a milling machine.

Todd's other interests include motorcycles. We didn't ask what he does in his spare time.

Summit Report

Dave Shorter

As you know, the Management Committee is actively looking to address the issues and challenges that face our Club. The Committee, together with other officebearers and past committee members met for a workshop, over two days, to address the problems, challenges and opportunities facing the Club and plan our responses for the future. The meetings took place over Sunday/Monday 16/17th November and were led by our President, Tim Carr and Hartmut Lautenschlager, whose day-job is business planning and management consulting. I should say, we benefited enormously from Hartmut's keen analytical presence.

Financial Projections

To set the scene for the Summit, our Treasurer presented a thorough analysis of our financial situation and outlook for the future. It was quickly evident that without any change in our current trajectory, the forecasts are for increased losses in the years ahead. Last financial year was the first time we operated with a negative cashflow from operations. You do not need to be Einstein to figure out that we would quickly be unable to pay our bills and we would have to start selling our glider fleet to keep going and pay our debts.

The clear picture is of declining utilisation of the Club's equipment and facilities – fewer

members, reducing numbers of new members, declining numbers of visitors, fewer hours in club gliders – all leading to declining flying income. In the last six years all measurement factors have declined 30-40%.

- From around 120 members six years ago, we are down to less than 80.
- From \$108,000 flying income we are down to \$63,000.

We are simply not getting enough utilisation of the Club to pay our overheads.

In reviewing the financials, it was important to understand the natural progression of a pilot within our Club, through ab-initio training, post solo, cross country, through to joining a glider syndicate or purchasing their own aircraft. Following a detailed analysis of member contributions to Club revenue, the major contributors to the Club's financial result were the pilots undertaking training, and post solo and cross country flying in Club aircraft, as well as overseas visitors who hired Club aircraft. In reviewing our membership data, it appears we have collectively taken our eye off the ball with respect to these contributors to the Club, and as a result, the financials have suffered. The average contribution to the Club financials by these trainees, post solo members or overseas visitors



is in the vicinity of \$3,000 p.a. This is valuable revenue for the Club!

While we have a core membership of regular pilots, the stable membership revenue only covers about 30% of the fixed Club expenditure. Essentially, the revenue derived from the overseas pilots and those members who utilise Club aircraft and Club facilities on a regular basis, make up the balance. In looking at the membership trends, the numbers of visitors and Club members using Club aircraft are significantly down and hence resulting in our current financial woes. The net revenue provided by these members and visitors to the Club, help fund the facilities and operation we all enjoy. None of us want to see a reduction in our operation or facilities.

So, how do we turn this all around? The summit agreed that it is these members and pilots, being overseas visitors and the users of Club aircraft, who are essential for the future financial viability of the Club. They keep our membership dues at a low level. Without them, we would pay significantly more, probably triple our current membership fees.

What is the best model for the Club?

In analysing the way forward, the Summit participants discussed the merits of various alternative models in how we could run the Club. Alternatives included the current model, through to no midweek operation, to a pure 'private members' club with many other permutations in between.

It was unanimously felt that the major differentiation our Club has with our competitors is our seven day a week operation. The financials show that this option pays for itself. While the 'private members club' showed several benefits, these basically come via a significantly reduced operation, with an accompanying hefty increase in membership fees. It was felt that the 'private member club' is practically the 'do nothing' model. i.e. if we do nothing and continue to run at a loss,

we would have no option but to downsize the operation and sell off assets in the process. This would reach the point where only those members who own their own aircraft would be able to fly at the Club, and they would be required to meet 100% of the operating costs of the Club at a significant increase on a per member basis.

The Summit unanimously agreed that the most viable long-term option for the management of the Club is to maintain the current model. **However**, significant effort and commitment must be achieved in order to make this model viable in the short, medium and longer term. The Summit unanimously agreed steps must be taken immediately to ensure the Club's future.

Therefore challenge facing the Club is "*How do we fix the Club in its present model – a training Club, a fleet of single seaters, and a midweek operation?*"

The Good, the Bad and the Ugly!

All members and Summit participants were asked to identify the best things he or she considered about the Club, and the things that we could improve on.

Key points among the good things noted about the Club were –

- a great soaring location with safe and varied terrain for flying;
- a very good midweek training operation with a very competent and highly regarded manager;
- wonderful facilities with good accommodation, clubhouse, a large safe airfield, flight centre and hangars.

There were a large range of problems or "dissatisfiers" and most consistently noted as opportunities for improvement were –

- launch reliability;
- post solo training;
- promotional activity;



- member engagement and Club activities;
- condition of Club gliders;
- lack of local members;
- orientation and friendliness to visitors;
- looking after the equipment we already have.

This list is just to name a few! If there was nothing we could identify as being wrong, how could we improve. Each problem is an opportunity for change.

The challenge for the Summit was to identify targets for improvement, establish action plans and assign responsibilities. Each of the Summit participants has agreed to champion various corrective actions, however the assistance from all members is required.

The Way Ahead

Much needs doing and the Action Plans and Targets for the future filled many flip charts on the easel. However some of the immediate changes we hope to establish include:

- The Club's Callair MRP has had a lot of work performed on it to bring it up to best aeronautical engineering standards. We are also investing in a large stock of essential spares so that breakdowns can be fixed quickly with a planned objective of one day maximum downtime. In addition, we now have Ian Barraclough's Cessna 185 on standby as a backup tug. ***Launching reliability should not be an issue for the forthcoming season.***
- The Club will schedule a "Four Day Flying Weekend" once monthly when new post solo pilots will be encouraged to rub shoulders with more experienced pilots, and test out new skills.
- The CFI will be reviewing the implementation of a mentoring program for experienced pilots to oversee new post solo

pilots as they progress to the challenge of cross country flying.

- The Secretary will start corresponding with other feeder gliding clubs in NSW, and also to UK, German and other overseas clubs, to promote LKSC as a destination for camps and individual visitation for cross country holidays.
- The Club will establish and maintain annually, a NSW Easter Regatta (akin to the QLD Easter Comps) and will bid for the NSW Gliding Championships next November.
- A schedule of Club social functions was agreed, encompassing an annual dinner with awards night, a Christmas in July, a Form 2 week and the AGM.
- We will review our charging system to see whether a simpler, equitable schedule of charges can be implemented.
- With a new Airworthiness Officer in the saddle, the Club's glider fleet is undergoing a thorough review and a schedule of maintenance is being prepared. The involvement of a large team in last July's "workfest" is an example of what we can achieve with Club members.
- Radio spot promotions with giveaways are being organised, and incentives for air cadets to sell Flight Vouchers have been offered. Shopping mall promotions will be investigated to boost local interest.

Many more initiatives were also agreed with respect to the promotion of the Club, retention of current members, and making contact with past members to attract them back to the Club. Each members' effort is requested in assisting with this process. Who do **you** know? How long has it been since they have visited the Club? What would it take for them to come back etc? We all stand to benefit in getting all these past members back! Most importantly, how do we meet, greet and turn them into members when



they get back to the Club. Please think about this – it is up to every member to make this effort!

It's not all doom and gloom!

The Summit participants came away with a renewed confidence that we all can make this Club work, and work well for the enjoyment of all members.

Much has to be done, but we can see light ahead. Most importantly targets have been set and a means to get there identified. Many jobs have been taken on by the Summit participants, however, the only way these initiatives will succeed in the long term is for each individual

member to actively support the initiatives and the Club.

We can confidently expect tug reliability to improve and now have a backup which should remove one of the biggest drawbacks, especially for long distance visitors.

LKSC is one of the best sites in Australia and one of the last to offer midweek flying, which makes it a great place for a gliding holiday. With the regular Four Day Weekends we expect also that many more members will find it worthwhile traveling for extended weekend flying.

Enjoy your flying!

Committee Notes

Dave Shorter

Phil Anderton and Todd Clark have been putting in many hours bringing the Callair MRP up to “super ship” status ... to ensure it is fully compliant with best engineering practice. By spending money now we expect to have a reliable workhorse for our primary tug for the coming peak gliding season. The objective is to have a tug, with spares on hand, so that should any minor problems arise, or component fail, the tug should be repairable and back in service within a maximum outage time of one day.

John Wakefield continues to pull above his weight – in an unfortunate incident last weekend an aileron on the tug was damaged late Sunday afternoon. John traveled out to Keepit at short notice, carried out a repair and the tug was flying again at 9am the following morning for the Tamworth air cadets. Thank you John.

Thanks to a very generous supporter, who wishes to remain anonymous, we have a donation of \$5000 to purchase a stock of essential spare parts and components to provide back up should we have component failures on our tug. This will make possible the quick turnaround of breakdown service and help keep

our tug in the air. This anonymous donor points out that he is unable to assist directly in work parties or club management, and this is his way of compensating for this. He has suggested that others like him may wish to do likewise and donate cash in lieu of services rendered.

Ian Barraclough has very generously offered the use of his Cessna 185 VH-MIE as a backup tug at Lake Keepit. Garry Speight and Ian are both able to fly this aeroplane in the event of backup being required. Garry is another member who pulls above his weight and has often come to the Club at short notice to fill a hole in the tuggie roster, or to fly MIE. Thank you both Ian and Garry.

Last weekend we had a visit from the Tamworth Air Cadet Squadron for a weekend of Air Experience flights. We have been negotiating with the Air Force Cadets for well over a year to set this up – there are many issues, including getting approval for working with children, having a CASA certified aeroplane as tug, and fitting in with their schedule. Most of this group had never flown before and their first impression was very favorable. The funds for this exercise



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were provided by the Air Force and provided a good deal for both the cadets and the Club with total billing for the weekend at \$2340. After paying for tug launch fees the Club will net over \$1000 (maybe not a particularly high rate per hour when compared to wages, but still better than most activities we engage in at the Club). Thanks to pilots John Hoye, Peter Sheils and Dave Shorter and to crew on the ground who assisted ... particularly Robin Walker and Graham Holland.

With Christmas coming up, Glider Flight Gift Vouchers provide a good alternative as a Christmas present, and we've offered a special deal to the Air Cadets to give them a chance to enjoy another day's outing at Keepit ... for free. (their Air force funds have run out). For every Voucher worth \$120 sold by a cadet to family or friends we will fly an air cadet, by winch launch, for free. Hopefully they can sell enough vouchers to enable them all to come again. Should you have a friend you would like to give a gift voucher to, you may wish to add your voucher purchase to those of the cadets to boost their free flights.

We received some happy news last week when Jenny returned from her overseas holiday wearing an engagement ring. Her story is the most unlikely thing you could ever imagine and very romantic. She re-discovered her teenage sweetheart, a poor guy who has been in love with her ever since she scooted off elsewhere as a very young woman, to do her own thing. We expect to meet him next Easter when he is coming out for a six weeks to Keepit ... he can apparently cook, and Jenny has already nailed him to cook for us during the Easter week's flying. Jenny's not going back to UK ... she has told him he has to come here to get her, so hopefully he will enjoy gliding. We all join together in wishing Jenny the best for a very happy future.

On housekeeping matters: it is unfortunate and very disappointing that we have such

great facilities ... clubhouse, kitchen and accommodation ... and some members just leave them in a disgraceful messy and unclean state. If you mess up the dishes please don't leave them for someone else to clean up after you. We all share the facilities and we do not employ staff to clean up after. you. Please do the right thing.

There used to be an unwritten rule in all gliding clubs that there was no drinking before the hangars doors are closed and all the gear put away. Its not really fair on the tuggie, or the instructor or duty pilot to leave all the closing down to them. They are volunteers working for club member enjoyment ... how about giving them a hand before the drinking starts?

Back to a positive note ... anyone who has been to the Club recently will have been amazed at the appearance of the grounds around the accommodation and hangars. The whole area has been mowed neatly by Chris Carr and it looks like a beautiful tidy park. A great improvement and visitors to our Club could not fail to be impressed.

Keep your radio in Tamworth tuned to 2YOU FM 88.9 to win a free glider flight at Lake Keepit. Vic Hatfield has organised some gliding promotional discussion with a contest to win a glider flight ... answer a question on gliding each week to win your flight. Most people in Tamworth do not even know there is a gliding club nearby ... this will help spread the message.

The Club will be holding an Easter Regatta from Good Friday through the following week to Saturday 18th April, next year. This will be a fun regatta aimed at encouraging Club pilots to give cross country competition a go. It will be unballasted and tasking will be Assigned Area Tasks which makes it a lot easier if you wish to cut the corners. We hope to attract a few competitors from other clubs. Mark your diaries.



Another suggestion which will affect new solo pilots interested in extending their cross country experience will be the scheduling of a 4-day weekend once per month ... an opportunity to rub shoulders with experienced pilots and develop your skills. Watch this space for announcements of when.

The Club will also bid for the NSW State Gliding Championships next November. This is a chance to put the Club on the map and bring in some much needed income. To make this work we will need plenty of helpers. Keep this in mind for holiday planning ... probably the week of 7th–14th November ... to be confirmed.

President's Report

Tim Carr

Well the good news is the summer months are almost upon us, and the flying conditions are on the improve. The real achievement this month is that we have now held the Keepit Summit where the Committee and other helpers have investigated the current issues facing the Club, and have resolved to implement many good initiatives to restore our Club to be the powerhouse of NSW gliding. The direct flow on effect of these initiatives will be an improvement in our financial situation. I will not steal Dave Shorter's thunder as he has prepared a comprehensive summary of the Summit later in the newsletter. However, I would like to stress that all of these initiatives will require the support and ongoing commitment of the broader membership, so I encourage everyone to embrace these initiatives as they are rolled out. Some of these initiatives will have immediate effect, and some will take further time as they may require further investigation and/or formal approval by the Committee prior to implementation. Stay tuned!

On another promising note, it is very pleasing to see that we already have taken many bookings from overseas pilots to come and fly with us over the summer, good interest in training courses and have secured a midweek tugpilot over the summer months. I know you will all make these visitors feel welcome at Keepit.

See you all at the Club

Cheers

Tim

CITY COAST MOTORCYCLES

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



Minter Wedding

Geoff Neely

The social event of the period was the wedding of Matthew Minter and Li Ling Chen at Tangallata Winery (no we had never heard of it either) between Bective and Winton (do you know now?). There were a couple of hundred guests from Matthew's many fields of interest including gliding, teaching, music and farming as well as an extensive tribe of Minters ... his sisters and his cousins and his aunts, also his father and uncles.

Li Ling looked glamorous in a wedding dress that was off white in a very light tint of perhaps a coffee colour, off the shoulder, with a vast train. She carried a big posie of pink flowers. The rain held off just long enough but the train of her dress will need a wash.

Li Ling's father and stepmother came from Taiwan. She has a sister in Australia.

We learnt that Matthew and Li Ling met at Sydney Conservatorium of Music. Most people will know that Matthew is an established piano teacher and has been music master at St Mary's School at Gunnedah. Li Ling had three years of advanced study of the oboe on a scholarship in Germany.

The wedding took place in an old wooden church in the grounds of the winery. One of the bridesmaids gave a short address in Taiwanese.

Matthew's father spoke of the joining of cultures. Gabriel Kalkbrenner was best man. Matthew had obviously rehearsed the moment because he spoke his vows without prompting.

Naturally we were entertained at different times by flute, electric piano and oboe. One member asked me whether Matthew would be wearing his leather hat but when I asked him, Matthew said he had lost it.



Photo by John Hoyer



From Pedestal to Deep Hole

Dave Shorter

I sat in the cockpit of my broken glider furious with myself and cursing my stupidity. I couldn't believe I'd done this. What an idiot! The canopy was shattered, dirt all over me from the impact and I could see daylight between the rudder pedals. I cursed myself again as a couple of bystanders appeared at my side. How could've I done such a stupid thing?

I'd had a very heavy landing and was feeling very disgusted with myself. Now, months later, I would just like to forget it all and put it behind me, but that is impossible. In my mind I have re-run the accident over and over. Unfortunately you can not run it backwards and start again. If only!

It was Saturday, the last day of the Qld State Gliding Championships at Warwick and we were heading for a turnpoint at Dalby. My week had been good with a few reasonable placings. On Day 2 we had had 11,000ft convection with streeting, followed by a big change in conditions when we tip-toed over wet ground in blue conditions and convection back down to 7000ft. Things worked well for me that day and

I ended up on the pedestal. What a pity every other day was not the same.

On the last day I was still placed near the leaders and was anxious to put in a good result to finish the Comp. The tasksetters obviously thought conditions would be OK and they set a fixed task around Dalby airport, then south and home. But it was pretty thin, and blue. (Eventually only 3 of the 16 standard class starters got home – the rest outlanded.)

I started at 5,700ft and after a few useless bubbles flew straight down to 2,500ft (QNH) and breathed a very big sigh of relief when I managed to scrape out of that hole with a 2½ knot thermal. I was joined by a couple of other gliders, but it was so weak I pressed on and was rewarded with a 4½ knot thermal which took me from 3600ft to 6,600ft. "This is beginning to look a lot better", I thought as I left that thermal and pressed on. A couple of top up thermals of 3 knots and then I was back down to 3,400ft again and took a big deviation to join a couple of other gliders in a weak climb.

We were climbing at around 2½ knots and drifting in a 10 knot headwind from the north.

I still had water ballast on board and with another glider below me I could not dump it. Remembering the earlier 4½ knot thermal I got impatient with this climb and at 4,700ft I decided to move on and find something better. The Warrego Highway was just a few kilometers north and I figured that the movement on the road, and the fence and tree line along the road might trigger some better lift, or at least buoyant air.

What a mistake!

But it need not have been the disaster that it turned out to be. There are plenty of good paddocks alongside





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that road into which I could safely land.

I cruised along just south of the road for 10 minutes, dumping water as I got lower. I tried a few buoyant bubbles ... climbed a few feet, and lost them again. I had a fallow stubble paddock selected and arrived alongside that at around 600ft with the intention of joining a downwind to land in that paddock. But just as I arrived I again found another buoyant bubble and put in a few turns in a last effort to save the day.

It was tantalizingly promising. "Can I find a core? Can I climb away from this?" It was a bit like the Sirens of Greek mythology luring mariners onto the rocks. I got sucked in by my own determination to save the day and in the process overlooked any downwind landing checks. I did not break off the flight until I had done four turns, gradually getting lower and drifting down onto the base leg for the paddock. At all times I had a safe approach into the paddock, but I really did continue turning far too long.

As I was now on base leg and a couple of hundred feet AGL, a landing was now inevitable and I joined final for a very normal approach into the field. If I had just proceeded without change from there it would have been just another outlanding into a very good paddock with at worst a few scratches to the glider. I was naturally keen to avoid any more scratches or dings from outlanding as I had just cleaned up and repainted some scratches and stone chips on the underside of the glider.

At about 10–20ft above ground I suddenly realised the landing wheel was still up. Without thinking I grabbed the gear lever and started to put down the wheel, in the process probably releasing the control column. In an instant, the time it took to look at the gear lever to locate it,



and look back ahead at the landing, the glider had pitched forward and I was now headed nose down into the field.

I remember the feeling of horror looking down at the ground but can't remember the impact. Three onlookers appeared very quickly to assist. How fortunate it was not a remote paddock. I could only reply to their questions of concern with expressions of fury at myself and my stupidity for trying such an idiotic last minute correction. A few scratches on the belly would have been nothing compared to the final result.

They called an ambulance, who were required to lift me out of the cockpit ... I suggest that if you ever expect to use an ambulance in Queensland take out insurance ... as a New South Welshman it cost \$930 for a 5km trip into Dalby hospital. But they were a couple of very professional paramedics and got me safely into hospital.

I have castigated myself over and over and become very frustrated and grumpy with my wife as I have recovered from a broken breast bone, a very sore back and stiff neck. But I was very fortunate that my physical injuries were not worse. The bruising done to my ego was not quite as easy to recover from ... but I might have been in a wheelchair.

So what can I, and others learn from this experience. All accidents are normally the result of a chain of events, and this was no exception.

- 1) I was very determined to keep flying, as I was doing reasonably well in the Comp rankings, and allowed that objective to overshadow normal considerations of when to break off a flight.
- 2) This meant that while focused on a last minute save, this overshadowed the need to do normal downwind landing checks.
- 3) I allowed myself to be “sucked in” by the last minute tantalizing possibility of a save.
- 4) I disrupted a normal steady approach on final with an attempt to fix a last minute problem.

- 5) I took my eyes off the field, and hand off the stick, at the most critical moment ahead of landing.

I believe that all this boils down to attitudinal errors and I am exploring this in my own mind as I need to rethink some basics of my attitude to flying. The basic training we try and drum into students and had drummed into us, was done to protect against these situations. Under stress we can make very poor decisions, and if at the last moment we are confronted with sudden problems, the decisions we make in stressful situations can be very poor. The basic training, of downwind checks and circuit planning are designed to eliminate such possibilities arising.

I omitted those and paid the price.

New Member Lauren Goddard

*This abbreviated press release written by Geoff Neely, appeared in Tamworth's **Leader**.*

Sixteen year old Lauren Goddard is one Year 11 student who is not intimidated by the choice of a career. When she looks at aircraft coming and going to Tamworth Airport Lauren imagines herself up there flying the aircraft. She wants to fly and when asked about Plan B she says there really isn't one.

Lauren, a student at Oxley High School, is the second of three daughters of Warwick and Christine Goddard, who operate a farm in the Bective - Winton area. Lauren says “Dad, you're always on about flying”. Both father and daughter deny that this was calculated but Lauren gave her father a passenger flight in a sailplane as a birthday present and not long after that she began flying training herself.

Like all early trainees Lauren is finding that controlling the aircraft in the air is straightforward but things seem to happen fast when landing.

Warwick must be one of the few parents who ferry their children to flying lessons and he says if Lauren does not continue, he might himself.

Geoff Neely

Her school friends think flying is “out there” and not something that any real person could do. They can't believe she is flying; no-one else is doing any such thing. But then, all sailplane pilots feel a gulf between themselves and other people - it is hard to explain to someone who has not been there.

Lauren thinks flying for the air ambulance would be a worthwhile job and would take her to new places.





Coming Events

Event		Contact
23 – 29 Nov	Narromine Cup Week	Arnie Hartley 02 6889 2733
23 – 29 Nov	Gulgong Classic Aerotow	www.gulgongclassic.com
30 Nov – 6 Dec	Australian Qualifying Grand Prix at Narromine 18m Class limited to 20 gliders	Beryl Hartley 02 6889 2733
30 Nov – 6 Dec	Keepit Safari	Ian Barraclough 02 9948 7866
13 – 20 Dec	NSW State Championships at Temora	Geoff King or Tom Gilbert tnjgilbert@internode.on.net
3 – 10 Jan	Victorian State Championships at Benalla	www.glidingclub.org.au/competition/state2009 Phil Henderson 0418 511 557
12 – 23 Jan	47th Multiclass Nationals at Benalla	See website above

Contact Numbers for Instructors and Tug Pilots

Name	Home	Work	Mobile
Jay Anderson	02 9571 9592	02 9221 4938	0418 676 696
Phil Anderton	02 6785 2764		0427 493 107
Ian Barraclough	02 9948 7866		0428 410 010
Andrew Brumby			0404 043 386
Tim Carr	02 9801 7979		0414 405 544
Bruce Clark	02 4955 5041		0414 545 278
Ron Cameron	02 6721 0081	0428 659 637	0428 659 637
Rob de Jarlais	02 4677 1926		
Tony Esler	07 3350 5858	07 3881 2615	0412 770 526
Bill Gleeson			0408 443 009
Vic Hatfield	02 6765 7050	02 6766 9655	
Steve Hedley	02 9834 4178	02 9670 6733	0412 378 758
John Hoyer	02 6767 1033		0427 505 233
Wendy Medicott	02 4365 3626		
Matthew Minter	02 6785 7399	02 6742 3998	0427 455 119
Geoff Neely		02 6769 7514	0419 563 233
Peter Sheils	02 6762 1377		
Michael Shirley		02 9439 2022	0427 108 040
Nick Singer	02 4365 5485	02 4384 2101	
Garry Speight	02 6785 1880		
Dennis Stacey		02 6760 7677	
Gerhard Stuck	02 9982 5248		0428 300 370
Charlie Szpitalak	02 6777 2154	02 6777 2040	
Dave Turner	02 9489 0841	02 9620 0893	0425 269 210
Trevor West	02 6766 5618		



Instructor & Tug Pilot Roster ... Dec '08 - Jan '09

Date		Instructor	Tug Pilot	Comment
December				
Saturday	6	Vic Hatfield	Darian Thom	
Sunday	7	Peter Sheils	Garry Speight	
Saturday	13	Gerhard Stuck	Ken Flower	
Sunday	14	Gerhard Stuck	Charlie Szpitalak	
Saturday	20	Tim Carr	Andrew Brumby	
Sunday	21	Garry Speight	Phil Anderton	
Thursday	25	no operations?	no operations?	Christmas Day
Friday	26	<i>Volunteer</i>	<i>Volunteer</i>	Boxing Day
Saturday	27	Dave Turner	<i>Volunteer</i>	
Sunday	28	Nick Singer	Jay Anderson	

Date		Instructor	Tug Pilot	
January				
Thursday	1	<i>Volunteer</i>	<i>Volunteer</i>	New Years Day
Saturday	3	Vic Hatfield	Phil Anderton	
Sunday	4	Peter Sheils	Jay Anderson	
Saturday	10	Gerhard Stuck	Ken Flower	
Sunday	11	Gerhard Stuck	Garry Speight	
Saturday	17	Tim Carr	Andrew Brumby	
Sunday	18	Garry Speight	Charlie Szpitalak	
Saturday	24	Dave Turner	<i>Volunteer</i>	
Sunday	25	Nick Singer	<i>Volunteer</i>	
Monday	26	<i>Volunteer</i>	<i>Volunteer</i>	Public Holiday
Saturday	31	<i>Volunteer</i>	<i>Volunteer</i>	
Sunday	1			

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.

or Pooling: There is a Yahoo chat and message group (not officially sanctioned by the Club) for Club members. To join, either visit the chat group web page at <http://groups.yahoo.com/group/lksc> or email pjanderton@optusnet.com.au with your email details and he will fix it.