

KEEP SOARING

110% Cycling Issue!

JUNE-JULY 2009

Under GNY Management

There's been a change of management at the offices of Keep Soaring. Apparently dazzled by some flashy colouring-in on the LKSC web site, Ian Barraclough decided to offer me the post of editor. Knowing that the committee was unlikely to agree to this due to issues of bad character, I accepted as soon as possible, got out the Letraset, paste pot and scissors and began work.

During Ian's time at the mag, it has evolved from a simple typesheet into the flashy full colour pdf version most of you got last month. The content has gone from bare facts and dry news to something a lot more interesting and exciting which might take many days to get through.

The main reason Ian passed the baton was that he has other writing projects he wants to concentrate on. You may already know of his excellent Pilots Touring Guide book. Ian is also helping local farmers with rainmaking after his success with the Keepit Safari 2009.

Ian hopes Keep Soaring will continue to grow into a quality newsletter and communication between the members of the club. I'd like to think that too, and this is where you come in. Have you any idea how hard it is to fill even a few pages with sense every two months? As you can see from this issue, some contributors have gone more than a little off-topic, and I have had to include this stuff to make sure the staples don't pull out of the centrefold.

So any of you who want to write something, go ahead and send it in.

In the meantime, I can thank the usual suspects for their contributions: Geoff Neely, Matthew Minter, Harry Medlicott, John Trezise, Peter Sheils and the rest.

In the meantime, I have the car parked outside with the motor running and I am waiting to make a bolt...

The Editor.

CHRISTMAS IN JULY

Most of you who have been paying attention will know that Christmas in July is being held in June this year. Can you get your head around all that?

It is now scheduled for the Queen's Birthday long weekend of June 6th - 8th though we have not had word from the Palace as to whether Her Madge will be present (and if she does come, what glider would she like to fly? My guess is the Twin Astir). This neatly coincides with another 4 day Cross Country weekend so expect a lot of flying to be done as well.

There will apparently be another huge bonfire and enough food so you won't need any ballast on your X-C flights over the weekend (see the example below of some things we prepared earlier).

It is also planned to give the new Dyneema powered winch a warm up, so if you enjoy life on the wire, there's another reason to turn up.

John H will be instructing the instructors on the 6th and hopefully on the morning of the 7th as well, depending on the success of Christmas.

If there is a volunteer with vegetable-based skills available to work in the kitchen on New Christmas Eve, then John says he may be able to spend more time on the winch. Hands up everyone!

To make sure there is enough pudding to go around email John Hoye on cfi@keepitsoaring.com to let him know you're coming.





LAKE KEEPIT SOARING CLUB ANNUAL DINNER AND AWARDS

The AD&A was held at the club on Saturday May 2nd over another 4 day Cross Country weekend. There was a great turnout with an almost-capacity crowd for the gala BBQ. The days were warm and sunny and the whole weekend offered some better than expected flying with good CU making flying conditions close to perfect.

Visiting pilot Geoff Pratt flying a very clean PIK 20E set the running for a lot of the time flying over 300 km flights almost every day, and leading the world in the GFA decentralised winter comp. His performance was enough to encourage the normally laid-back Little Petunia to the club on a couple of occasions mid-week to give him a run for his money. LP managed 422 km and 4½ hours however Geoff had already gone back to Queensland where it has rained almost until now. Make of that what you will...

But back to the Awards. Initially a suggestion of Ray Tilley's, the Awards were somewhat light hearted unless you were on the receiving end of more than one... like Ray Tilley. The full results are posted on the club website. See under Club Records and Awards.

The weekend also saw some interesting display flying from "Airborne Stig". As you may be aware, there are several parallel efforts going on to bring more visitors and funds to the club. These include the new winch to offer lower cost training and launch alternatives, as well as Todd Clark's initiative to organise a DVD and brochures for marketing the club overseas.

So across this long weekend, tuggies were dragged out of bed before dawn, flyers like Ken Flower and Greg Smith were forced into the air with nervous camera carrying-passengers and gliders zoomed low over the lake dumping water ballast to be immortalised on film. The results of this and efforts over Easter is that we not only have a good video on the way, but a huge library of photographs of the club as well, some of which you can see here and on the web site.

A good time was had by all, except most of the people who received awards who will trying hard not get awarded them again next year.

EASTER CAPTION COMPETITION

Ok, it's well after Easter, but this picture was taken during the Easter Regatta. The competition is easy: Just fill in the missing XXX number in the picture below and be in the draw for a chance to win a tasty serve of one of Allbut's signature curries.

Here's the background to this picture: Ace flyer Allbut's had returned to Keepit for the Easter Regatta after a year without flying his glider. Because of this, he sneaked in to land down at the bottom of 14 (as did most of us) only to be surprised by the presence of a photographer who immortalised his landing.

As the saying goes, there's once bounce for every spectator. For many people landing that day, certainly myself, these bounces exceeded the Wright Bros' first flight, both in distance, duration and height.

So Allbut's taxied up to the photographer and made an attempt to have the evidence deleted... not realising the workers of Keep Soaring are above that sort of thing. His first words are as below, but what was the actual number of bounces? Maybe you can suggest a better caption... *Entries to the editor in a sealed envelope!*





Easter Regatta 2009 at Lake Keepit

Where were you over Easter? For most people, the weather over Easter was ghastly, but as usual, up at the club, the weather was good. There were a few less than perfect days to begin with, but by Tuesday the weather had settled in to allow for some excellent flying for the rest of the week.

The Easter Regatta was a well-attended and well run week. Most people managed to say for the full event and I guess it is fair to say that almost all had fun, either at the event, or later when they got the Cactus award for giving the organiser too much curry. In fact, Little Petunia was given a hard time in more ways than one with Chris Carr and Harry Medlicott giving him a good run for his money in the air.

As usual, there were the usual number of really serious competitors as well as a group who were just up there to fly for the fun of it. Allan Buttenshaw made a welcome return to the club after a year of abstinence from glider flying which he demonstrated in the traditional way... see the competition page later in this issue.

I would not be the one to preempt what Colonel Speight had to say about the weather, but for end-of-season weather, it looked pretty good with steady 5-6 knots most days and the occasional 8-10 knotter. Most days had good CU with occasional streeting giving some relaxed flying conditions.

The Regatta was intended as an informal event to give newer pilots a casual entry into competition, so there was a bit of lead and follow going on. A highlight of this was when Robin Walker lead out a club junior. As usual, the leader went fast and far while the follower got nervous and lost. Fortunately the follower had a motor and was able to regain height and make it home while the leader landed out. There were other outlandings from Dave Shorter and Jay Anderson who managed to get an aerotow retrieve home.

Fortunately a large gang turned out to rescue Robin early because on Friday night, everyone was invited to Bob Dirks' house for a BBQ dinner followed by a "game" of croquet. What a vicious pastime! Bob has cleverly engineered the house rules to ensure the maximum of cheating and bad behaviour from the players... most of whom have four legs and are covered with fur.

Fortunately the dogs don't take sides, which is more than you can say for the two legged players. The house rules can be interpreted by Bob to suit any situation. It was noticeable that some players (who won't be named here), who feel handicapped by their lack of



wingspan or their tiny winglets like Ray Tilley, feel they can get their own back on the croquet pitch by victimising more polite players such as the Clarks who may not be able to fly worth an pinch, but who star when whacking the wooden balls.

The results? Probably Chris Carr, Harry Medlicott and Little Petunia did really well, but it has been hard to get the facts in time for publication!





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GFA FEES

There have been some predictable increases in GFA fees for membership, airworthiness and FAI business. You can try to find to find these costs on the GFA website under Membership: Current Fees.

Before you start moaning about these increases, you should consider the lot of the hang glider and paraglider people who pay close to twice as much. Just have a look at the back of most copies of Soaring Australia to see how they moan!

I can't remember what the HGFA does, but I know what the GFA does, and it appears to do most things quite well for quite reasonable fees.

WE'RE ONLY IN IT FOR THE MONEY

It may seem to some that a disproportionate amount of time is spent talking about money... GFA fees, club fees, launch fees, glider hire fees and so on. From the point of view of someone new to gliding clubs, this is a bit difficult to understand. LKSC has fantastic resources in the strip, the club facilities such as hangars, club house, accommodation and the club's gliders and these all cost a lot to maintain.

We've seen ultralight clubs with similar resources charging a joining fee of \$3,000 (as do most yacht clubs and golf institutions.) In other gliding clubs such as the ones belonging to the HGFA you're lucky to get a seat at the local bowl as a club house, and that's all the facilities you get for your money. So if there is talk about money in these pages, be patient! It is for your own good!

THE GREAT WALL

Bruce Taylor has identified a "Wall of Fear" which has been built somewhere north of Manilla, stretching for hundreds of kilometers in length and well above cloud base in height which prevents pilots from flying up towards New England. Bruce also claims that there are plenty of great places to fly around Kentucky and (almost) offered to hold a camp and do lead and follows to allow people to get to know the area.

LKSC is currently not very active in holding camps and perhaps a camp is a good idea, if only to get the rust of trailer bearings. The Belgian hang gliding team has managed to fly from Mt. Borah up to Uralla (the team base) so it should be a doddle in a sailplane.

OUTLANDING AEROTOW RETRIEVES

Some pilots have recently expressed surprise at the costs of their retrieve. Our charges were set at January 1st at \$300 / hour, which is what a lot of gliding clubs have been charging as ferrying costs for their tugs coming to comps. This charge is considerably higher than our cost of operation. The Committee at the last meeting resolved to correct this to a more reasonable rate and have amended the tug charge rate for aerotow to \$270 / hour, effective January 1st.

This change however, will not make a major difference to the charge pilots incur, as Pawnee and Callair cruise speed is a maximum of around 90 knots. When you call up a tug, remember that costs can build up for a remote retrieve. From Narrabri for instance, the tug time may be around 1½ hours.

If you call for an aerotow retrieve, you can minimize your charge by asking for the tug to wait for another launch, in which case you will then save the cost of getting airborne – your flight will then commence from the top of launch from the other glider's flight. Of course, this is only workable if there are still gliders launching.

The committee.

THINKING SAFETY

Pilots of powered aircraft and self launching glider are reminded that the chant "CLEAR PROP!" given as the engine is started will not have the same beneficial result as allowing a few seconds between chant and churn.

Spectators of same are reminded that with many powered aircraft such as the Pawnee, short spectators and longer ones who are temporarily inclined to the horizontal plane may not be visible to the pilot when he makes this important announcement.

Spectators and other gliding folk who are close to self launching gliders at the launch point should remember that more than 50% of the world is invisible to the pilot, including the prop and the pilot is relying on the chant "CLEAR PROP!" travelling around several corners and possibly through a perspex lid before reaching the spectators.

Spectators should bear this in mind that the pilot is no doubt relying on this chant bringing some good fortune or Feng Shui to the business of starting the engine and not necessarily expect the chant to actually proceed the churn in any or all cases.

If in doubt, at the slightest movement from these aircraft, RUN AWAY!

NATIONAL SPORTS & CLUB CLASS CHAMPIONSHIPS AT LAKE KEEPIT IN NOVEMBER PROGRESS REPORT

The organization is starting to crank up to speed for the GFA National Club & Sports Class competition we're running at LKSC in November.

Already we have entries from more two dozen pilots with many others signalling their intentions to fly. All the cabins in the caravan park have been reserved and I understand most of the accommodation at the Sport and Rec Centre has also been taken. On-site accommodation at the club is all being kept for tuggies, and club members working at the comps. So we expect to have a good attendance. No doubt there will still be places to camp or rooms at places such as the Ian Duncan Home for Bewildered Single Men in Manilla. Beware of hang and paraglider pilots lurking there.



If you're planning to fly it would be wise to get your entries in soon. Application forms are available for download on the club's web site.

We're still trying to twist arms to get sufficient tugs - we'll need at least six tugs and four of the tugs we've had at Keepit for previous comps are no longer available. Still working on that.

Wendy Medlicott is already planning menus for the catering - she vows that the food will be better than last time - in fact quite delectable. Judging by what she's done at previous comps that will be for certain. A few extra hands in the kitchen to help with this would be appreciated by Wendy.

Dave Shorter has agreed to be Comp Director and Vic Hatfield will share that role so we can each fly in the comp on alternate days.

Trevor West has agreed to take on the role of Safety Officer and we're determined to make this comp one of the safest. Peter Sheils is taking in the entries and banking the "dough".

We're going to have to get other jobs assigned shortly and I've asked a few others to take on some of those roles - I'm expecting stalwarts from previous comps - Harry Medlicott and Bruce Taylor will say yes to the weather job and task setting, and Geoff Neely to repeat the professional job he's done with the media.

Some of the jobs that need doing by club members - Chris Carr will need an assistant for scoring, and we need a Radio officer, Launch Master, Grid Marshall, Launch Personnel, Tug Pilots.

We've been assisted a lot by local businesses lending us equipment and providing supplies in past comps, and hopefully we can get some of that support again. We could also benefit from commercial sponsorship and can offer naming rights to any organization that would be prepared to contribute financially. Got any suggestions about businesses who may be prepared to help this way and get their name up in the media?

It's a big job for the Club running a comp like this and when it comes to November we'll really appreciate any offers to help for those two weeks - if you can't come for the full period, just some of that time will still be appreciated. The Club gains a lot of benefit, both financial and promotional, from these events and we need everyone who can, to assist. Mark the dates in your diary

The Dates are - the 2nd and 3rd weeks of November - 7th to 21st (actual comp flying days Monday 9th to Friday 20th).



*A Tuggies view of the Easter regatta.
Respect and thanks are due from all!*



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WINCHING AT KEEPIT

I'm sure that a lot of members will have by now heard of Harry Medlicott's new winch and the launching trials that have been going on.

Harry's motive in building this winch is to provide more easily affordable, reliable launching to encourage new members to learn to glide at Keepit. (It might also encourage existing members to fly more frequently). His winch has a large V8 engine, Dyneema rope and many other features that should make it easy to operate.



Initial teething problems have been largely overcome and good launches have been delivered in less than optimum wind conditions.

When the winch is ready, instructors will be briefed on its use and how to care for the Dyneema rope which is quite expensive but should last well if treated properly. It will be especially important not to pull the shackles into the paying-on gear as this will destroy the special Dyneema pulleys and put the winch out of action.

Pilots can look forward to being launched to a good height, over and over again whilst training, without the normal cable breaks of the club's own winch cable. The new winch has the potential to change our way of thinking about winching operations.

Not all instructors, let alone members, are winch rated, but all those that are interested will be taken through training so that they are able to provide safe launching instruction on the winch. However, it will not be compulsory for any member to learn to winch if they only want to aerotow.

The club's web site has information on safety initiatives that the British Gliding Association has used to actively help in the reduction of winch launch accidents in the UK. It is planned to use this information as an aid during winch training at Keepit and thereby run a safer operation.

The last instructor panel meeting was joined by Phil Anderton (tug master) to discuss Dual operations of the tug and the winch. A list of recommendations was agreed on at that meeting and this information is in this newsletter and on the club website.

Safe flying,
John Hoye. CFI

News Update!

After some slightly under-whelming launches on the winch, Bob "the Fixer" Dirks wandered over and after doing the normal manly poking and pulling at this and that on the winch motor... an enormous 454 big block Chev engine... discovered that the spark plugs leads were in the wrong order!

Power was instantly restored. (That's why they invented 2 strokes and then gave them 2 ignition systems and 2 plugs per cylinder... almost impossible to mix up!)

Jenny Ganderton reported that two expert instructors who needed no additional ballast were selected... John Hoye and Peter Sheilds... and in a 90° cross wind of 10 knots they managed a good 1550' AGL off the winch, so everyone was happy.





WINCHING AT KEEPIT

Dual operations

- The winch rope is to be laid out to the East of the tarred runways for both launch directions.
- The tug is to land to the West of the tarred runways when operating on 32/14.
- The tug should land on the active runway and backtrack to the launch point. However, the tug can be landed on 20 but care has to be taken to avoid pulling the rope into the back of the gliders at the launch point or over the winch rope when turning from 20 onto 32.
- It would be good practice to have an experienced member overseeing the combined launching operation. (Duty pilot?)
- Aerotow & winch launch points are to be side by side so as to facilitate communication between them.
- When two launches are ready to go aerotow launches should be given priority so as to avoid wasting engine hours and avgas.
- The launch point for the winch (on the 14 runway) should be positioned so as to assist with keeping gliders waiting for an aerotow out of the 45deg zone either side of the cable on the take off run
- If wind direction / strength make it impossible to operate within the above requirements then only one type of launch should take place.

John Hoyer CFI

20th May 2009

This and other LKSC operations information is available from the Informations Downloads section of the LKSC website

I will never fly out of range of a landable area,
whatever I am flying.

Bruce Taylor

WINCHING AT KEEPIT

Winch Launch Budget Package

The Committee recently approved a trial introduction of a winch launching special budget package for training at the club.

This will be a package of up to three (3) launches per day, by winch, for a total cost (including flying charges) of \$60 / day, during Club weekend operations.

This will be available to new members of the club (or existing members wanting instruction flights) when winch operations are going on. The deal is that pilots have three winch launch training flights, or the equivalent in longer soaring flights, if soaring is possible.

It is intended that these operations will be run, if possible, early in the day before aerotow operations commence.

It is believed that this may have appeal to local residents as a means of learning to fly at a reasonable and known budget cost per day.

Spread the word!

We need to rebuild the core of locals in the club to past levels to boost membership activity.

With Harry's new winch coming on line shortly, and with hopefully improved reliability, a higher powered motor, light Dyneema rope, and higher launches, this winch launching "Special" will give very good value to trainee pilots.

Instructions for Instructors or duty pilots completing the Fltops data entries for the day (Fltops has now been modified to allow the Budget Winch Special to be entered and properly costed.)

- Enter FlightType1 = "I" instruction, and FlightType2 = "B" Budget Winch Special. (See the attached sheet explaining the codes)
- The full \$60 charge will be billed on the first flight and the subsequent 2 flights will be charged at zero.
- If more flights are required than three, they will be charged at normal winch charges – ie \$12/launch plus flying charges.



Two Days at Omarama

On January the 27th and 28th I was fortunate enough to satisfy a long standing ambition to fly in the mountains of New Zealand from Omarama.

What an incredible two days! Glide Omarama have a fleet of duo discus and a team of full time instructors. I flew with a Swedish pilot, Bø, who has flown full time for the last 8 years. Bø was an excellent teacher who set the highest standards.

He revealed the artistry and subtleties of flying in such a way that it reminded me of being in a piano master-class, except in this case it wasn't shaping a musical phrase, but seeking out an elusive thermal!

On the first day wave was forecast at briefing with thermal lift and cumulus cloud below it. After launch we contacted strong thermal lift to cloudbase, moved up wind of the cloud and, with Bø working his magic for a few minutes, we were soon in smooth wave lift climbing at a steady three knots.

Although we only climbed to the controlled airspace lower limit of 13 500, the view was spectacular. We headed southwest into the wind and moved to the next wave bar.

The wind was only about 25 knots at this altitude allowing good progress, but in successive wave clouds we only encountered zero sink. Each successive wave bar became weaker as we moved further away from Omarama.

At 10,000 and about 60 kilometres out over Lake Hawae we turned back as there was little prospect of staying in the wave. Descent onto the ridges would have meant an epic struggle home with few outlanding options.

15 kilometres short of Omarama we headed south and flew the entire length of the Hawkdun Range. This is a 30 kilometre, nearly 5000 foot ridge. The landscape is foreboding with no trees, only short brown grass and rock. Most of the mountains near Omarama are part of large sheep stations so fences cling precariously to the steep slopes and ambitious farmers have made a myriad of tracks with their four wheel drives, even to the highest peaks of 6000 feet.

The second day's weather forecast was less optimistic with most people electing not to fly. Very light wind and an overcast morning meant even weak thermals did not develop until 3:00pm.

Bø and I took our chances and launched at 4:00 for what was to be one the most memorable and enjoyable flights I have ever had. Although we struggled to literally climb beside the 6000 foot peak near Omarama, we managed it in the end.

We were so close to the rocks that when we eventually made it to the summit we felt like mountaineers, it was like being on top of the world!

There was one point where we had two other gliders in the same thermal, a wall of granite on one side, a spur only a few hundred feet below, and a drop of 3000 feet to the valley floor immediately beside us. It was exhilarating to say the least!





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Two Days at Omarama Continues...

We flew across the valley to another mountain and “climbed” that as well. One of the most memorable moments was crossing the last spur of the range and seeing the land below us plummet downwards. We went from maybe 100 feet above a rocky spur, to four thousand feet above the valley floor, in just a few seconds. It was an awe-inspiring feeling.

Almost as interesting as the flying was the morning lecture program. I attended two lectures on flying in wave. They were very professionally presented and informative.

The original plan was for a two-day area familiarisation course which involved flying cross country with an experienced local instructor, then I had a Discus booked for the third day.

I soon discovered that flying solo was not going to happen as a medical certificate from a doctor is required for all New Zealand pilots and the staff at Omarama prefer visiting pilots to fly an entire week long mountain flying course before flying solo.

I recommend Omarama! But make sure you have a current medical certificate for it is a requirement to fly solo in New Zealand.

Happy flying! Matthew.

Readers may already know that Matthew is currently the holder of three prestigious Lake Keepit Annual Gliding Awards (2009).

1. Best Height Gain of the Year. 8400' in Jantar Std IZV (while on Aero-tow.

2. Best Excuse of the Year (for not turning up to instruct). “My electric ute has just caught fire”

3. Aero-tow Retrieve of the Year. Narrabri to Lake Keepit... \$400.

And for those who were kept awake worrying that Matthew had lost his hat, it appears that he has not.



FORM 2 WEEK

Following feed-back from a number of potential participants there is a change of plan for the Form 2 week.

We will try to have the Form 2 for the Junior completed over the next few weeks, but will leave all the other Form 2s for Club gliders (ie Puchatek, Grob, LS7, LS6(?)) for the week commencing 24th August (which is later than originally planned). A number of private gliders will also be having their Form 2s carried out in this week so it will be an all-out maintenance week. For this to work we need a full complement of Form 2 inspectors, helpers etc ... We also plan to cater for the week and have a designated Form 2 dinner at some stage.

This level of activity may put a strain on some on resources (ie tools, wing trestles, mattresses to put tail units on, hangar space etc.) but we will try to work through these issues before the week commences and at least we won't be working on Blaniks!

Can you please let John Trezise or Jenny know if you are able to attend and assist with the annual inspection of Club gliders. Also can you say if you plan to carry out, or have carried out a Form 2 inspection on your private glider during this week.



This nice picture of a Tost release was taken at last year's Form 2 week and does show some of the attractions likely to be present this year too. The fact that this picture is not up to the standard of other pictures in this publication is probably due to the fact that the photographer was so stuffed with Marga Tilley's sandwiches that he could not bend over.



AIRWORTHINESS NOTES

PLACARDS AND DECALS

The price of exemption from carrying a flight manual on board is the requirement to display numerous placards and decals in the cockpit. Todd Clark and I, with the assistance of John Hoye, have been reviewing the status of the placards and decals for the Club gliders to enable us to replace any which are missing or not easily readable.

We commenced with the LS7 as this glider is flown by many overseas visitors and it is important that the cockpit looks good, and the possibility of any misunderstanding occurring over allowed operating parameters is minimised.

The over-riding requirement for cockpit labelling is contained in the GFA MOSP Part 3 with two sections being relevant. The first (5.4.2) states: *"All cockpit controls, except the control column and rudder pedals must be labelled with their function and sense of operation"*

The specifics of placards required are detailed in Section 5.3 and are:

- a) Airspeed limitation placard (must be in full view of the pilot)
- b) Pilot weight limitation placard.
- c) Wing water ballast limitation placard
- d) Fin water ballast limitation placard.
- e) Canopy jettison system operating placards
- f) Placards as specified in Type Approval documents, Flight and Maintenance manuals.
 - g) Where oxygen is fitted, reducing Vne with altitude placard.
 - h) Weak link placard
 - i) If not belly hook "Winch Launching Not Permitted" placard
 - j) "Cloud Flying Prohibited" placard

This seems pretty straight forward, however, requirement (f) above can add significantly to the number and type of placards required. For the LS7, there are two pages of required decals and placards listed in the Maintenance Manual (some of which overlap the GFA requirements) .

So, for the LS7, over 30 individual placards and decals are required. Further investigation revealed that although symbols were common for gliders from the same manufacturer, there was little standardisation between symbols used by different manufacturers.

This does not make the task of preparing artwork for the placards and decals any easier, however, after reviewing all the information available, Todd and I came to the conclusion that some

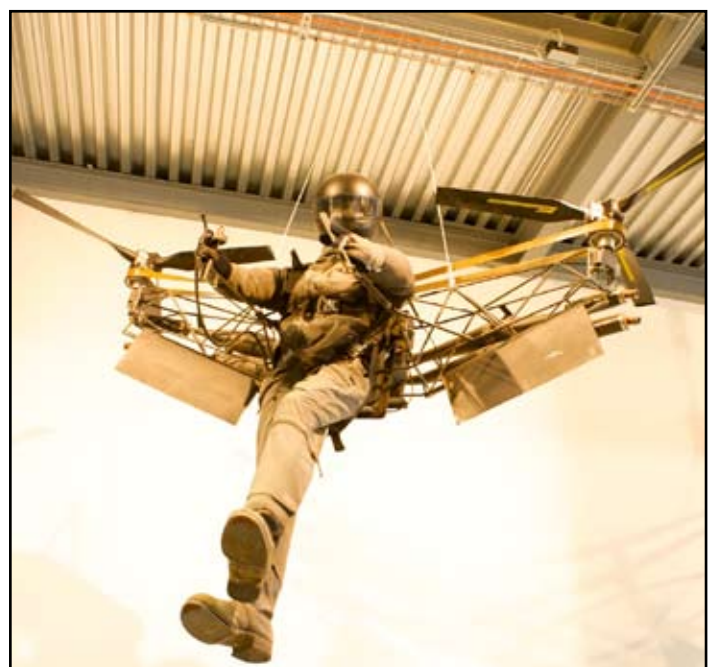
common sense could be applied to the design of symbols which both satisfied the requirements of the GFA, without detracting from the intentions of the manufacturer.

Over the next few months we will be working through the fleet to upgrade cockpit presentation and in this process be ensuring that decals and placards are both well-presented and "legal".

John Trezise



After a week doing a form 2 on a Blanik wood is lovely!



Almost certainly Sam Clift practising with his new toy.



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A NOTE FROM THE PRESIDENT

TIM CARR

John Hoyer and I had the pleasure of attending the recent NSW Gliding – Presidents Meeting. This meeting was well patronised by the President’s and RTO’s and CFI’s from most clubs across NSW. Over two days, the meeting were run in a workshop style format to look at many of the issues relating to the declining membership in our sport. Several of the topics investigated were:

- Why do members stay at our club?
- Why do members leave our sport?
- What can NSW Gliding do to help out?
- How do other sports keep their members?
- How can we reduce the churn of members?
- How can NSW clubs promote gliding together?
- How can NSW gliding clubs communicate better?

These discussions were very supportive and productive. Many good suggestions and action plans have been put in place to start to work through the issues identified. More importantly, the opportunity to meet the Presidents from the other NSW clubs was well worth the effort, and discussions on what Lake Keepit can offer the members of their clubs were more than supportive.

We got a lot of support for our 4 day weekends, the LKSC Regatta, and more importantly our year round training ability. Most clubs were very candid in their issues of retaining their members, and one of the biggest issues noted for them was members who were getting disillusioned from lack of progress in their training due to only flying weekends.

Most Presidents were very receptive to sending their members to Keepit for training courses, as this was more likely to retain these members in the longer term, by ensuring that their faster progression made sure they became as addicted as the rest of us!

NSW Gliding Committee members also discussed the current opportunities to utilise funding opportunities. Due to the fact that NSW Gliding receives a large part of its funds from NSW DSR grants, they are restricted as to how they can be expended.

Many options were discussed, and they are actively looking to be making these funds available for suitable schemes. As an example, one opportunity discussed, was NSW Gliding resuming financial support of the Form 2 courses for NSW club members who were willing to assist in the maintenance of club fleets. Stay tuned!

PRESIDENTIAL ACTIVITIES 2

Tim and John Clark visited the Warringah Radio Control Society at the tennis club in Middle Cove in the middle of May. The WRCS is an active RC club, the largest in the state. They are interested in all sorts of aviation which is why Tim was invited to give a talk to their members.

A rough cut of two sequences from the LKSC promotional DVD was shown as well as Matthew Minter’s short video on learning to fly gliders. The response was extremely positive. The WRCS is highly mobile and saw no problem at all in getting a gang of members up to Lake Keepit for a weekend to fly both small and large scale aircraft.

There was some talk about model flying at the club, particularly with respect to Nick Singer’s aircraft. Most of Nick’s aircraft would do a greenie proud since they are often built from the scrounged contents of dump bins. They did offer some expert advice though... they felt it was not really surprising that the electric motor of one plane parted company with the body after the \$3 propellor which Nick had broken and glued together fell apart at high revs and suggested that buying new was sometimes a good plan.

In fact the WRCS have a member who built a twin engine plane from two whipper snipper motors built from the remains of 10 bought on eBay for \$10.

A high point was when a member asked what the profiles were like on 1:1 scale sailplanes. John Clark went off into a long and complex rave about laminar flow sections, Eppler, Wortmann, HQ, and stuff. He was interrupted by the questioner who clearly did not understand. The president of the WRCS translated and said “he just wants to know if they are easy to sand!”





The Mountain Gliding Charter

Flying in the mountains is dangerous. When you go to a mountain gliding club, be it in Europe or New Zealand, it is not a simple matter of doing a 30 minute check and site familiarisation flight. There's a whole lot more to learn compared with flatlands flying.

In the mountains you are often flying in ridge, wave, thermal and even sea-breeze convergence conditions, all on the same day.

In some regions, there are literally hundreds of gliders flying in the same area. Some have Flarm, others don't. And those are just the sailplanes! In many cases there are gaggles of hang gliders and paragliders too... well over 13,000', who are not on your radio system at all.

Add to that the fact that the terrain is infinitely more complex with few outlanding possibilities and the meteorology far more varied and changeable...

The French Alps alone account for more than 60% of all fatalities in the country. Pilots are expected to understand the dangers, and to sign and accept this Mountain Gliding Charter.

As a Club President, and as a person responsible for flight safety:

I will encourage good airmanship amongst pilots, and my highest priority is to reduce the number of accidents,

I will ensure that pilots are provided with all the information that comes to me,

I undertake to introduce and implement Federal recommendations (no glider will fly from my site without anti-collision markings),

I will encourage a club culture in which safety advice will be regularly updated and implemented,

I undertake to set up a flight follow-up system, which will facilitate the organisation of rescue in the event of accident,

I undertake to limit the amount of flying at my site, to within its safe capacity,

I undertake to rapidly communicate details of accidents and non-accidents (REC),

I undertake to pay special attention to the supervision of elderly pilots.

As a pilot:

I undertake to comply with the following general rules:

Always to fly with up to date glider and aeronautical documentation,

To attend daily briefings in order to get a weather briefing, and to be aware of the latest warnings and flight information,

To comply with the air space regulations, and to remain clear of regulated airspace unless cleared to enter it,

Never to fly unless physically and mentally fit to do so (always taking a day of rest after several days' consecutive flying).

In flight, I undertake to pay special attention to the following rules:

I will devote the greatest part of my time to looking outside the glider, in order to keep track of the gliders around me, and to avoid collisions

I put safety as the highest priority, therefore I will not create conflict situations (joining thermals, keeping a safe distance, hill soaring right-of-way, airfield circuit ...),

I will avoid flying in gaggles of more than 3 gliders,

I will give regular reports of my position and intentions,

I will fly within my own level of competence, and never beyond it,

I will not hesitate to seek training and advice to extend that level,

Before flying I will make my intended area of flight known to others,

I will not underestimate certain zones that can be difficult.

I undertake to consider, understand and follow the recommendations below:

To make collision avoidance paramount,

To give due weight to the special risks of gliding in the mountains,

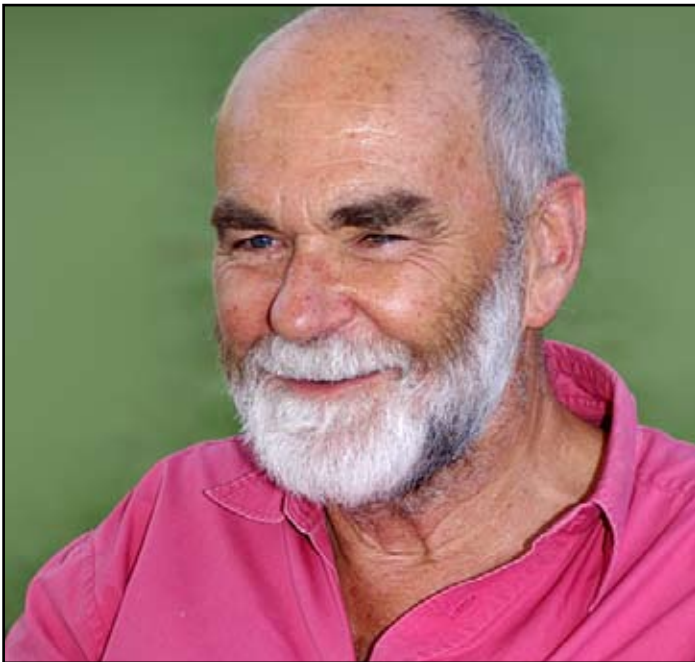
To bear in mind that gliding is above all a leisure activity, which can be best enjoyed in friendly co-operation with others,

To understand that a high accident rate might have disastrous consequences for our sport because of the adverse effects on the public and authorities,

To freely accept feedback from others about my flying and to act accordingly,

To participate in the promotion of this Charter by setting a good example myself.

MEMBER PROFILE DAVE SHORTER THEY TOOK THE ROAD LESS TRAVELLED



John Clark says this is Dave Shorter's poker face: "I am not sure whether Dave had played [poker] at all, or not played recently, or what the score was, but he beat everyone hands down because he always had that inscrutable part-amused look on his face which he has in this pic." For the answer to that question you will have to read to the end of this.

At a certain point in their life together Dave and Carol met a young couple who were buying clothing from India and selling it from their camper van, living a free life with no assets. A favourite uncle had said at the end of his life it is not what you have done that you will regret, it's what you have not done. In a radical move for the son of security-conscious Depression-era parents, Dave left a salaried job and they sold up everything – and he meant everything: property and possessions down to unused wedding presents – and went on the road with four children under nine.

Dave was born in Lane Cove and went to local schools. Engineers are born, not made and he was always interested in technical matters. At the age of 10 or 12 he listened to the radical astronomer Fred Hoyle on a mantel radio that he had inherited from his grandfather.

He wanted to be a nuclear physicist but in the event he did electrical engineering at Sydney University. He says his university days were "arousing". Among other things there, he was introduced to beer.

Dave was taken on by the electrical firm Crompton Parkinson as their first engineering cadet and for five years he drove an hour each way to Campbelltown to work. He became engaged to Carol and spending his days on the road was not what they had in mind.

Dave says glider pilots have an affinity not only with sailing but with skiing and other pastimes close to nature and he joined the throng that threaded the Hume Highway to Perisher Valley at weekends. At the bar après skiing a girl offered him a bowl of peanuts. By the third day he was sure that Carol was the one for him. Carol hesitated but not for long and within ten weeks they were engaged. He says friends couldn't believe the change in him. Reminds me of an A E Housman poem:

*Oh when I was in love with you then I was clean and brave
And all around the wonder grew how well did I behave...*

They waited six months to accumulate some money before they could marry.

They moved to Melbourne where for ten years Dave worked for the General Electric Company small appliance division. A reorganisation saw him at a young age take full charge of engineering and manufacturing while his new boss did the marketing.

In Melbourne he sailed a Puffin at Beamauris. It was meant to be a father and son (and father and daughter) bonding exercise but he says rigging a spinnaker together with a seven year old could be a trial. He enjoyed competition from the start and when he shook off his junior crew for the annual single-handed race he arranged the controls for single handed access and came a respectable second, ahead of the field.

GE merged their Sydney and Melbourne divisions and Dave began commuting every week between the two cities. There were other changes afoot in the company and when Dave and Carol, on a holiday with a camper trailer, met the itinerant couple with their Indian cotton clothing the attraction of that lifestyle pulled them away from the daily grind. [I associate Indian cotton shifts with shops of dark wood, beads and incense.] All assets sold, they bought a mobile home and set off around Australia. Their children were aged nine, seven, five and three. Schooling? No probs, they taught them by correspondence. They bribed the kids with 20 cents to do seven days' homework in five and to finish that by ten in the morning.



They towed a trailer with a boat and they brewed beer as they went. After nine months Dave tired of leisure and hankered to do something productive but he didn't know what. From Perth they backtracked to the East coast and bought a block of land near Coffs Harbour. They fell in with a young builder who helped them get started on a house. They did not achieve their aim of lock-up stage by the time the itinerant builder left but carried on for eighteen months to finish the job. Still with no idea how he was going to earn a living, Dave applied the carpentry he had learned to making a set of kitchen stools. A neighbour admired these and asked whether he could buy a set. Dave made two dozen more stools and hawked them around retailers in Coffs Harbour. They told him they were the wrong height, the wrong timber and the wrong price so he worked out what the right properties should be, made more samples and tried to sell one or two. He was offered a contract for 84 stools. This was too good to refuse and he made them in five weeks, never leaving the house. He says that over the next twenty years he made 150,000 stools and chairs, selling to small retailers and at one time employing ten people. With engineering ingenuity he devised a modular system in which stools and chairs had some common components.

As a relief from the tedium of assembling chairs he studied computer programming and wrote accounting and wages software for his business. This was in the glory days of DOS and he had to re-learn for Windows.

Dave sold the business in 1999 and, he says, devoted himself seriously to retirement. Like most of us he says he has never been so busy. There is the gliding club, for which he produces detailed Treasurer's reports and the complex Flight Ops system; he plays contract bridge regularly (does that help with poker?); there is the morning swim, books and music, and of course flying. He tries to avoid house maintenance.

Dave did not have any early longing to fly. He once sat all afternoon at Doncaster in the UK, waiting a turn that never came for a glider flight. Eventually a neighbour took him to Grafton GC where they had a soaring flight. By about 1992 the children had left home and there was time to join the Grafton club. There was a changeover of leading members, instructors were needed, and Dave became in due course an instructor, CFI, Secretary and newsletter editor. He took a share in a Club Libelle but by the time he had done his club business it would be mid-day and the sea breeze was only an hour or two from Grafton. He used to visit Lake Keepit for a week at a time. The Libelle was followed by a DG202.

Dave was interested in cross-country flying and in competition. He has two diamonds but has never attempted diamond height. He visited Omarama once – it rained. He might go back one day but that does not seem to be a pressing need. He says he has left it late to think about 1000 km. His competition record indicates where Dave's main interest lies. He enjoys the satisfaction of a fast flight and he enjoys company and shared experience in the air and afterwards. He has no interest in power flying.

Dave's love of music has been life-long. He says he discovered serious music pretty well on his own, by twiddling the dial until he found the early ABC classic station 2BL but early influences come to light, such as school visits to hear the Sydney Symphony Orchestra and his father's interest in 78rpm records. Dave regrets that he never learnt to play an instrument. He was *put to the piano* when he was four but he says that was too early for him and he never practised as he was meant to. He tried again at a mature age but found that like language, music is hard for an adult to learn. His son Damon plays the piano. Nevertheless Dave and Carol usually have music in the house and they go to Musica Viva concerts in Coffs Harbour.

Dave and Carol have four children. Cameron is a computer programmer. Karina lives close by and has provided four grandchildren. Damon is a paediatric specialist in Sydney and Vivienne is a new mother.



FOR SALE



1/3 syndicate share in Jantar Standard IZT hangared at Lake Keepit.

Approximately 1600 hours airtime with about 1000 landings.

Good clean condition, microair radio, Borgelt instrumentation, canopy hinge. Well thought out trailer and all tow out gear.

Syndicate currently configured as allocated alternate weeks running from Thursday through to Wednesday. However syndicate members can fly anytime after ensuring slot owner is not using glider that day. Members pay 1/3 of ongoing expenses.

Selling because I simply don't get the time to fly the glider enough to make ownership worthwhile.

Syndicate share include 1/3 share in hangar space at Lake Keepit.

Price negotiable. Please contact Paul Hunt on 0404 851 876 or paul.hunt@macquarie.com



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.

So we're delighted to present this regular column, crammed full of flying tips and inside information, exclusive to the Keep Soaring. If there are any questions you want answered, please send them in, and we'll translate them, and forward them to The Man.

Readers should be aware that English is not Woitjec's first... or even second language. We've made extensive use of on-line translation services such as Babelfish for translation purposes.

CK of Coonabarrban asks: Woitjec, what's the secret of your terrific success in competitions?

Woitjec: It's not so hard to do. You must climb... and you must glide. But it is best to do it in that order.

DM of Tamworth asks: Woitjec, how important do you think it is to get your CofG position just right?

Woitjec: It is the most important. I remember the '68 Worlds and I was flying my Elfe S-3. We fly hard and we party hard and sometimes maybe I fall asleep. So I have the CofG right way back so if I fall asleep, I get the spin very fast and I bang my head and then I wake up soon and fly again. Very good, because I worry that the flour glue is not so good between the wood and the metal.

Remember! Happy is the man who leads out the gaggle and is devoured by tigers. Cursed is the tiger who leads out the gaggle and is devoured by man.

Wow! Thank's Woitjec! Can't wait until next month's tips!

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





No doubt you are reading this 100% cycling issue of Keep Soaring in front of the TV, preparing for another epic Tour de France. And it does have all the makings of an epic edition of the Tour.

In Australia we are very fortunate. For us the Tour happens in winter, nicely filling a low spot in the flying year. Secondly it happens at night. This is a two edged sword... on the one hand we can watch the Tour live on television. On the other hand, in the Eastern States, this normally means staying up until very late for three whole weeks. The mountain stages are especially hard on the body and have a significant effect in many Australian work-places. I was buying a bottle of something suitable for late night TV last year and casually mentioned to the man at the counter than it should help me get through the Pyrenees. He agreed and said he'd had to take a sickie after the Alps, a shattered man.

This year the Tour starts with a time trial in Monaco. Unlike in GP car races, fanatical spectators can be expected to crowd the course, frequently so close that they cause upsets and crashes. From Monaco the Tour proceeds rapidly into the Pyrenees, living up to its history with a 7200' mountain finish at the end of the first week in Andorra. Bearing in mind that this stage starts at the coast in Spain (Barcelona) the profile of the stage is going to look better than many OLC traces.

The Tour finishes in Paris of course, but the real finish is normally the day before. Few will forget Cadel Evans being robbed of first place on the penultimate day last year by some foreigner who cycled faster than he was meant to in the individual time trial and held his lead in the race.

This year penultimate day is a mountain finish at Mont Ventoux. Unlike most mountain stages, Mont Ventoux is not a pass or col. It's a massive wedge of rock which rises up out of a sun soaked valley in Provence. The climb begins just outside the small village of Malaucène and just goes straight up and up and then just stops.



This cruel climb averages 7% with stretches of 11%. The road rises relentlessly through an increasingly cool forest until it emerges into a glaring white landscape as free of vegetation as the surface of the moon. It's a difficult stage for the organisers because the entire caravan has to be parked in a tiny area at the top of the mountain. Mont Ventoux holds a special place in the hearts of at least two members of LKSC. I think I beat Jay Anderson's time up the mountain by 20 minutes or so, and hardly got the Ford Focus out of second gear. Jay did it the hard way, on two wheels.



Probably Jay Anderson looking good in Lycra at Mont Ventoux.

What has this got to do with gliding I hear you roar? (*According to my wife, I am delusional!*) Mont Ventoux in summer is crawling with cyclists from all over the world who come to test themselves against the mountain. An (ageing) friend of mine cycled up 5 times in a week. The record is 13 times in 24 hours. However the area is also a stone's throw away from the main French Alpine gliding centres of Gap, Sisteron and St Auburn. Many northern European pilots drive down for a summer of flying. Of course the munga and woobla is excellent too and gliding is all around. After driving down the mountain, we had a leisurely lunch in a cafe and watched a glider at 1500' going round and round in the blue above a vineyard. I think he gained nearly 400' and was there when we went home.

So what's this got to do with gliding!! Well, several things actually. The Tour de France is the biggest annual sporting event in the world, and it is free. Millions of people watch, every day. In the two stages held in the UK last year, they estimated that three million spectators were lining the roads. On a stage like Mont Ventoux, the spectators will start the climb up to get a good vantage point either the day before or at dawn the same day. They'll be there all day, and probably get down around dusk. And the spectators can get so close to the gliders that they touch them as they go past.



Did I say “gliders”? Did I use “gliders” and “spectators” in the same sentence? How many spectators turn up to the average gliding GP? My guess is around 1.5 times the number of pilots who are flying. Have you ever seen a Red Bull air race? More than 250,000 people turned up in Perth to watch the last series... that’s more than the population of New Zealand, let alone the number of people who watched the GP gliding at Omarama. And they were all close enough to reach out and touch the planes as they went past. I’ve still got burns on my fingers from touching the F18.

How many sports do you know which have great sponsorship and media coverage where the event is run remotely from the spectators? I think the answer is none.

Even what might be thought of as fairly mainstream events like sailing struggle to get television coverage and sponsorship because they are so... well, boring to watch. At the last Americas Cup in Valencia, there were nearly 100 spectators. Every time the ‘Limpics are run, they have a go at giving sailing events the heave-ho. So I don’t fancy anyone’s chances of getting gliding into the mainstream just yet. And does it matter anyway?

Back to the plot! Here’s two ways in which the Tour de France can benefit you and your gliding. 1. Take a trip to France to watch the race, and then spend your time doing a Tour de Gliding Clubs. 2. Stay at home and train for the up-coming gliding season. Here’s how this one works.

The television coverage starts around 10.30 at night and ends around 1.30 to 2.30. That’s about as long as the average glider flight. In most houses, the authorities will have gone to bed by then. (In my house I am forced to wear headphones so I don’t wake them.)

Organise your seating in front of the TV in a similar position to that in your glider. Make sure your feet are at the right height and you have not only a clear view of the TV, but that all the necessary support equipment is within easy reach... sandwiches, museli bars, chocolate, nuts (or carrots if you are Ken Flower). In this, I do agree with Ken. High sugar “food” like chocolate can be a real danger. It goes like this. The riders are approaching a steep col, and suddenly there’s a breakaway. The main riders try and respond, but it is late in the race and your man is out there with no support. He tries to cross the gap by himself, holds for while and then he cracks. He goes back through the peleton like he’s fallen off the bike.

Of course you hit the chocolate, just for energy to survive the attack. Your blood sugar peaks and then just like your man on the bike, you crack and as your blood sugar level plummets, you black out. This is highly dangerous... see below.

You *are* going to have to either drink a lot, so make sure you have a suitable supply laid on. Nobody is going to force you to only drink water when watching the Tour on TV, but if you insist on complete authenticity, then go ahead and fill your camelback with beer, red wine or brandy. If the latter, make sure you don’t waste anything worthwhile and risk spoiling it with a plastic taste.

Depending on how hard you push it, some time about 60kms from the flamme rouge, you’re going to be busting for a widdle. Fortunately, this is exactly the object of this exercise. You can now test and debug your pilot relief equipment. If you are a nappy and plastic bag type make sure you have brought the garbage bin close enough to chuck the bag in. (The accuracy of your throw can add an additional sporting element to the proceedings). At least the bag won’t get stuck on your leading edge.

For people who prefer rubberwear and a tube, you can get handy large-capacity overnight urine bags from the same people who supply the rubberwear. The really big bags come with a good length hose and connectors which fits most gliders perfectly. Put the bag under your couch and away you go!

It’s surprising how many problems can be solved over the course of a complete Tour to the point where, at the start of the next cross country season, you can be confident that your in-flight relief systems are 100% debugged.

Be warned however. I was in the middle of a difficult “flight simulation” in last year’s tour. Cadel Evans cracked. I hit the chocolate and maybe a little brandy too. I blacked out. The bag filled up and... The authorities were predictably furious. Fortunately the same people who sell the rubberwear can sell you a neat alarm system which detects the slightest leak and then lets off something which sounds as if it should belong in a fire station... but which wakes you up before you ruin the couch again. Vive le Tour!





Maximising Cross Country Performance

Harry Medicott

These notes contain suggestions which may help those pilots who wish to develop their cross-country flying ability.

Put a reasonably competent pilot who does little more than local flying in the same thermal as a good competitive cross-country pilot and he will usually climb just as well. Inter-thermal techniques are not a magic art and the good cross-country pilots are not supermen endowed with extraordinary qualities. The ability to fly cross-country in a safe and efficient manner is within all of us.

Practicing can be done in conjunction with local flying. When I, as an inexperienced coastal pilot, first flew at Lake Keepit, panic took over whenever the altimeter registered below 3,000ft and I behaved as though an outlanding was inevitable and almost immediate... not a good mental state to find lift!

To overcome this natural caution and disquiet at leaving the airfield I used to fly backwards and forwards between Manilla and Gunnedah record my times at each turnpoint. On some days I managed the trip six times and got too bored to be concerned about height. There were airfields within easy gliding range all the time even when under 2,000ft and this security enabled faster flying and being selective as to lift.

The most important decisions we make are: *The direction we will point the glider and the speed we will fly upon leaving the thermal.* It is a waste of time to arrive at the top of the thermal and then waffle around for a few turns making up our mind and making hurried decisions. It is also far easier to see the clouds for the next 20 or 30 kilometres when you are well below cloud base.

Ingo Renner looks along track as he is thermalling and identifies which cloud is growing best and thus being fed by a good thermal.

When it is time to leave and that is before the lift has weakened, his decisions are made and there is no wasted time. We can all practice the skill and study clouds, thermal sources and identify climbing gliders whilst thermalling. Our lookout will also be enhanced.

The speed to fly between thermals is always a point of discussion. Do we fly a MacCready setting and regularly alter speed or do we fly "block" speeds? i.e. setting a speed and only altering it when conditions change, such as encountering the edge of a thermal or failing to find lift and reducing our expectations.

Our best pilots almost use "block" speeds. Variometer delay means slowing down in most lift and speeding up in sinking air is

inefficient and distracts pilots from the all-important task of looking ahead for clues. Speeding up in sink often means that we blast through the lift which is on the other side of the pre-thermal sink. The factor which is the major determinant in cross country speeds is the achieved average rate of climb not the speed at which we fly.

When we reach the top of the thermal we should have made a simple decision... to either fly for speed or range. If lift ahead is uncertain, our climb was not as good or as high as we expected or we are about to cross a cloudless area (a blue hole) then we should fly for range... irrespective of how good our last climb was. The speed for range in most modern gliders such as our LS6, LS7 or a Discus is about 70kts.

At this speed the sink rate is still modest but we can still average close to 100kph cross-country if we can keep out time spent thermalling to less than 25%, but if we drop to 60kts the best we can achieve is about 80kph. *60kts is reserved for when the search for lift has become critical.*

The speed range when flying for speed depends on the glider, its wing loading and general condition but generally is between 70 and 90kts. Flying at 100kts is seldom justified as most gliders are well past their efficient speed range, the rate of sink is very high and we have greatly reduced our search range. *For best results on reasonable days gliders such as our LS6, LS7 or the Discus should be flown at about 80kts dry and not more than 90kts when water ballast is carried.*

When lift of 4kts or more is available water ballast will help increase average cross-country speeds. My own experience is that gliders will carry a certain amount of water quite easily but beyond that it requires extremely good and regular lift to justify very high wing loadings.

The LS6, LS7 and Discus handle up to about 100 litres extremely well with an average weight pilot. At this wing loading either fly 12½% faster for the same sink rate or fly 25% further at the same speed for the same loss of height and thus extend our search range. Conditions ahead will decide how to best use the extra performance. *If flying at 70kts or less or if thermals are rough and difficult to work we are better off without water.*

On days when we are using 6kt thermals it is most unlikely that there are many 8 knotters around but it is often possible to reduce our inter-thermal sink rate by ½kt which has the same effect as 2



extra knots in a thermal. We can often plan our track to the next obviously good cloud to intercept wisps or haze domes which may be the top of a new thermal.

We can deviate 20deg off track and fly very little extra distance.

I will go for a series of wispy clouds leading the better conditions rather than one reasonable cloud with a blue hole beyond.

If the reasonable cloud doesn't produce a thermal then we are left to fly through the blue hole.

Reducing inter-thermal sink on blue days is a bit more difficult. Firstly we would plan our glide over known thermal sources, keeping within the maximum 20deg deviation and secondly if there is a wind of 10 knots or more, expect streeting. If you find good air but not good enough in which to turn it is often possible to align the gliders direction with that of the wind, fly slowly and adjust our direction in accordance with every little clue from the wings and often fly for some distance in a street of good air.

When the good air peters out which may be in 100 metres or 5 kilometres, then we make a positive change of direction back onto track. It is not exceptional to find that the street of good air takes us to a respectable thermal. By following these techniques experienced pilots can achieve glide angles as good or better than the best lift/drag ratio of the glider.

Finding thermals without cloud clues.

With experience we learn to recognise when we are approaching a thermal rich area. We may have flown 10 kilometres through smooth air and then encounter rough air, often described as cobble stones or even pre-thermal sink. It is time to really concentrate. We should smoothly reduce speed to about 70kts and be acutely aware of visual and audio clues.

The odds are against us hitting the core of a thermal dead on so we must use our skills to seek out the best lift. If we fly into lift which seems strong enough to warrant turning and there is a positive indication to one side then our task is easy but if we are unsure and believe the lift warrants a turn, then my practice is to start a well balanced steep and smooth turn into wind.

Now comes the critical part. *If after turning 45 deg., the lift, either through cues supplied by the vario or your gut feeling, has not maintained or improved its intensity then a decisive turn is made the other way at an angle of about 45 deg. to track in the opposite direction to the first choice.* The glider is levelled out and flown for perhaps 10 seconds in the new direction and if no good lift is encountered then proceed on track.

This effectively searches the air either side of the original track. *If you have not taken this decisive action and continued a turn into poor air, then about 1km is lost and perhaps height as well.* If you have continued the poor turn and really need to find lift then the glider should be rolled out after 270deg. of the turn has been completed when it would be pointing at the direction when the lift was first intercepted and flown straight ahead for no more than 10 seconds to hopefully find the original lift.

Finding a strong thermal under clouds can be more straightforward. Unfortunately it seems that only a minority of clouds have good thermals and large clouds covering maybe a kilometre may only have one strong thermal. Apart from all the usual clues of looking for domes under clouds etc. we can maximise our chances. *For a large cloud the technique is to traverse it in the wind direction.* This gives much better results than just passing straight under the cloud and hoping. If this is planned well before reaching the cloud the extra distance flown is negligible.

For a small cloud with definite thermal prospects, a pass right under the centre may well result in the glider exiting the thermal no matter which way you turn. *A better idea is to approach the cloud from one side and execute a turn which is concentric with the cloud.* This technique is particularly effective with large heavy gliders which have a large turning circle and are not inclined to turn crisply.

The height band we use to maximise our rate of climb needs consideration. *On days with good cloud development the strongest lift will always be within 1000ft of the cloud.* This is a result of the heat energy released when water vapour condenses.

On such days the lift low down can often be quite weak and unreliable and the shading effect of clouds means there may be periods of recycling. On such days it makes good sense to stay as close to the active clouds as possible and this usually means minimising sink between clouds by diverting under wisps and flying more slowly if the clouds are some distance apart.

Flying on blue days when there is reasonable lift is quite different. Often the lift can be quite strong close to the ground but peter out quite suddenly if an inversion is reached or just run out of energy with slow rates of climb for the last 1,000ft or so.

The decision as to when to leave the lift is more difficult than when we are under clouds. Remember that if the sun is shining, the extraordinary amount of heat generated and transferred to the air means that there must be thermals; it is only a matter that the air is dry.



Round Australia by Motor-Glider Super Ximango VH-ZAN

This is the second part of our 'Round Australia Odyssey' in motor-glider ZAN. The first part occurred last year in September/October with a flight starting at home base, Bindoon Abandoned, which saw us fly up the west coast, across the remote Kimberley, through the Northern Territory via Katherine George and the infamous Borroloola to Burketown in far north Queensland where we were privileged to fly the Morning Glory on several memorable occasions. This first part of our trip was flown in company with two other motor-gliders Stemme VH-GTS and Dimona VH-VRG.

After Burketown Richard MacFarlane and I continued on our own down the east coast with a night on spectacular Hamilton Island in the Whitsunday group, then down to Maroochydore on the Sunshine coast before crossing to Toowoomba where we laid-up ZAN for the past five months in the capable care of my mate Paul Gordon-Brander who administered copious quantities of T.L.C. to counteract the results of 70 odd hours of mostly trouble-free touring.

In the event the gearbox required a scheduled service and there were several snags that required fettling... Paul worked his magic and we enjoyed a smooth and mostly trouble free flight home... thanks Paul and all the crew at Total Aircraft Maintenance.

And so pre-dawn Sunday 15th March saw me on my way to Perth domestic airport to catch the Virgin Blue flight over to Brisbane... the plane/bus trip was uneventful and saw me in Toowoomba the same evening.

Monday morning 16th - reunited with 'my baby'... spent most of the morning just talking and checking and cleaning and re-attaching the tailplane... and failed to notice the weather building up to storms... so no flying Monday! Tuesday 17th - a beautiful sunny day so off we go for some local flying to see all is well... off with the cowlings on return and we have a significant oil leak from the newly serviced gearbox! Off it came so Paul could work some more magic with silk string and "gorilla snot" (sealant to the less informed!..).

Richard arrived Tuesday evening after an equally uneventful flight over from Perth. Wednesday 18th - a rather cloudy start to the day... but it lifted somewhat later... so off we went again for some more local flying. Off with the cowlings and bugger - we still have an oil leak! This time however Paul managed to determine that the leak was not from the flange seal but via the two lower attach bolts (these two pass through into the crankcase and oil was working along the threads...).

Once understood the cure was swift and 100% effective... after flying back to Bindoon there isn't a drop of oil to be seen anywhere inside the cowling.

And so, with no further reason to hang around, we departed Toowoomba Thursday 19th March with a pleasant and deliberately short first flight to Tyagra airfield, home of the Byron Bay Gliding Club, located on the coast just south of the Gold Coast. We, of course, completed a mandatory flight round Cape Byron, the most easterly point on the Australian continent, before landing. We

received a friendly welcome from "JT" and his crew who ensured ZAN found a home in the hangar overnight and that Richard and I found accommodation in the little seaside village of Brunswick Heads having been warned off Byron Bay itself by the locals who claim it has become the back-packers Mecca of Australia.

Friday and a forecast for storms to develop south of us by early afternoon. We departed Tyagra (after a bonet-bonet-dig-dig session when we noticed on taxing out that we had no oil-pressure indication... no idea... it simply came good and never happened again!) and flew coastal as far as Yamba where we chose to leave the east coast due to storms ahead. We then flew via overhead Grafton up and over the very spectacular Great Dividing Range (Tiger country deluxe!) to Armidale for a fuel stop. Having crossed the Ranges the weather had improved inland and was looking good for gliding. Next scheduled overnight stop Lake Keepit gliding club.





13 miles out of Armidale Richard flew into a 10kt thermal... in short order ZAN was reconfigured to glider mode and we enjoyed a fantastic ride into Keepit (about 50 nms) without the noisy bit! We received a very friendly welcome from the guys at Keepit, especially we have to single out Robin who showed us around and ran us across to the local store to get some tucker for dinner... thanks Robin. The Keepit club have very nice chalets on the airfield and we enjoyed a comfortable night and good company.



Saturday 21st - forecast for good weather... the Keepit guys are talking about 500km +... so we depart to stay out of their way and head to Narromine for a fuel stop. There wasn't much going on gliding wise at Narromine (*Wouldn't you know it! Ed.*) but we received a very friendly welcome from Bob the local refueling man and also a resident tuggie. He not only refueled us but he also made us a cup of tea, not just any old tea mind you, but a cup of Tanganda tea (side note... Tanganda tea comes from Zimbabwe... never in my wildest dreams would I imagine finding a cup of Tanganda tea in the middle of Australia!) compliments of Keith Dixon, a regular visitor back to the "old country"... thanks Keith! So sorry not to have had the opportunity to thank you in person, and to catch up on so very many years since we last met at Warren Hills... catch you next time.

Departed Narromine for next overnight destination at Tocumwal. The weather suddenly came good... very good... and 140nms out of Tocumwal we were gliding again... with a 15kt tail-wind on track and strong climbs to over 10 000' and some nice streeting under lovely cues. We had a wonderful ride into Tocumwal and understand why this area is considered Australia's premier gliding country. (*Considered by some who have not spent enough time at Lake Keepit! More of that and your story can be told in some lesser publication! Editor.*)

We again received a royal welcome from Eddie and his family at Sport Aviation... they lent us a car for two days and the only charge was "put some fuel in the tank"! We had been watching the passage of a trough across the country and it was here that our paths crossed... Sunday 22nd dawned with thunder rumbling and fairly wide-spread storms. We chose to take the day off!

Monday 23rd - a fine day... the trough has moved east in the night. However from here we are still thinking of crossing to Tasmania. We look at the weather and forecasts and decide that Tassie will have to be another time... we would have had to sit out too many days waiting for favourable conditions to "make the jump" (we need about 8000' to have gliding range). With this decision made we head off to the west of Melbourne, under the class 'C' airspace, and arrive in the vicinity of Ballarat with low cloud impeding our intended progress onto the south coast. We landed at Ballarat (with 5 training aircraft in the circuit...) and spent a very pleasant couple of hours at the local flying club where we had lunch and some tea (alas not Tanganda tea...) whilst waiting for the cloud to lift... which it obligingly did as the trough moved further east.

We found an opening in the local traffic and departed Ballarat for Torquay on the coast just west of Geelong. We had the most beautiful flight following the coast round Cape Otway, took in the "Twelve Apostles" (now only eight...) and landed at Warrnambool airport for fuel and an overnight. A pleasant stay in Warrnambool and a great dinner, fresh laundry (an ongoing hassle when you can only carry three of anything!) and we were ready for the next leg.

Tuesday 24th - morning dawned cold and with a high overcast... yet another trough mingled with a weak front... we opted to see how it looked from the air and cautiously set off for Mt. Gambier. It was actually good flying conditions with the overcast at about 12 000' and occasional very light rain. We aborted Mt. Gambier and dialed in Renmark on the GPS and enjoyed an uneventful if somewhat less scenic flight. Flying into and out of Renmark was depressing... the state of the mighty Murray at this point in its journey to the sea is pitiful. The main channel appears fine however all the areas that would normally be flushed by flooding on a regular basis are simply dead! The salt has killed all vegetation on the river line... very sad.

Wednesday 25th... after a pleasant night in the historic Renmark Hotel and a fresh tank of fuel and we are on our way again. The front/trough moved through overnight and has left us with good flying conditions again... how lucky are we!



We cross the York Peninsular near Port Pirie and descend into Whyalla for a fuel and lunch stop.

In the descent we hear traffic helicopter "Rescue 52" with a decidedly Southern African accent... doesn't take long to make friends with Kevin, ex Cape Town, and his crew over a cup of coffee. Back in the air and across the Eyre Peninsular to intercept the coast near Elliston, track north coastal to Streaky Bay for our overnight stop in this very pretty little seaside village.

Thursday 26th - after having been warned off Ceduna by Kevin Saunders with horror call out fees of \$ 70.00 we decided we could comfortably make Nullarbor Roadhouse. We duly arrived overhead in good time with 15>20kt tail winds which translated into tricky conditions on the ground... the strip is in poor condition and it had rained two days previously leaving numerous soft patches... anyway we made a reasonably uneventful arrival and taxied for miles to get to the roadhouse for fuel. \$ 161.45 for 52 litres of fuel... I think in future we will make use of Ceduna!!



We had intended to go via Forest but phoning ahead we found they were fully booked with a Telstra NextG crew... plan B and we head coastal for Caiguna Roadhouse. We enjoyed great conditions along the cliffs with the strong south-easterly winds giving strong lift (no... NOT strong enough for me to switch off!!) and we found we could power right back and convert the lift to speed... we thundered along at cliff-top height (and occasionally below!) for hundreds of miles at 115 kts ground speed... our fuel burn on this leg was minimal. Landed at Caiguna on a good bush strip... taxied up to the roadhouse, got fuel (at reasonable prices..) and spent the night in comfortable accommodation.

Friday 27th. The weather is looking good so we decide on the southern route home so we depart and track along the coast over places like Israelite Bay, round Cape Arid and the beautiful coast line and islands of the Recherche Archipelago to Esperance. The winds have turned north-westerly and are hot and it is a bumpy ride into and out of Esperance.

Refueled and with lunch and a coffee in our personal tanks we set off again to follow the beautiful coast. We leave the coast at a very appropriate place... Point Charles... and track for Bluff Knoll which we find to be working well in the north-westerly winds... we ridge soar the ranges for the best part of an hour before leaving to find our overnight at The Lily.

The strong and gusty surface winds again make for a bumpy ride into The Lily but the landing is uneventful, even though we need almost full power to taxi up the hill to park in front of the hangar! Pleun is there to meet us and we enjoy some time swapping 'flying stories' (he is the proud owner of a Jabiru 160 for the past 18+ months..) and drinking tea (do any of you note this recurring obsession ?!) before showing us to our delightful accommodation. We enjoy a lovely home-cooked meal and a good nights sleep.

Saturday 26th... the forecast is for yet another trough/cold front. Overnight the wind turned southerly and cold... there is low cloud shrouding the ranges this morning and creeping into the area from the south west... we depart for Narrogin and a last fuel/tea stop and the weather improves as we go north... the tail wind is again welcome. Full tanks of fuel and we set off on the final anticlimactic and uneventful leg to Bindoon Abandoned... ..where it all started one cold windy day last September.

And so the circle is closed... we have covered more than 14,000km and added over 100 hours to the engine and airframe. Apart from the most minor niggles (mostly relating to engine instrumentation) we have had no major issues with the aircraft which is surly a tribute to the Ximango and to its Rotax power plant. Looking back we have been very lucky with the weather. Only on a few occasions did we have to contend with low cloud... and we had few headwinds of any duration or significance. We attribute some of this "luck" to good planning and the lack of any time pressure to complete the flight. Nevertheless we are grateful for the opportunity to enjoy such an adventure and we are already looking forward to the next one!

Charles Galloway & Richard MacFarlane

KEEP SOARING

JUNE-JULY 2009

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 Medlicott	02 4365 3626	secretary@keepitsoaring.com
Treasurer	Dave Shorter	02 6656 1979	treasurer@keepitsoaring.com
Chief Flying Instructor	John Hoyer	02 6767 1033	cfi@keepitsoaring.com
Committee Members:	John Clark	02 9450 0800	
	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

INSANITY STREAK



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JUNE-JULY 2009

Coming Events 2009

5-8 June	4 day Cross Country Weekend (Queens BD)	Wendy Medlicott
6 June	Christmas in June at LKSC	John Hoye
10-13 July	4 day Cross Country Weekend	Wendy Medlicott
31 Aug – 3 Sept	4 day Cross Country Weekend (Bank Hol w/e)	Wendy Medlicott
11-14 September	4 day Cross Country Weekend	Wendy Medlicott
2-5 October	4 day Cross Country Weekend (Oct long w/e)	Wendy Medlicott
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

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JUNE-JULY 2009

Tug Pilot Roster June 2009

Day	Date	Instructor	Tug Pilot
Sat	6th	John Hoye	Phil Anderton
Sun	7th	Matthew Minter	Charlie Szpitolack
Mon	8th	Peter Sheils	Geoff Neely
Sat	13th	Volunteer	Darian Thom
Sun	14th	Garry Speight	Darian Thom
Sat	20th	Gerhard Stuck	Ken Flower
Sun	21st	Gerhard Stuck	Garry Speight
Sat	25th	Dave Turner	Greg Smith
Sun	26th	Nick Singer	Jay Anderson

Tug Pilot Roster July 2009

Day	Date	Instructor	Tug Pilot
Sat	4th	Volunteer	Geoff Neely
Sun	5th	Peter Sheils	Charlie Szpitolack
Sat	11th	Ken Flower (TBC)	Darian Thom
Sun	12th	Garry Speight	Darian Thom
Sat	18th	Matthew Minter	Phil Anderton
Sun	19th	Gerhard Stuck	Garry Speight
Sat	25th	Dave Turner	Greg Smith
Sun	26th	Nick Singer	Jay Anderson

Instructors are rostered by Peter Sheils and Tug Pilots are rostered by Phil Anderton.

You are responsible for finding your own replacements if it turns out you can not make your rostered day. Keep the Club Manager and Peter or Phil up to date with any change you make. When arranging your replacement remember that Level 1 Instructors must ensure that the Tug Pilot is a Level 2 or 3 Instructor.

Car Pooling: There is a Yahoo chat and message group (not officially sanctioned by the Club) for Club members. To join, either visit the chat group web page at :

<http://groups.yahoo.com/group/lksc> or email

pjanderton@optusnet.com.au with your details and he will fix it.

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