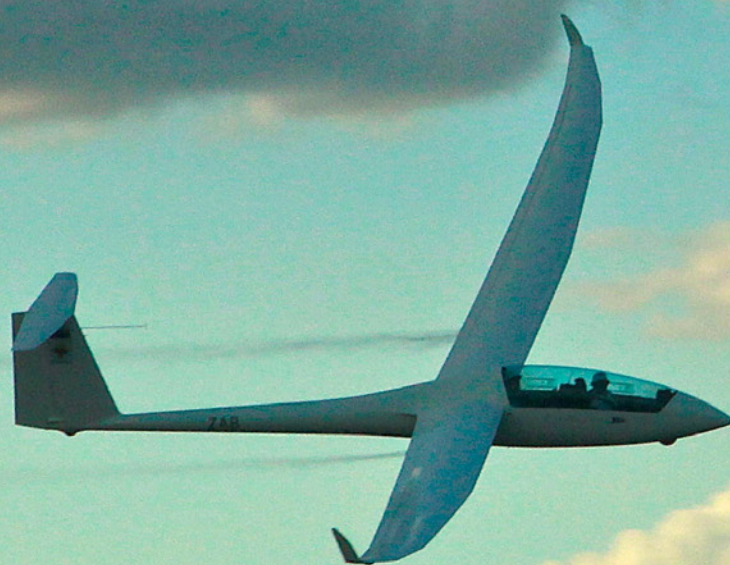


KEEP SOARING

APRIL-MAY 2010



LKSC REGATTA 2010

4 DAY CROSS COUNTRY WEEKENDS

WEATHER & PLANNING FOR XC FLIGHTS

FINDING STRONG LIFT

RECORD FLIGHTS

ANOTHER VOLCANIC ISSUE!

KEEP SOARING



APRIL-MAY 2010

It's official... We're a bunch of gliding amateurs!

Every club, whatever the activity, has a different flavour... a different attitude towards whatever it is that the members get together to do. Some are stuffy, serious and uncomfortable. Others are casual, easy going and disorganised. Finding the club which suits you can be a bit of a challenge.

It's called the Goldilocks principal. You want to find something which is "just right"... for you. For me, the most apparent feature of Keepit is the casual and friendly atmosphere. And while we enjoy flying as much as anyone, there are not too many members at LKSC who are only in it to win.

Some many years ago, I was into sailing dinghies. My girlfriend and I picked up a rotting hulk from the bottom of someone's garden, covered it in fibreglass so it floated fine but weighed a ton and sailed it on the river. We were approached and encouraged to join a club and race. As soon as we did, we discovered that what we were in was a 14' dinghy which is not really a boat for amateurs.

Many of the 14' club members were heroic sailors... others were not. In fact, many of us never made it around the course until well into the season. We'd retire and sail back to the club with a boat full of blood, lost skin and a mild sense of defeat, only to find that half the fleet were already on the beach laughing about what great rides they'd had. This was the B division.

The heroes in the A division skated round the course in fine style, tacking and

gybing without ever getting wet and returned to the beach without a hair out of place. But they never seemed to have much fun. They certainly never had the fun that the B division had.

It didn't matter to us if we didn't win the day or what our place was in the point score. What mattered was having a good time. Having fun.

Another club was up at LKSC for a winch week earlier this year. I have to say it blew a full topsail breeze for the week they were there. Did this stop them? No it did not, and they launched in conditions which would trouble an airline pilot and they had a *lot* of fun.

They described themselves with a laugh and a sense of pride as the "biggest underachievers in the GFA"

I don't think that you could say that about us. My guess is that the average LKSC member flies longer distances and more hours than most club pilots do. And I doubt that anyone has more fun than we do.

Anyway, at the recent summit, the committee decided that this was the face we wanted to present to the world.

Like all clubs, we want to get new members, retain the current ones and keep visitors coming to the club to use our facilities and our fleet. It's what keeps the club healthy and financially viable.

And while there's a lot of very keen and very good pilots at the club, there's

plenty of them who are only too willing to show other members and visitors around or take them cross country on a lead and follow.

So rather than puff out our chests and tell the world we're all aces, we're going to tell them what we are. And that's a pack of true amateurs... people who glide for the fun of it.

You'll see the club's advertising changing to reflect this. So please make sure that when you are at the club, you have as much fun as you can... in case a visitor sees you at it.

The late part of the season has been excellent. The Regatta and the recent 4 day Cross Country weekend were very well attended and saw some great Keepit flying days... 10 knot thermals and 10,000' cloud bases. There are reports on these events in the newsletter.

There's an unusually long article from the Flying Doctor who has been mysteriously absent from the club for a few weeks. Geoff Neely sends his apologies but what with flying into a big bird last month, he's spent a bit of time on the road getting the wing tip mended.

Hopefully, you'll enjoy this issue and find at least something to read.

Complaints to the usual address!

The Editor.

PRESIDENTS REPORT

Firstly, a big welcome to Ian Downes who has now settled into the role of Club Manager. I am sure many of you will have already met Ian, but for those that haven't, make sure you get up to Keepit to say g'day to Ian soon. Ian has taken over the mid week operational responsibilities, and is doing a great job taking over where Jenny left off.

I would also like to thank all the participants who attended the Keepit Regatta at the end of February. This event was a great success and the feedback so far has been excellent. Our visitors who attended the week have all said they will be back next year!

I appreciate all the support from the presenters throughout the week, the coaches and mentors, as well as the involvement from all our students. It was a safe, enjoyable and social week.

This is now an annual event on the club calendar, and next year dates are 20-26th February with entries already coming in! Let me know if you wish to attend and more importantly book a glider or accommodation.

The details and entry form are now up on the web site.

The Committee and Office bearers held a full day planning Summit on the 20th March, where we have formulated our market and promotions strategy for the year ahead. Thanks to all those who were able to attend and we look forward to this preparation leading to a fruitful year.

The Committee has also prepared a calendar of events for the year ahead. These are all up on the calendar on the club's web site, including all the contact details for each event.

If you have another item to place in the Keepit Calendar, please let me know. The calendar is now (hopefully) being automatically updated at least once a day and it's the central place to look for all club events as well as instructor and tuggie rosters.

Two upcoming social events are the Club Annual Dinner and Awards night on 15th of May and the Mid Winter Dinner on 12th June. Stay tuned for more details on these events soon.

The Keepit 4 Day weekends have been ramped up this year, where we have dedicated a Coach/Instructor to take over the coordination of each weekend.

This does not effect the normal Duty Instructor roster for these weekends, as the Coordinator is responsible for the orderly running of the full 4 days, liaising with participants re their training requirements, organising the morning briefings and task/activity setting etc.

This is all to be performed in conjunction with the Duty Instructor of the day. The upcoming 4 day weekends are 23-26th April being organised by Robin Walker and 14-17th May organised by Al Butts.

We look forward to seeing you all there! That's it for now.

Cheers,

Tim

COVER SHOT

*ZAB, steered by Todd Clark
or Ian Downes, returning
late at LKSC.*

ARE YOU INTERESTED IN A SEAT IN THE DUO FOR NEXT SUMMER'S GLIDING COMPETITIONS?



Our Duo Discus will be attending all the gliding comps later this year, and we have a seat available for each of the comps.

The dates and venues for the comps are;

- Keepit Speed Week - 5/9/10 - 11/9/10
- Qld State Comps - Kingaroy 27/9/10 - 3/10/10
- Multi Class Nationals - Dalby 4/10/10 - 15/10/10
- NSW State Comps - Keepit 27/11/10 - 4/12/10
- Corowa Classic - Corowa 22/01/2011 to 29/01/2011

We also have a 1/6th share in the Duo available for sale.

If you are interested in competing in one (or all) of the comps with an instructor, or getting a share in this first class glider, please contact the Tim Carr: president@keepitsoaring.com for full details and costs.

AIRWORTHINESS NOTES

Form 2 Week.

Please note, there is a change of date for this week. It will now be held during the week commencing the 16th August (one week earlier than originally proposed).

With this change, I am able to confirm that Wendy and Marga have again agreed to provide catering for lunch and dinner for the week so we can all focus on the serious issues: working/talking/drinking.

Last year this week was a great success and, as usual, we need a good mix of Form 2 inspectors, moderately skilled helpers and manual labour. We can also accommodate anyone who is only able to attend for part of the week.

More details later, but I will be looking for an indication of who is available around mid June at latest; however, if you are definitely not available I would be appreciative if you could let me know as soon as possible.

Airworthiness Courses

In addition to the Warwick courses previously advised, there will be an FRP Repairs Course at Narromine from 13th to 19th June; and an Airworthiness course at Bathurst in September. There's information on this elsewhere in the newsletter. If anyone is interested in either of these NSW courses, please contact Margaret Jones at mareil@ozemail.com.au

Motor Gliders

Last issue I indicated I would include further notes on airworthiness requirement for motor gliders. I have been advised by the GFA that the release of a re-write of MOSP3 is imminent so I will await its release before saying any more on this.

Two brief comments:

1. The most dangerous thing which can happen is a fuel leak, and the most likely time this will be detected is on a DI.

2. The DI should be conducted strictly in accordance with the requirements of

the flight manual and this document, or a checklist strictly based on the flight manual should be used ... ie don't rely on memory.

Batteries

During the Regatta, I had first-hand experience of the inconvenience of losing electrical power during cross-country flight. As the starting point to having a sound electrical system is a good battery, I included an article on this subject.

John Trezise



KEEPIT SAFARI 2010 UPDATE.

Planning for the 2010 edition of the Keepit Safari are well underway. The dates are almost certainly from Sunday 5 to Saturday 11 December. And the numbers are looking good, participants are expected to be:

Al Giles and Ray Tilley in the Duo Discus.

Ken Flower and Justin Smith in the Grob 109.

Michael and Bronwyn Shirley in the ASH.

Ross Edwards should have the Nimbus back by then.

John Clark in the DG800

Geoff Neely in the DG400

Greg or Justin Smith in the new LS-6

Phil Anderton will probably be launching with Greg's Maule

Graham Holland is looking for a glider to share in.

Greg Dennis is planning to participate also.

Geraldine is hopefully driving the "Drug Dealer's" wagon again probably towing a box trailer with re-fuelling drums etc.

No doubt this will change a number of times as we get nearer the date ... it always does. Good news is that Justin already has a locum lined up.

More about route and destinations nearer the time.

Ian Barraclough

MORNING GLORY TRIP 2010.

Plans are also well underway for a trip to fly the Morning Glory Cloud at Burketown.

At the moment this is pencilled in departing Keepit Sat 18th Sept and returning Sunday 26th Sept. For information contact Ken Flower. If you want to know when the Morning Glory will roll in, contact Geoff Pratt who magically appears at the same time as the cloud every year.

KEEP SOARING

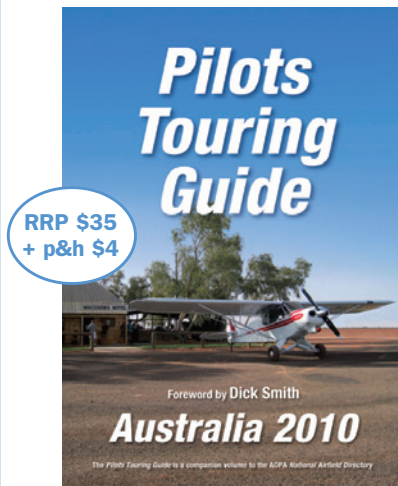


APRIL-MAY 2010

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DO YOU NEED A HANGAR SPACE?

The LKSC Committee is seeking expressions of interest from members who wish to invest in a 1/4 share of a new hangar. The hangar proposed is the same as the last two built i.e. 18m x 24m, and is to be located uphill of the current two. We already have an approved DA and power/water to the site.

We currently have two parties who have noted their interest in taking up a space, and require two more in order to progress to construction. There will be 4 spaces in the hangar in total. Indicative costings are \$20k for the hangar and an optional \$5k for concrete floor.

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



AUTUMN PICTURE COMPETITION

This is a shot taken during the regatta week from the other side of the lake. The Keepit strip is on the right hand side, at the base of the dark grey bit. You can't quite make out the foam on the surface of the lake, but believe me, it was like Guinness there for a while.

There's at least one glider airborne in this shot. Jay Anderson in fact.

So the challenge is to draw a circle around where you think Jay and his glider are. Send it in by post or email and you have the chance to win a pair of slightly soiled undies belonging to you know who.



LKSC REGATTA



APRIL-MAY 2010

LAKE KEEPIT SOARING CLUB REGATTA 2010

The last week in February saw Lake Keepit Soaring Club holding the inaugural LKSC Regatta. The Regatta was designed to be a competition with a difference where heroic pilots shepherd less experienced pilots cross country to give them a real experience of competition and AAT flights. 35 pilots including some from Queensland gathered at the club. About half of the entrants are very experienced pilots, most of whom claim to be there to do lead and follows as mentors and not there just for a friendly comp.

I don't do comps. This is not entirely because I am bad at them. I am... On the one and only serious hang gliding tow comp I did, I only got out of the tow paddock on one day. But I love flying cross country and would like to fly further and faster, so I signed up for the regatta.

The club was packed out and all the accommodation taken early. I had lured my wife Geraldine up to the regatta to take pictures and because I had forgotten to book a room at the club early enough, we are reduced to being gypsies and changing accommodation every few days.

We started out at the ever popular HG and PG haunt, the "Ian Duncan Memorial Home for Bewildered Single Men" AKA the Royal Hotel in Manilla which was a full house. The HG State

titles were in full swing and it was full of filthy disease carrying HG pilots, quite a few of whom are friends and some are also members at LKSC including last year's HG world champion, Atilla Bertok. HG competitions are a lot more civilised than sailplane comps. Pilots get up late, have breakfast late, go up to the hill late for a late briefing and they party late and loudly.

Needless to say, this didn't sync well with my having to leave early for the regatta briefing. If you have seen the Right Stuff (and which pilot has not seen it at least half a dozen times?) you will remember the scene where Pancho Barnes tells some hot test pilots "We have two types of pilot here.... your Prime Pilots who get all the hot planes and your Pudknockers. What do you Pudknockers want to drink."

Well the regatta is a bit like that. The heroic Prime Pilots strut their stuff while

the rest of us Pudknockers misbehave like naughty school kids. Each day begins with a briefing which includes an erudite and normally funny presentation on the hows and whys of not flying like a Pudknocker but by the time we get let out of school, there's no break, it's get your glider to the grid in 30 minutes.

I suppose that the goody-goodies in the class have been up before dawn cleaning their gliders and whatnot, while I was trying to get another hour of sleep to compensate for getting to bed too late at the Royal. By the time I had get my glider almost clean (a sure indicator of a Pudknocker is a dirty glider) I arrive on the grid to find they'd changed the rules. Instead of being able to slot quietly at the back, I have to sit at the front of the class.

As a further punishment, I am made to be the wind dummy on most days. I think sailplane people call it something



Jay Anderson gets out of hair and makeup in time to look sharp and patriotic on the grid

else, but dummy is what it feels like. It's well known that the third most terrifying thing for most people is public speaking. It's less well known that the second most terrifying thing is taking off first, in full view of everyone, hoping you don't stuff it up.

I learn that you grid early and hide down the back, otherwise you may be airborne for hours while people on the ground make up their minds. I'm a slow learner. I am wind dummy on all but one day. Another thing I learn later on in the week is how to cheat on the OLC.

Assuming as wind dummy you manage to stay up, it may be an hour or more before everyone gets up what with the occasional relight. So you might as well fly somewhere and get a decent out and return leg in ahead of the task which will make you look less of a Pudknocker on the OLC. This backfires badly one day when all the clouds do is to mark sink and I end up scratching down low in 1 knot for 15 minutes just before the start.

The handicaps in the comp appear to be arranged after watching people's behaviour at the social events. Almost every night appears to be the excuse for some party. Tuesday night, everyone decamps down to Bob Dircks' for a BBQ and croquet.

Bob had gone solo on Saturday in his own Libelle and was feeling like a Prime Pilot.



The croquet is handicapped by Mad Dog Dircks, a giant dog filled with teeth who seems to play for the home team and rushes around like the Hound of the Baskervilles terrorising everyone else. This night is an excellent event enjoyed possibly too much by most judging by the handicaps writ large on people's faces the next day.

After that we have the Mexican night, catered by Tim and Chris Carr's mum and dad, who although being apparently Kiwi Gringos, do a great feed. The night is won by regular English club member William White, who with a simple shirt, pair of sunnies, painted on mo and a sun tan manages to look frighteningly Mexican (of the kidnapping and drug running kidney).

Maybe he should take a DNA test or consult the family tree. In the middle of

Lake Keepit State Park, there's a single isolated rental cottage called the Chalet high up on a ridge. It has a perfect view overlooking the lake and the airstrip on the other side. Geraldine and I move into the Chalet in the middle of the week. Luxury! Sleep!

Days 3 and 4 are grey. There is no sun at all and it reminds me of a post apocalyptic - post nuclear world such as in the film The Road. You know, pilots wrapped in rags shivering in their planes before take-off and all that. No chance at all of staying up.

However since everyone is gridding and your sleep starved Pudknocker's brain tells you that here's a chance to practice all those heroic Prime Pilot techniques they told you about at the briefing, you get gridded... on the front again.



Christian Linnet... the wind dummy du jour for a change. Can you see the expression on his face?

We get airborne but the task is called on both days, fairly obviously since the conditions are obviously unflyable. However everyone continues to fly and there are actually patches of up, mainly caused by the masses of down going air having to go somewhere. There are brave Pudknockers who decide to try and follow their leaders, most of whom are roundly told off on the radio for not doing what they are told.... "I strongly advise you to have a very close look at the bottom of that cloud"... all leading to hyperventilation in the cockpit for the rest of us due to excessive laughter.

These are days to feel really like a Pudknocker as the Prime Pilots ease round the cancelled task and make it home in time for tea and cucumber sandwiches, the steel grey light glinting of their bug-free wings, while the rest of us sit on the ground and try to make up convincing excuses as to what we did wrong.

The last few days are greatly improved by the presence of Bob Dircks' daughters setting up the Tijuana Coffee Club. A real espresso machine serving real coffee right outside the Flight Centre during the briefings. Brilliant plan!

After the gloomy days, the following morning starts off looking equally grim and gloomy and I am looking for a day off. The sewing circle (AKA task setting committee) change the task so often that people break knobs off flight computers with the excessive twiddling as each task change comes through.

Heading south into the murk, there are patches of less than dark on the ground and some positive lift which gets better and better. As we turn north the conditions improve into a Champagne day with bright blue sky and CUs dotted all over the place. A slightly challenging run north through the blue to the top of the triangle and a boomer all the way back home. That's my opinion.



The invisible man loses his knob after the tenth task-change in a day.



John C, Todd C, Dave Shorter, Gary Ransby and Graham Holland block the view of the grid.



I've just got my glider back!



Al Buttsbaw. "Can you please get a nice pic of my new hat pour ma fou chapelier?"

Paul Mander with his very nervous Pudknocker and two others fly line abreast at 800' scratching for lift on this southbound leg while Harry Medicott (closely followed by me) cruises at 85 knots below cloud base. Ray Tilley has a bad day in his ASH 27 when he sees Albut's getting too high and too fast in his Cirrus 75. (Albut's promptly increases the sale price... yes it is still for sale). Jay Anderson pushes too hard and lands out.

This is probably nature's payback for Jay deciding to ride out the epic storm front which came through late on the day before. Others have a bad leg here or there, but that's typical for this week. A leg that has people saying "I'm gaining height well near Gunnedah... under motor" has others catching 5 knot climbs. Merely going 5 km north of the line can mean the cloud base going up 1500' and completely different conditions.

With two days to go we bump out of the Chalet and go back to the Royal for another night. Then, due to drinking commitments at the end of term party, we stay in the camp ground in the State Park where there's a jazz band playing.

Now I am not one of those people who feel that in any civilised country jazz players would be lined up against a wall (along with opera singers) and shot without question.... OK, I am one of them but not allowed to say so until I am in charge... but I have a feeling another sleepless night is in store.

The conditions for Friday and Saturday are again excellent, giving the Pudknockers more freedom to misbehave and mimes around the sky pissing off the Prime Pilots. What other weapon do we have!

Leader: "I wouldn't advise you not to follow me while I'm exploring for lift." Follower: "I have to! What else am I going to do. It's the only plan I've got!" Is the regatta fun? Yes, it is great fun. It

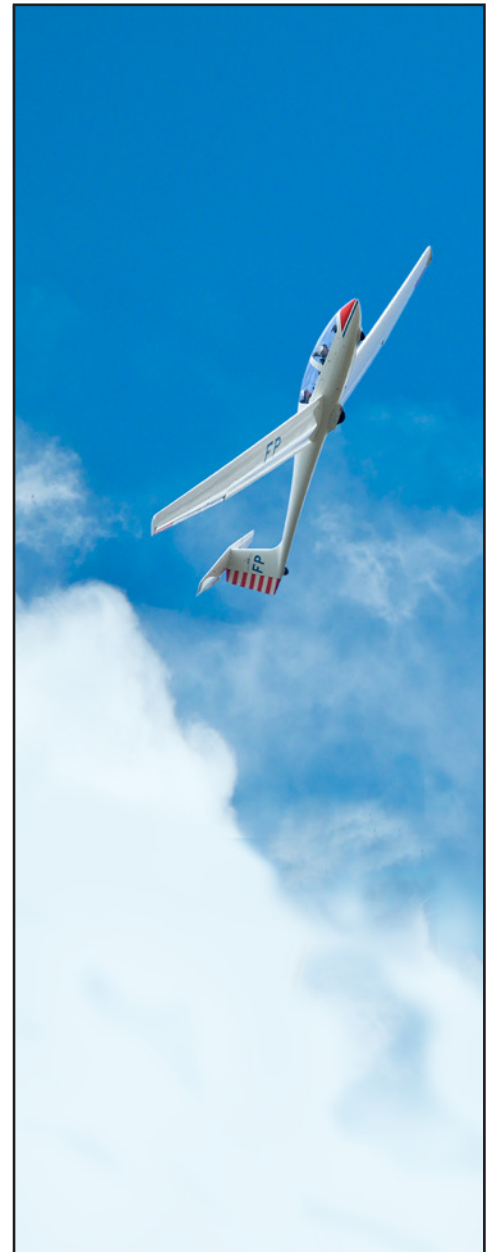
is competitive without being extreme and like the Keepit Safari, puts you into conditions which you would not normally fly and you find lift which you never thought was there.

Is it scary? I don't like big gaggles of sailplanes. Yes, there are moments, pre-start where 4 or 5 gliders are in the same thermal, but due to there being 9 start points on most days the separation is very good. Once out on course, I only share a thermal with one or two gliders in the entire week, including the guy I am meant to be following!

Will I do it again? Yes, absolutely. The regatta is a good balance of fun and competition. I've learned a lot about AATs and where to find some really useful information on my glide computer and maybe one day I will be a Prime Pilot and I can be mean to some Pudknocker following me.

Finally, what's the thing most people fear the most, even more than public speaking or being a wind dummy? It's making a landing in front of a crowd, especially where there's a camera involved. In hang gliding, the Landing Zone or LZ is frequently called the IZ or Impact Zone.

In spite of pilots attempting to land all over the place to avoid the camera, Geraldine manages to immortalise some excellent sequences of "landings" which can be permanently erased for the standard fee.



No, it's not aerobatics. It's Ian Downes thermalling above the Chalet during the regatta... taken by Geraldine from the verandah with a telephoto lens.



The ASH 25 on finals. What an angle of descent!



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APRIL-MAY 2010

You didn't know croquet was a blood sport? Well, it is when Mad Dog Dircks is loose in the ring.



LKSC 4 DAY XC WEEKENDS

APRIL-MAY 2010

There's been a lot of effort put into the 4 day weekends so far this year. They are more structured than before with AAT tasks and briefings every day.

All too often, we leave the briefing and think "Wow, that was interesting info" and then forget the details. As editor of this newsletter, I have been twisting the arms of experts to get something on the briefing talks to put into the newsletter. Yes, it is partly to fill in the space, but it is mainly to immortalise this knowledge... the Internet Never Forgets!

What follows is a background to the weekend and some notes from Garry Speight and Harry Medlicott to cover what was said at the briefings.

Please remember these writers are not keen to set themselves up as gliding panjandrums. The notes have been extracted under duress by me and for that I am grateful because it makes my job a lot easier.

THE MARCH 4 DAY XC WEEKEND WAS A GREAT EVENT.

It was organised by Albutts and Todd Clark... and very well organised with daily presentations, weather briefings and mostly temp traces done by Wendy Medlicott. I say mostly, because on the best day, Albutts let Wendy have a lie in, thinking no temp trace was needed, and got a sound telling off from Harry.

There was a four day committee meeting which was condensed to cover all of Saturday and part of Sunday so some of us were locked in the school room staring out of the windows at the sky.

Saturday was blue and apparently quite difficult. There were about 15 starters and all found patches of sink which made the going tough and made being unable to fly less of a misery.

On Sunday, we had the Dirckoccino coffee bar set up again (I wonder if my second cup was a mistake.... see below) and a talk on SeeYou by Dave Shorter and Chris Carr which explained a lot of useful things to people who don't read the manual (like me).

Sunday's forecast looked better with a trough moving in towards the south. There seemed to be an initial reluctance to get going and even though gliders were gridded at 12.30, it was probably later than 2 before people began to get going.

Regrettably, I can't remember in any detail much more about that day other than it was a blue day with a few misleading clouds, Albutts did another of his ground-crawling flights to get home and all the people with motors started them... 3 PIKs including Geoff Pratt who is again visiting from QLD and Harry M.

I failed to complete the task having got airsick in a rowdy thermal at the back of mount Borah. Four or five gliders were in two nearby thermals coming off the rocks at the end of the range. Whatever the reason, it required a quick return to the strip to avoid redecorating the living room.

Monday was the day Albutts got into trouble for telling Wendy that she did not need to do the temp trace. Due to the passing of the trough, a clear forecast was not easy, so a two hour task was set going to Kingston (no, not Jamaca and it's not on my list either), Bingara, Ranagrai and home.

By the time we got going, there was good cloud development over most of the course north and east with a few small isolated but serious looking CUs

developing near the strip. By the time we got to cloud base, about 8500' at the start, it was obvious that it was going to be a boomer of a day.

I tagged along with Todd Clark and Albutts in his Turbo iCirrus deluxe (whose price seems to increase by the day). We headed towards Kingston which is about 35kms short of Kentucky and took two climbs up to about 9,500' and then turned towards Bingara. Harry reported having done much the same track and only took a thermal just before Bingara. IKX with Garry and Robin aboard took a slightly northern track.

The three of us took a fourth or fifth climb just short of Rangarai and separated. For me, the conditions were too good and I didn't want to waste a great flying day on a short task. Just south of Borah at 7500' I got a climb to cloud base which registered 10.4 on the Richter scale for quite some time. I ended up flying near to Nea before heading home.

For a brief moment, Garry Speight was the best pilot in the world on the OCL... On that great day. I saw this immortalised on the laptop screen for a few seconds. Albutts' speed (wasn't it something over 125?) has meant the price of the Electro eCirrus Grande is now up again. So anyone who was looking for an ASG29 but doesn't quite have the money knows who to call.

Monday was a great day and for me at least, the best since Christmas. You really missed it!

Most people had gone home by Tuesday but conditions were still interesting. Not as good as Monday, but the CUs started popping at 10.30.

Harry's third law is that "Probably, if a day starts early, it will probably end late." (You can read more about this in Harry's notes which follow.)

We should have got going earlier but we did get off by 12.30 and had a good run under cloud base to Bingara hardly ever getting below 6500.

However looking back, it was getting quite blue in the Keepit basin. I had planned to go to Gunnedah wasn't going to back down easily. I headed out into the blue remembering Harry's fifth law "there are always thermals". Well the thermals were Jumblies... "Far and few, far and few are the lands where the Jumblies live."

I flew from the Horton valley to the Gap without a bump and then got a 2 knotter which got me onto final glide to Keepit. I abandoned Gunnedah with the weak excuse that I had to get back to Sydney.

Heaps of sink on the way back and a straight-in was looking like a better option than starting the iron thermal, but I found a weak climb and arrived in time to have Ian Downes radio to ask which end I was landing because someone wanted to photograph my "landings". Who have they been talking to?

I got the thing down with no more than the usual bounces down the strip and it turned out to be only Mad Bob D's Daughter's boyfriend from NZ. MBD was there and scored the landing at 8/10 and claimed he could not see daylight under the tyre. I guess a on-site eyesight consultation with Phil-Opto may be in order there.

Dear Garry,

Can I twist your arm to write down some notes about your excellent briefing on the XC weekend? I've got another newsletter to get out and I feel run out of ideas.

JC.

Dear John.

I am *DESOLATED* that my presentations at Regatta briefings, which you enthused about at the time, have left no trace in your memory. Should I doubt your sincerity? I attach the notes of my first briefing.

Garry.

FINDING AND CENTRING STRONG LIFT

You should fly cross country using thermals in three distinct phases, repeated many times:

1. Glide towards a goal;
2. Search for useful lift;
3. Circle in useful lift.

Phases 1 and 2 may merge into each other. Phases 2 and 3 must be quite distinct, and your decision to circle in the lift must be clear. The angle of bank is very much steeper in Phase 3.

To help you to decide when to circle it is best to fly to this rule:

At all times you must know what is the weakest lift that you will accept.

Phase 1 It pays to fly more-or-less directly towards your next navigation point as soon as you have left a thermal. This stops you from messing about.

I advise using a speed director (or a MacCready Ring). Having decided on the weakest lift that you will accept, set that number as the MacCready value in your variometer. Fly the speed it advises. Deviate somewhat to where there is a better chance of lift.

Phase 2. Begin an active search for lift when it seems like a good idea.

- Do it when you have picked a paddock for out-landing. In that case, do a search on every side of the field until you have to commit to a downwind leg. Then complete the FUST check and STOP SEARCHING.

- Search as you get close to a cumulus, and whenever you feel a burble of turbulence. Weave from side to side at only FIVE degrees of bank.

Plan to explore the likely lift area thoroughly so that, if you find nothing, you can be sure there was nothing to be found.

When sink increases, bank the other way.

When lift increases, steepen up and be ready to circle.

Phase 3. Commit positively to a thermalling circle when the lift is strong enough. That is, when it is stronger than the minimum you intend to accept.

Have a bet with yourself: "I bet I can beat my minimum for the whole of this circle!" If you lose that bet, it is likely that a more cautious pilot will catch you up.

In every thermalling circle there will be a point of weakest lift (or strongest sink). Move away from it! Every time! Keep a mental record of the direction that you are moving.

Leave the thermal the moment the lift is too weak to accept.

Garry Speight



The following article by Harry Medlicott is based on the talk he gave during the March 4 day XC weekend.

WEATHER & PLANNING CROSS-COUNTRY FLIGHTS

You are learning and being encouraged to expand your horizons by flying further and faster but along with these skills some knowledge of weather conditions and how they affect your ability to complete a cross country exercise is useful. The following clues are by no means always accurate but a good start to acquiring a knowledge bank of weather related information.

There is nothing worse than being caught far from home faced with deteriorating conditions and knowing you could be left with a long inconvenient retrieve. Without wishing to appear negative here are some factors to consider when planning a cross country task or deciding to abandon it.

Early starts to convection usually results in late finishes. Unfortunately the converse is equally true. If convection is slow to start and modest in strength then most probably the day will finish early.

Blue days can be a problem, but not because the thermals are absent. It is just more difficult to find them. When energy rich areas are marked by clouds, it is easy to deviate, intersect them and avoid flying into a "blue hole" where good air is difficult to find and may not exist later in the day.

At the end of the blue day when lift is reducing in height and frequency a pilot is dependant on local knowledge and the ability to identify trigger points. Not easy

for pilots early in a cross country career. It is often a good plan to fly more slowly between thermals on a blue day, even when there is strong lift.

Better to intersect more air and maximise your chance of finding another strong thermal. Flying fast without a clue that you are approaching rising air means you can blast through and miss a thermal. With experience you will learn the subtle clues that a thermal is nearby.

Thermal density. Even though there is an accepted ratio of thermal height to distance apart of about 1 to 7, useful thermals often vary from this ratio. On one day of this training weekend, good thermals were over 20km apart even though they weren't going all that high.

If you fly on such a day be wary as the day progresses, as we found out with all of the gliders with sustainers or motors using iron thermals to get home. Garry Speight and myself, both fairly experienced, were caught.

On the contrary, Monday was an incredible day. Cloud base was 8-10,000ft, useful clouds were close together and forming streets of lift. There were reasons, including the nearby trough system, for these good conditions. The day also lasted well.

Strong winds suck the warmth out of the ground resulting in an early finish to convection. Any residual thermals at the end of the day tend to be broken up by the wind. Plan a task so that you are upwind of your home airfield in the latter part of a windy day, say 10kts or more.

You can travel a long way on such a day even if you are only achieving a climb rate of 1 or 2 kts. but into wind you will find progress very difficult.

In summer days with little wind thermal sources can continue to give up heat and form useful thermals often going to a great height until almost dark.





Where rain has recently fallen you can be sure thermals will start later and finish much earlier. Two hours earlier is not unusual. Thermals will also be weaker during the day. I personally look up the rainfall maps on the BOM site when planning long flights.

It takes some time for wet ground to dry out thoroughly. 50mm of rain will take over a week. Often it is possible to avoid areas where rain has recently fallen.

Make use of the information available. Learn to be able to interpret the Air Services forecasts. Even ABC or Weather Zone information can be useful and the BLIP maps are worth a look.

“Mainly sunny” is code for cumulus development. “cloudy” suggests cirrus or general cloud development unfavourable for a long flight and “fine” usually means no clouds at all. At first it all seems like a mystic art but if you study it over a period you will glean meaningful information.

Surprisingly, warmer nights can proceed good gliding days. This can happen when cloud cover acts like a blanket and reduces the amount of heat radiating back into the sky. The nocturnal inversion visible on temperature traces

is reduced and if the cloud cover has dissipated by early morning then far less heating is required before useful thermals are formed.

A special situation occurs when there is an air mass change involving different air temperatures. When a new cold air mass arrives it picks up heat from the warmer ground which adds to the heat derived from the sun.

This combination can lead to thermals early in the day and high thermal density. The effect only lasts for a day.

The reverse can happen when a hot air mass typically from the N or NW arrives. It is hotter than the ground temperature so loses heat to the ground. On such days even though it is extremely hot, thermals can start very late but when they do, can go to great heights.

I hope all this information is of use to cross country pilots. Come to our training weekends, fly with other pilots and learn new skills. It's a great social time as well

Harry Medlicott.



If Albutts had got Wendy to do a temp trace, I could give you a really accurate forecast... But now....



It's 99% certain that Bruce is not saying "and if all else fails, pray". What he's almost certainly saying here is "have a good look at the underside of the clouds before you start and make sure you know where the lift is going to be coming from."

The following article by Harry Medlicott is taken from a back issue of Skysailor (now known as Soaring Australia).

It's not been "authorised" by Harry, but it's put here to be read in conjunction with Harry's article on weather and planning XC flights and for a comparison with the Phillip Wills article "Going West".

HARRY MEDLICOTT'S 1200KM RECORD FLIGHT -1999

Glider pilots carry our dreams of what we would like to achieve. Flying across Bass Straight is one that many pilots have considered. At Lake Keepit, a few of us have thought about flying to either Waikerie or Gawler near Adelaide was a possibility.

However it is extremely unusual to have good soaring conditions over such a long distance and the right conditions would occur only a few times each year. On January 4th 1999 the forecast for NSW and SA were for hot conditions with NE breezes predominating.

Isolated storms were expected but these appeared to be indicative of good conditions rather than general rain or over-development.

The dew point and forecast indicated that cloud base would be about 10,000ft over western NSW and SA.

A goal flight was declared using Stonefield airfield, a gliding field between Waikerie and Gawler a remote finish. If achieved, this distance would exceed Ingo Renner's record flight from Tocumwal to Jondaryan in 1982.

The reality of launching at 09.44 was a bit different as a stiff 12 knot wind from 190° was immediately apparent. It was breaking up the early thermals and I found myself working lift at 100' AGL and sometimes less. It took 3 hours to

reach Gilgandra a distance of 200km, but by now the wind was starting to swing to the south east replacing the headwind component, also the more favourable terrain allowed for pushing on without the need to constantly have an outlanding field lined up.

Tottenham, 135km further on, was reached at 13:58, still not fast enough but conditions to the south and ahead looked better and a calculation of the time available allowing for the extra daylight in SA, showed that the flight was possible.

The decision was made to press on rather than return to Lake Keepit. Conditions began to improve with cloud base rising to 10,000ft. The choice now had to be made between diverting to the south to track near Hillston and have the comfort of the empty but landable Hay plains or the direct route which went over unknown and probably un-landable terrain.

With well spaced clouds, 8 knot climbs to over 10,000ft and the strongest part of the day to come, the decision was made to keep on track. What followed was 400km of un-landable scrub for which I was totally unprepared - no ELT, no co-ordinates for airfields and only 6 litres of water.

Homesteads were insignificant and about 50km apart, but most appeared to have a small airstrip. The consolation was that at any time one could slow down and glide 100km to more favourable country.

In the rush to launch, the oxygen had not been turned on and having lost half of my lung capacity in a car accident it was important to avoid hypoxia. On a couple of occasions I deliberately flew down to 8,000ft to replenish oxygen levels.

Flying under good conditions at high altitude enabled an average speed of over 150km/h to be maintained for

2 hours which took the flight past the worst of the un-landable country.

Approaching the Darling River about 25km north of Wentworth at 17:15 SA, time a diversion was made to the south to avoid storms which had developed on the trough line. From now on it was a case of slowing down and maintaining height of 10,000ft or more which would allow a final glide of 150km to Stonefield even if convection ceased.

The over-development rapidly spread south and west. Down to 4,300ft near Waikerie a climb was found adjacent to a storm which gives a climb to 9,000ft allowing plenty of height to safely fly through the storms and rain which lay on track.

Not much height was lost and after photographing Stonefield it was an easy decision to fly onto Gawler which lay in the sunshine.

Wendy contacted Rob Moore from Adelaide who graciously came to Gawler airfield to document the landing and look after me for the night. My thanks are to him and the other South Australian pilots who showed me great hospitality.

Most readers will remember Roger Woods who devoted his life to gliding, particularly administration, and who was primarily responsible for Gawler winning the World Club Class competition.

Shortly before he died he gave Wendy his Care-bear "Woodsie" and asked us to take him on the flights which he would no longer be able to make. Woodsie already sports a 750km badge earned on a couple of 900km flights earlier on and now has his 1,000km badge.

GOING WEST



APRIL-MAY 2010

This article recounts Philip Wills' record flight in his Minimoa in 1938.

Philip Wills was world champion in 1952 and he was one of the best pilots around, but he was also an excellent writer about gliding. Wills was also an active evangelist for open distance flying, which he vastly preferred to flying triangles. In this he had the support of his wife, Kitty, who probably deserves some sort of award for the distances she covered on retrieves... How about 1150 miles in 1952 on an Easter weekend in the UK in a Standard Vanguard towing a trailer!

Wills created the "Competition Enterprise" which is an annual competition designed to reward individual pilot's planning and initiative. You can read more about this competition at: www.comp-enterprise.co.uk

THE MINIMOA

"Das Moazagotl" is the name given to a wave cloud which regularly forms near the Riesengebirge mountains in Germany. It was the place where wave flying was pioneered by Wolf Hirth flying a Grunau Baby in 1933.

Moazagotl is also the name of a 20 metre sailplane which Hirth commissioned Friedrich Wenk to design. Wenk was a flying wing enthusiast and the swept back wing planform of the

Moazagotl owed a lot to Wenk's earliest tail-less designs. Hirth had just returned from the USA where he'd "invented" thermalling. He knew the key to longer cross country flights lay in having a glider which could thermal easily, even when in cloud, and have a good turn of speed between thermals.

Like the Fafnir of two years earlier, the Moazagotl had an elegant gull wing but this time it was even more pronounced. It was felt that the gull wing promoted stability in turning flight and certainly Philip Wills was a believer in this. At one stage, disorientated inside a turbulent cloud, he took his hands off the controls, repeating to himself "Minimoa is always right," and the glider sorted itself out perfectly.

The Moazagotl was built by Edmund Schneider and completed in 1933 in time for the Rohn competition where it did very well in Hirth's hands, flying the longest flight of the comp... 180 km.

It's interesting to note that Wolf Hirth had lost a leg in a motorbike accident back in 1924 and after that, flew with a wooden leg. In some cases the cockpit and controls had to be specially modified to allow him to get in.

In spite of the equal opportunity times we live in, I can't imagine things being so easy for the disabled today!

Wolf Hirth was also a snappy dresser, had a good haircut and glasses and would have been an asset to any gliding club wishing to attract women members.



Schneiders had to close their Grunau factory, eventually ending up in South Australia. Hirth joined with Martin Schempp and set up a glider factory in Goppingen. They decided to redesign the Moazagotl to make it more affordable and easier to manufacture with a more manageable wingspan of 17 metres. Inevitably the small Moazagotl would be called the Minimoa.

Production of the Minimoa began in 1936 and although its LD of 25:1 was no better than other high performance

gliders of the time, the elegant shape of the Minimoa and gentle, stable performance caused it to become probably the most recognisable shape of vintage gliders.

The Moazagotl had a strut based wing. The Minimoa wing was cantilevered to improve the high speed performance. Hirth felt the additional weight in the wing structure would not matter. Early Minimoas were fitted with spoilers and later versions with airbrakes. While the visibility of the Minimoa was better than the Fafnir or Moazagotl, the pilot was still sitting back close to the wing and would not have the field of view of a modern glider... then there was less to hit in those days.

GOING WEST

Philip Wills

The newspapers always call it Buchan's third cold spell. Be that as it may, I have personally noticed that in each of the past four years we have had, between 20th March and 30th April, a spell of highly unstable north-east winds.

In past years I have made plans to get a launch from the South Downs during this period which have always come to nothing. But this year the advent of aero-towing at Heston, specially organised to be ready in time, made it easy, while the north-easterlies simultaneously obliged by blowing steadily for practically the whole period to the confusion of farmers but the profit of sailplane pilots.

Going to the office on Friday 29th April, I looked wistfully up from the crowded city streets at the activity of a different sort going on overhead. It seemed too much to expect yet another such day to follow but that evening the weather bureau said 'same again'. That meant a north-east wind, cloud streets forming as early as 9 a.m., with a tendency (in London, anyway) for the whole sky to cloud over later in the day.



I asked whether this was not due to the influence of the North Sea. The weather people agreed that it was likely, and added that I would probably be safe from Salisbury onwards. It looked, therefore, as if part of the problem would be to get to Salisbury (6 miles) before, say, noon. This meant early breakfast, to be rigged and away from Heston by 10.30.

We spent a busy evening getting everything ready for an early start. I ruled out the line of flight on the map and studied the course as closely as possible. The conditions looked as though they might be very similar to my flight earlier in the month from Huish to Plympton, so I hoped I might find the same seabreeze effect which I had then found so useful from Lyme Regis onwards.

The course I mapped out, therefore, took me to Lyme Regis, thence out to sea and along the coast to Exmouth, then on towards Plymouth. As a matter of fact, on the actual flight I was seldom more than five miles off the course at any point.

On Saturday morning it didn't look very hopeful. The instability was there all right, but the wind was strong and far too northerly. We consequently left later than we had planned, said we'd be

home to tea, and left behind luggage and money.

When we arrived at Heston, the sky looked marvellous. Tremendous streets ran up and down wind as far as the eye could see, and although the surface wind was almost due north, the upper wind, judged by the line of cloud streets, was north-east. This was confirmed by the met, people as 050° above 1,000 feet (I should have to make good a track of 250° to get round Sidmouth Bay).

Across a 20 m.p.h. wind this was better than I had feared, but was quite bad enough. However, I hoped first for the favourable seabreeze effect already mentioned, and second that the wind might drop with the combination of the approaching evening and conflicting sea breezes.

I hoped for the latter from Bridport to Plymouth which I formally declared as my goal. Now, as it happened, both these preconceived possibilities came true. Let us therefore be optimists always. A last point was that with the big veer in the wind with height, it was clear that if I got into difficulties anywhere they would be increased by its northerly trend the lower I flew.

As the result of delays and uncertainties, it was 11.05 by the time we actually took the air. I had asked to be towed upwind towards a cloud street over Harrow, but we had barely crossed the aerodrome boundary only 600 feet up just east of the gasometer when the aeroplane ahead jumped as if it had been shot. Instinctively I released, then cursed myself for being so hasty.

However, there was undoubtedly lift near by, and after a little searching she took it fairly in the seat of the pants. The variometer jumped from 6 to 9, and a little later to 12 feet per second. We circled up, back over one corner of the aerodrome, into the base of a cloud at 3,600 feet near the Staines reservoir. I turned her nose north-west, put it well down, and struck off at 65 m.p.h. The battle was on.

North of Staines was another cumulus. I found the up-current beneath it at 2,500 feet showing feet per second but this was not enough. I now declared as a rule of the day that when over 3,000 feet I would not be content with 3 feet per second. If after a search I could not bring it up to at least 5 feet per second, I would go on. But I would never just circle in bovine content unless I got up to 9 feet per second.

Until that point was reached I watched every circle, and manoeuvred restlessly, searching for the 'meatiest' bits. Time was the essence of the flight, and to save it meant constant hard work. Lesser lift I used by flying through it as slowly as possible, only putting the nose down again when it was past.

I worked this second thermal up to 6 feet per second and then set off again. But this time further lift was hard to find. Virginia Water and Fort Belvedere slid beneath and I was getting dangerously low. I abandoned the cross-wind struggle and went straight downwind towards a large common short of Farnborough (Chobham Ridge).

I was miserably reflecting that there was not a safe landing spot in sight, that there was a lot of luck in putting a sailplane down in one piece, and that I had wasted all my work, when suddenly we struck lift! I was 700 feet above my start and perhaps 500 feet above the common below. A last-minute save!

My pride over rates of climb quite gone, we struggled round and round and round. A while later we were up again at 3,900 feet just north of Farnborough, well off course and rather depressed.

However, this was the last shock for a long way. We got back on to our course at Basingstoke, flew along south of the road to Whitchurch, where we worked up a thermal to over 15 feet per second, along to Andover, with Southampton Water and the Isle of Wight in sight, and then Salisbury. The rolling country of the plain was, as expected, stiff with thermals.

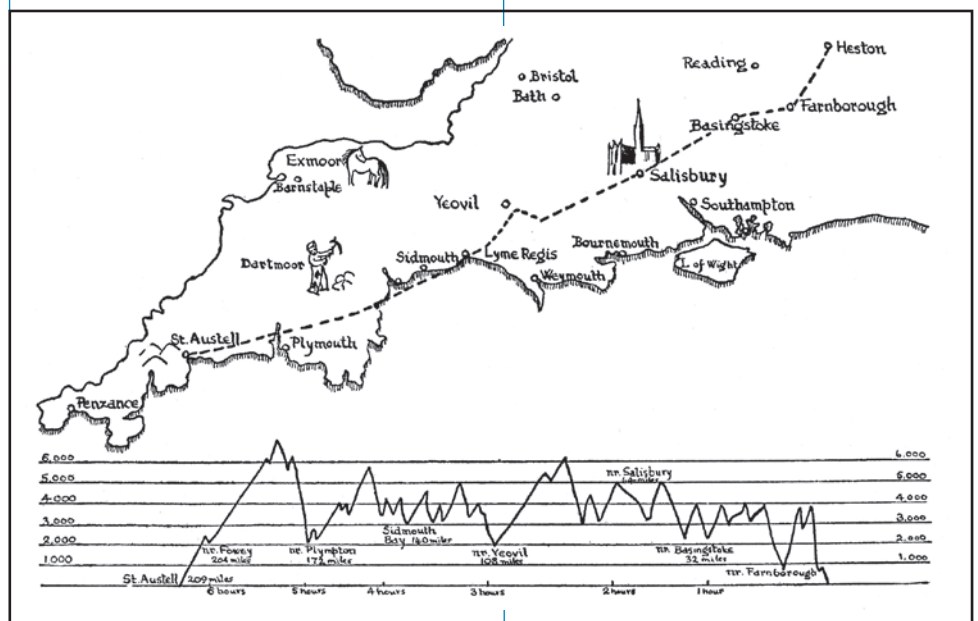
Over Salisbury we had some fun. We found ourselves climbing at 6 feet per second up beside a large dense-looking cumulus cloud. The best lift seemed to be in a circle of which the nearest point was perhaps 25 yards south of the wall of cloud. At 5,100 feet this lift declined, so I decided to go inside to try for more. We charged at the solid wall of cloud, hit it, and burst out on the other side

as if through a pane of frosted glass. It could not have been more than 25 yards thick; then we were in clear air again in the most violent downdraught of the day over 15 feet per second.

'You nibble a piece off this side', said Alice, 'and you grow taller: off the other side and grow shorter. Curiouser and curiouser.' I went back and nibbled some more off the other side.

I had been carefully checking my average speed, and found that we had made 32 miles for each of the first two hours. This would get us to the proposed junction with the coast at Lyme Regis at about three o'clock. After that I expected to be able to increase speed. I reckoned on being safe until 3.30, so it might be a near thing to catch Brer Fox, which would take place, if at all, at Exmouth.

But I was wrong in my calculations. The big speed-up of the day was at hand. After passing Salisbury, we flew along the line of hills, past White Sheet Hill, to Shaftesbury, and in this third hour we covered 44 miles. Now came Blackmore Vale, which I had previously found on a flight to Plympton, rather cold to strangers. It was once again. As before, near Yeovil, I gave up and turned north to make for the aerodrome.



KEEP SOARING



APRIL-MAY 2010

Again I spotted the same little sloping wood which had saved me before, and again it came to my aid. The conditions were extraordinarily similar to the previous occasion from now on to Exmouth.

We climbed thankfully to 3,800 feet, and then made no bones about it by fairly bolting downwind for the sea. Between Bridport and Lyme Regis was the same belt of coastal lift formed from one to three miles out to sea by a south-easterly sea breeze under-cutting the north-caster. In this way we flew fast along the coast, over the blue sea, past Seaton, Babbacombe, Sidmouth, to Exmouth.

Here the same strong thermal took us up to 5,500 feet, and after my last experience at this spot a new caution beset me. Our ground-speed had increased greatly since reaching the coast, as I had expected. But the struggle at Yeovil had brought the fourth hour's kill down to 32 miles again. We put our first bird, Exmouth, in the bag and concentrated on the second Plymouth.

The wind was now dropping, the clouds dissolving. From Exmouth we flew to a cloud beyond Newton Abbot, where I found an unexpected aerodrome. Weak lift from a seedy looking thermal took us slowly to 4,000 feet again, and then a long glide found us heading down a river ending in an estuary and a cardboard conical island planted in its mouth... Bigbury. The fifth hour again saw 32 miles go by.

The prospect of getting enough height to cross the high land to the north and making Plymouth aerodrome seemed remote, although as we crossed one or two of the brown, rocky spurs of Dartmoor with perhaps 500 feet to spare, I found weak lift over each. With a prevailing dearth of landing-grounds, I was thinking of making a bid for the beach at Bigbury, so recently furrowed by the skid of the 'Sperber, when we came to the end of Dartmoor.

Just to the north I saw the textbook spot for a windshadow thermal. Dartmoor billowed down from about 1,000 feet in a series of rounded slopes facing the westering sun. The bulk of the moor to the north-east provided obvious protection against the north-east wind. So the quiet air over the slopes should have had every opportunity to warm up.

I gave up my safety-first plan of Bigbury sands and reached a hopeful spot at 1,900 feet. Immediately I found lift in no time Plymouth aerodrome was in the bag.

A bit later I began to be torn between completing a 178-mile goal flight or going on while the going was good and trying for 200 miles a nice round figure. Then I remembered the Golden 'C' requirement 300 kilometres or 186 miles. By this time I was at cloud base 6,000 feet over Plymouth.

Inside the cloud, lift was strong but patchy, and at 6,900 feet I gave up the mental struggle and went on west.

I came out of the side of the cloud and saw the irregular coastline of Cornwall ahead the numerous inlets and rivers silver against the declining sun, the colours of the landscape darkening by silhouette.

I flew along the coast, finding dying lift here and there. The land and sea breezes both seemed to have gone. Smoke below was rising gently and vertically. Six hours and yet again 32 miles covered.

Over the river running down to Fowey was again gentle lift. Farther on I could see St Austell, a surprisingly large town, the hills behind it dotted with huge white pyramids of china clay. I reached it at about 1,500 feet, saw a sloping field behind a garage on a bypass, and circled down to a landing at 5.15 p.m.

I had caught a heavy cold and felt extremely ill. I had had nothing to eat since 8 a.m. But the task of keeping at bay the ravaging hordes of small children until the Minimoa was safely packed away took another two hours.

The official distance by great circle course was 209 miles.

For keen do-it-yourselfers, Keep Soaring will soon be publishing plans for the Minimoa. Glue and nails can be got from the maintenance area in the tug hangar. It's little services like this which puts us head and shoulders over lesser gliding clubs.



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.

I note with derision the love of amateurs at this club. You don't know what you means. I don't fly to win. I fly not to lose. Is not the same.

Not for me is the time spent in some distant field.

In France they say "landing with the cows." In my country we say "talking talk with the farmer's daughter".

In my country, you should see the farmer's daughter. Is better to stay airborne.

ID of Newport asks: Woitjec, I've been paragliding for a few years and after my legs mend, I am thinking of doing some sailplane flying. What are the main differences when flying competitively?

Woitjec: I have seen this paragliding and is more like sitting in a garden chair than flying.

Main difference is this. When you fly in a sailplane, you see where your wings is before you take off, and in most times the

wings are same place when you land. Is a good feeling! Ha ha ha! Sorry.

In sailplane is easy to fly when the wind is strong and is easy to fly in any direction. Is like when I fly my famous Kaczka sailplane which is canard. Sometimes you don't know what direction you fly in!

In paraglider you only fly like a dandelion... where ever the winds blow, so you blow. Ha ha ha!

Sorry again. My wife says I have special sense of humour.

RS of Gunnedah asks: Why do almost all gliders look the same? It's very hard to tell one from the other unless you read the name on the side.

Woitjec: Is not so!

In my country we design many famous gliders including Duck and Bat.

Duck glider (Kaczka) is difficult glider because it has the wings is back to front. Little wing in front followed by big wing following behind you.

Kaczka flies well, but is dangerous because other pilots think it goes in wrong direction and won't stay in thermals with Kaczka. I think this is a good idea and you should try this.

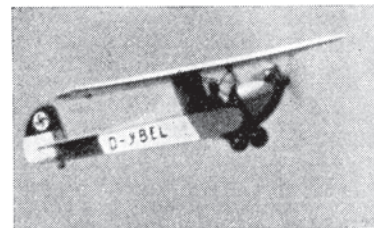
Nietoperz is better because it has no small wing and is tailless but pilots won't fly with you in thermal because they think parts of glider have already fallen off.

Most glider pilots like gliders to be the same as other gliders, but not me.

In my country we have a famous woman who designs the duck and bat. Called Irena Kaniewska, she hopes to design geese and turkeys too.

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

It is to be remembered when reading Woitjec, that he does his own translations and refuses to accept hints from Keep Soaring editorial staff..



Training Sailplane **Grunau Baby II**
in world wide use and manufactured continuously since 1932.

High-performance sailplane **Rhön-sperber** has achieved numerous successes in competitions and established many records.

Powered Gliders/Powered Sailplanes



Manufactured by:
Edmund Schneider
Grunau
(Riesengeb.)

THE GRUNAU BABY

The Grunau Baby is probably the most popular glider ever made... even more than the Horsa. The estimates of numbers vary wildly... from 4,000 up to 10,000 may have been made from 1931 until production stopped, well after the war.

The version in the picture above, dating from '37 or '38, appears to have wheels and a noise-maker attached to the nose.

Many Grunau Babies were made from plans but most were made by Edmund Schneider who produced one every three days at the height of the glider's popularity. At least one member of LKSC learned to fly in a Baby.

Interestingly, it's claimed that thermalling is easier in these light, stiff gliders for a number of reasons. They fly more slowly than modern gliders, requiring less bank to stay centred. The low wing loading gives them a good rate of climb and the stiffness of the airframe means you feel every bit of the air you're flying in.

The slow stall speed means landings are slower, shorter with less energy, ideal for outlandings. I wonder if we've lost something?

It's only when you read some old book or magazine about gliding that you realise how much things have changed.

Long before I started flying sailplanes, I used to read the books to learn about thermalling and cross country flying... mainly because there wasn't much else available for hang glider pilots wanting to fly inland.

In retrospect, this was a very bad mistake.

One book I read, "Advanced Soaring" was a collection of articles by various pilots some of which were frankly terrifying.

George Worthington's first piece involved his decision to buy an ASW-12 and because of the unreliable tail parachute... this was the only means of approach control... he decided to learn to land without using it. Apparently the tail parachute had something like a 1 in 5 chance of failing. Can you imagine landing a glider with an L/D of 46:1 without air brakes?

Another article called High Energy Landing Problems detailed the difficulty pilots used to flying wooden and metal gliders had when moving to high performance glass gliders in the '70s... and the resulting spate of whack-ins.

Part of this problem was caused by the contemporary German legislation not enforcing the requirements for truly effective airbrakes because the mechanical installation of brakes reduced performance.

In the second article by George W. he gets hoovered up into a thundercloud, trying to get a little extra height to avoid an outlanding, loses visibility and control. As the air speed approaches 200 mph and the glider starts making a "loud chattering" he gets a glimpse of the ground and orientates himself enough to regain control.

The book which was required reading at the time and possibly still is, was Cross Country Soaring by Helmut Reichmann. At

the time, I felt this was a very dry book (I still do) and presented most of the drawbacks of flying sailplanes.

One was the feeling that for most of the time, a sailplane pilot spent most of his time either head inside the cockpit looking at his array of variors, or with his head aimed outside the cockpit, doing such complex mental arithmetic he could not have been concentrating much on a keeping look-out.

Another drawback was crew. Reichmann doesn't question that it's the manifest destiny of wives and girlfriends to tow glider trailers. Bear in mind that the book was published at a time when "women were doing it for themselves" and rightly so... and this aspect of sailplane life seemed likely to be a very dead end.

I haven't got Reichmann's book with me to check, but what follows was copied 95% from his book at the time. I'm not sure who added the other 5%.

Looking for the retrieval crew person. Helmut Reichmann.

The ideal crew person might be like this, and these are just the most noticeable of a large number of desirable features.

- 1 Easily satisfied
- 2 Free from personal demands.
- 3 Perspicacious and diligent.
- 4 Performs all major and minor tasks without being asked by the pilot.
- 5 Large, well formed breasts. (2 off)
- 6 Always cheerful and satisfied with the pilot's performance.
- 7 Less body and facial hair than the pilot.
- 8 If the pilot should make a bad showing due to unforgivable errors, the crew should not mention these, but rather sympathises with and consoles

the pilot in the best manner: see 16 below.

9 Looks towards the morrow with contagious optimism and works even harder to make sure that everything runs smoothly. See 16 below

10 A good crew performs only what is required, and does not offer suggestions of what she would do in the unlikely event of being in the pilots place.

11 A neat and well formed bottom. No sag. In harmonious proportion to 5 above.

12 The crew knows not only the pilot's strengths, but his weaknesses, although these are never ever mentioned.

13 Knows how to keep the pilot cheerful and satisfied (see 16 below) and protects his nerves from the rigours of recreation and competition while preparing him for a flight.

14 Always tows glider to set up point, and ensures that the glider is properly and safely rigged and clean at all times and the pilot is provided with food and clean water.

15 Good looking enough to be able to destroy the opposition pilots concentration when she bends over to rig the glider. (may need larger features as in 5 as above.)

16 An unremitting nymphomaniac, or if not, unusually hormonal.

17 Always gives a clear signal to the pilot's mates that any advances or improper suggestions are unwelcome and may result in a damn good slapping from herself or the pilot.

18 Radio messages are always polite, informative, never unplanned, or worse, uncontrolled.

Does anyone fit any of these specs? Does anyone *want* to!

LETTERS TO THE EDITOR

I will be overseas with grand daughters over Easter but here's a few thoughts for those of you fortunate enough to be able to spend some time dreaming about gliding.

Here are two items I would present to a Lake Keepit Summit in the hope they would be given some thought, even though that's all they are - just exploring possibilities.

ITEM 1

First a disclaimer. I built a new winch in the hope that it would be a help in reducing training costs and thus improve membership, and as a backup for many pilots if the tug was unexpectedly out of service so it may be assumed I have a bias.

To improve attendances between 4 day training weekends, specify regular weekends about halfway between training weekends as junior weekends and make winching available additionally to aerotow .

Reasons

Various pilots have suggested we have a winch weekend once a month with aerotow also available Aerotow pilots might be interested in having a winch launch endorsement

Particularly in the quieter months, winch launching enables low cost launching for items such as spot landing competitions and short field landing practice using a tape fence etc.

A pretty dull day can turn into something interesting. Building up camaraderie among younger pilots. Also lower launching costs may appeal to them. Can only add to the clubs income. We make as much profit on a winch launch as on aerotow

Possible problems.

It would require a winch rated instructor to be rostered on. We should have enough rated instructors and perhaps some not winch rated might add to their qualifications.

Winch and retrieve drivers. If the same people regularly attend then they would become competent in the procedures. It usually only takes about 3 launches for a pilot to learn to drive the winch.

ITEM 2

Again a disclaimer. These comments are just the result of preliminary investigations. Before any serious thought was given, much research would need to be undertaken.

The Club or possibly a syndicate buy a Aeropro EuroFox LSA equipped for aerotow.



The tricycle-gear aircraft have the model designation A240 and the taildragger aircraft the model designation A220.

These rugged little aircraft powered by a 100 hp Rotax water cooled engine are worth a thought. At Tocumwal, which should give us an indication of suitability for Australian conditions, one is launching two seater IS28 gliders at a turnaround rate of about 7 per hour.

It's climb rate with heavy gliders is about 400 fpm (about the same as the Callair as it is at present) but descent with a water cooled engine is much faster than a plane with an air cooled motor.

Lighter gliders go up at +500fpm.. Fuel consumption is 29 lph on climb but very little on descent. Fuel per 2,000 ft launch about 3.5 litres. Cruise speed is just over 100 knots at 75% power. Stall speed is 36 knots.

The towing package includes an in flight adjustable prop and some parts beefed up. The 100 hp Rotax motors are more reliable than the turbo model. The TBO has recently been increased from 1,500 to 2,000 hours.

Launching at Tocumwal is off the grass which is pretty rough, has many bare patches and stones but the prop has high ground clearance and no stone

damage to date. The club has a need for a two seater to train and checking tug pilots. I'm told insurance is about \$3,500 p.a.

An opportunity would exist for the club to offer light aircraft training. The Eurofox meets the criteria for use as a trainer.

Ian Downes is certainly well qualified and other pilots may be interested. It could well open a new income stream for the club and introduce other pilots to gliding.

Some pilots have told me our airfield should be just for gliding. Find it hard to understand. We pilots have to stick together if we are to survive. In other countries gliders use the same airfields as commercial jets.

RAA is the success story of aviation in Australia. Its membership is now over 7,000 and still growing compared with ours of not much over 2,000 down from over 5,000 25 years ago.

If you can't beat them, then perhaps we might join them. I don't think there is much RAA training in the Tamworth area. If used for training, inspections would need to be by a L2 rated inspector rather than a LAME If not used for training, inspections can be in house.

The RAA trusts competent pilots to undertake work on planes they fly themselves. Generally maintenance costs on RAA aircraft are quite minor.

These aircraft are made in Slovakia by a small company with about 20 employees. They have made about 300 of them.

The cost? Did you think I would never get to it? With the towing gear including the variable pitch prop and a complete instrument panel , radio etc, is just under \$100,000 plus GST.

Sounds a lot? Frightened me at first but then, the club has just organised the purchase of a glider costing over double this so maybe a purchase of this magnitude is not impossible.

Harry Medlicott



FLYING HIGHEST AND FASTEST

This month, instead of looking at diseases strongly associated with flying (such as calluses on the palms, and cirrhosis of the liver) we are going to look at medications for pilots.

We all know that taking some prescription Rx can interfere with your flying (writing them certainly interferes with mine) but did you know that some medications can actually improve your performance?

There's Levitra for counteracting the effects of age and gravity and keeping you up there (see under Viagra and Cialis for side effect profile) but remember this may cause problems with entering and leaving the cockpit, not to mention urinary retention.

For other causes of urinary retention, ask Little Petunia about his 1000km flight. That's the furthest-flying mud wasp in Australia.

Then there's Maxalt for those seeking the maximum altitude experience, or plagued by the headache caused by being stuck at low levels.

Yes, Maxalt is guaranteed quickly to relieve the pain of being groundbound. Its proper (chemical) name is rizatriptan which tells you all about the experience you'll get by taking one - a rising trip indeed. Don't bother looking for a cheaper generic though - Merck, Sharp and Dohme are only releasing it this month. 'Stuck in the Merck? We'll get you quick sharp back up in the Dohme.'

There's Celebrex for when you've finally completed that 750km flight you've been after for years - you'll need it to get out of the cockpit.

There's Acenorm to become your everyday gun pilot, Actrapid for the aerobatic enthusiast, Aerius for those so high they have nosebleeds; Antabuse for those members troubled with antheaps outside their hangar doors and Citanest for those looking for mud swallows' homes; Attenta for those easily distracted from the 300km task at hand; Betaferon for those overcoming anxiety of heights; Betaloc for the extreme aerobatic pilot plagued by G-LOC.

There's Ceenu for those without a Flarm, Climen for those who find thermalling difficult and Climen 28 for those who need more assistance still.

Cogentin and Cognex are available for those codgers who like to cogitate on where they'll fly next, and Cornkill for the cereal outlander. And that's just the As, Bs and Cs!

Wait till we get to Ventolin for your windy Ventus pilot, or Doloxene for the grief of slipping a Discus!

Yes, questions will be taken without notice.

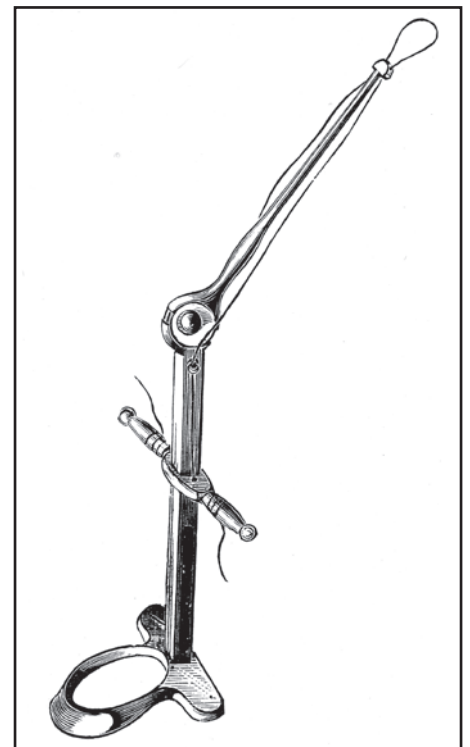
Yes, you with the long hair and red eyes on the left there? - No; that is indeed a drug and will get you high but it's not

on prescription and a canopy smoked on the inside is apt to cause suspicion about your scanning.

You with the shaved head and tattooed arms over there on the right? No, again speed is a drug but not on prescription and I am afraid that muscling into gaggles at VNE may not improve your performance or your popularity.

Ecstasy? Now look, it's bad enough that gliding competes with medication in the anti-depressant stakes; you do it the hard way, same as us.

The Flying Doc.



Next Month...

Surgery doesn't have to be painful and expensive! We'll show you some simple operations you can perform at home on yourself, your family or on your friends! Why pay some quack in a white coat to wield the scalpel when you can do-it-yourself? Impress your family and save some money at the same time!

GLIDER BATTERY SELECTION

Most batteries used in gliders are of the sealed lead-acid (SLA) wet cell type with nominal voltage of 12 volts and nominal capacity of 7 amp hours. It is important to understand the significance of these two figures.

Firstly, taking the voltage. The actual voltage provided by the battery will depend on state of charge. The table below shows how voltage relates to charge state.

As the battery is sealed, and charge status cannot be determined from specific gravity, voltage as indicated above is the best indication of condition.

However, in measuring voltage it is important to get a true reading and to do this it is necessary to remove a false "surface charge". This can be done either by leaving the battery off the charger overnight, or by running the battery for a few minutes through a significant load such as a 20 watt light bulb.

% Charge	Voltage
100	12.70+
75	12.40
50	12.20
25	12.00
Discharged	11.80

From the above table, it can be seen that small voltage increments must be measured to determine charge state. This can only be done with a digital voltmeter (costs start at around \$10).

The capacity of the battery in amp hours (from fully charged to discharged) can be stated in a number of ways dependent on the number hours over

which the battery is to be discharged. The table below shows the amp hour capacity of the Jaycar 12V, 7.2 amp hour battery (Cat No SB-2486) over different discharge periods:

Discharge Hours	Amp Hour Capacity
20	7.20
10	6.50
5	5.75
1	4.32

So, if the battery is being discharged quickly, the capacity is far less than the nominated capacity. For example, if a glider battery is being discharged over 5 hours, the total capacity of the battery will only be 5.75 amp hours.

Battery life, even under ideal conditions is finite and is related to the number of cycles between charge and discharge. If a battery is discharged to 50% of full charge before re-charging, it may have a life of around 500 cycles.

If however, it is discharged down to 30% of full charge before re-charging, its life will be considerably less. Ideally, to achieve optimum life, a battery should not be discharged to below 30%. Consequently, in setting up the electrical systems, the available capacity of this battery should only be considered to be 60% of the nominal capacity.

In rough terms, this would be a bit over 3 amp hours. Operation The greatest reason batteries do not achieve their potential lives is "sulphation" where lead sulphide is deposited on the plates of the battery. Sulphation starts to occur when charge drops below 80% (ie 12.4 volts). Despite claims to the contrary, sulphation, once it occurs cannot be removed.

So it is important that the battery operates for a minimum time below this charge state. For the battery to be fully charged, an initial charging voltage of 14.5 to 15.5 volts is required. However, once the battery is fully charged, the charging voltage should be reduced to between 12.9V and 13.4V to maintain it in a fully charged condition.

Battery chargers used should be capable of providing this two-step charging process. It is also important that the initial charging does not occur at rate in excess of the manufacture's recommendation.

There are a number of rules of thumb, one being that the max initial charge rate should not exceed the capacity divided by 8. So the max charge rate for a 7 amp hour battery should be below 1 amp. However, most batteries we use state that charge rate should not exceed 2 amps. In reality, the battery chargers most likely to be used for glider batteries would only provide an initial charge rate of 600 to 800 milli amps (or 0.6 to 0.8 of an amp).

Consequently, the recharge time of a fully discharged battery would be in excess of 8 hours. During flight, it is best to change over batteries half-flight rather than let one run down before switching over to the other. This is to preserve long-term battery life.

The switch over should be via a two position ON/ON switch so power supply to instruments (particularly loggers) is not interrupted. It is a good idea to occasionally check the state of discharge of the battery at the conclusion of a flight to determine how much of the capacity has been utilised.

RECHARGING.

It is essential that a battery is recharged as soon as possible after discharge so the amount of time spent below the voltage at which sulphation occurs is minimal. Some General Points: When buying a battery is to get it fresh. Batteries discharge over time, even when not connected, so you don't want a battery which has been sitting around in a warehouse for a while as it will have a reduced life.

Some believe that brand is important with Panasonic, Sonnenschein and Yuasa being the most popular ones. There are marginally more expensive than the others. A battery will not achieve its full capacity until it has been discharged/charged from 10 to 30 times.

If concerned about possible battery deterioration, check charge state before installation and again after flight. Voltage of the battery may not be the voltage being received at the panel as losses can occur along the way (but should be minimal).

Some nav instruments show voltage in, but this may not be the voltage in other circuits. During a recent investigation, a 2 volt loss was experienced because high resistance through fuses due to dirty contacts.

For the Club gliders, more battery chargers are being purchased so that we can be sure all glider batteries are on chargers when they are not in gliders. The battery tester will also have a digital voltmeter included. If a battery is believed to be faulty, we need to charge and test it before throwing it out.

Having reliable fully charged batteries is an essential starting point to the satisfactory operation of the glider electrical systems.

John Trezise

BATTERY CHARGERS FOR SLA BATTERIES.

When charging SLA batteries, it is important to have the right charger. A type used for charging ordinary lead acid batteries will not do.

Nowadays, there are all sorts of smart chargers on the market, some of which can be used to charge almost any type of battery including SLA, NiMh, Lion and LiPoly. As battery technology changes so fast these days, it is likely that you may need a different charger for each new type.

The technology used to charge each type of battery depends on the chemistry of the battery and you can't normally charge one battery type with the charger intended for another type.

For example, many NiCad and NiMh chargers work on what's called delta-peak detection. As the battery reaches maximum charge, the voltage dips slightly. The charger detects this peak voltage and switches to maintenance or trickle charging.

For other battery types it is necessary to use other methods such as measuring the slope of the voltage over time and switch to trickle charging when the slope reaches a critical value.

Batteries using as NiCd cells can be charged in series and each cell's voltage will balance to make sure all reach the right voltage. With LiPoly batteries, this doesn't work at all. A cell with a higher voltage will charge at a higher rate than other cells and result in runaway charging, overheating, explosions and toxic fires. As a result, LiPoly cells must be charged in parallel using a special balancer. Remember that when you charge your electric self-launcher!

There are a few common smart chargers around for SLA batteries. One type, recommended by Macca, is the "Battery Fighter". Shame about the name, but the charger works fine.

A Battery Fighter charger suitable for most SLA batteries will cost about \$50-\$75. The one in the picture below is a 12V, 1.25A 4 stage microprocessor charger and it's waterproof. Perfect for those occasional hangar floods.



CTEK chargers offer very similar technology claiming at the same time to be the "smartest chargers in the world". While they are quite nice to look at and small in size, they are also about twice the price of the Battery Fighter chargers.

If you have a lot of odd batteries including phones, radios, torches etc. to charge then you ought to look at the very clever battery Swallow chargers. These are made for charging model aeroplane batteries but will charge just about everything and have controlled discharge/charge cycling facilities.



The type pictured above will charge Lpoly, NiCd, NiMh and SLA types and can be connected to the mains or a car battery and provide the right output. The Swallow chargers appear to be re-badged by several companies. It's the ideal universal battery charger and costs about \$125.

For a good range of all types of batteries and chargers, see www.master-instruments.com.au

KEEP SNAPPING



APRIL-MAY 2010

EXPOSE YOURSELF

Since this article is meant to have something to do with gliding and photography, let's start out with a few basics about taking pictures.

Rule 1. Avoid taking pictures with the sun directly overhead. Most photographers avoid the midday sun like the plague and only take pictures when the sun is low, generally preferring back three-quarter lighting. In the film industry, the time around dawn and dusk is called "Magic Hour" for that reason.

Right away we've got a problem, because a lot of gliding pictures are going to be taken towards the middle of the day with the sun aiming straight down.

The second problem is that camera exposure systems are designed to get the right exposure for skin tones, normally taken as an 18% grey, hoping everything else balances out. If you take a reading of an 18% grey card and take a picture, the picture will be 18% grey. Nice if you have 18% grey skin but not much good for anyone with dark skin or a suntan.

In most cases we're going to be taking pictures with some very bright white objects around and we're probably going to be using automatic exposure. In this case the camera is going to read white wings or clouds and going to make everything else in the picture darker than normal. This is the way things are most of the time, so what can we do to make our pictures better? The first thing is to try and understand our camera's polars or luminance histograms.

Digital cameras have fairly boring polar curves... in fact they are normally a straight line running from black to white. When you shoot RAW files, the camera records more data than with a JPEG file and there's more information on the white side and also on the black side which you can adjust later on to get the picture you want.

In a print or on screen, you can only view from almost black to almost white. In Photoshop the range is numbered from 0 - 250. For most prints, black is set to around 10 and white to 240. This is important on the whites, especially in

an inkjet print where if the whites are close to 100% white, you see bare paper shining through. You then adjust the tonal range of your picture so you have whites and blacks and the mid-tones have the right tone and amount of detail.

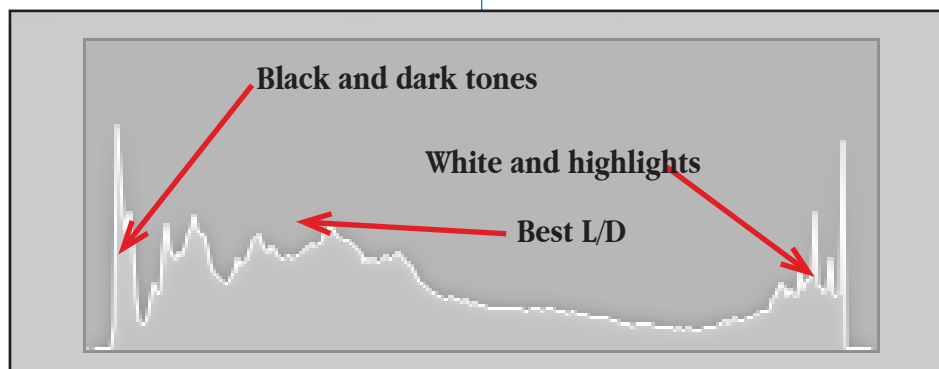
Ideally, you want the white areas of a glider or cloud to be just darker than the whitest the camera can expose for.

In the days of film, one tended to expose for the shadows. With digital, the rule is to "expose for the right." That is, don't let the whites get off the graph! In almost all cases with digital photography, I would recommend that cameras are set to underexpose by a least -0.7 EV or 2/3 stop under to keep details in the whites.



This picture of a good-looking LKSC pilot is technically OK... the range of tones in the picture ranges from almost black to almost white... but it looks muddy and won't print well.

As noted before, exposing for the highlights will make things like people's faces darker, especially if they are under hats. There are three possible solutions to fix this.



The luminance histogram of a digital picture file



Another idea is the Jay Anderson approach... paint your face white. This may not work for you...

You could use fill in flash. For reasons which we'll look at later, using fill-in flash will kill your picture stone dead. If you have a flash which keeps popping up and you can't turn it off, get a pointed stick and poke the wretched thing until it breaks.

The third option is to fix the picture on your computer. If you are shooting for fun, post-processing on your computer is the best and only way to work. If you're a busy professional, you may not have time for this, but being a professional photographer just means time is money.

The software I use is called Aperture. Other software such as iPhoto and Adobe Lightroom will have similar tools. Programs like Photoshop are actually not that good for picture grading. Photoshop's fine if you want to remove someone's love handles, but it doesn't offer the subtleties of Aperture etc. 99% of the pictures in Keep Soaring and on the LKSC website have never been near Photoshop.

Before getting into the business of picture grading, I will say right away that there is no *right* way of working in these programs. There's no precise or exact set of tweaks which you need to do and many controls do something fairly similar to another.

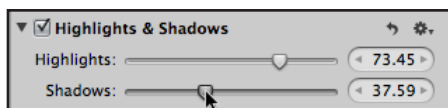
There isn't even a correct *look* for a picture... it's really what looks good to you. However, if you print a picture or send in a picture to Soaring Australia,

then you will need to make some changes so it looks good in print.

When you select a picture for editing and examine the graph, the first thing to do is to set the white levels. You would normally do this with the Exposure control. Adjust this until the highlights are just off 100% white.

There may be additional controls called Highlights and Recovery which will let you "squash the whites" and recover some detail in overexposed highlights, especially clouds and glider wings etc. Fiddle with these and watch both the picture's histogram and the picture all the time while you are grading to see the results.

The second and the most important thing to do is to open up the shadows using the Shadows control (or whatever this control is called in your software).



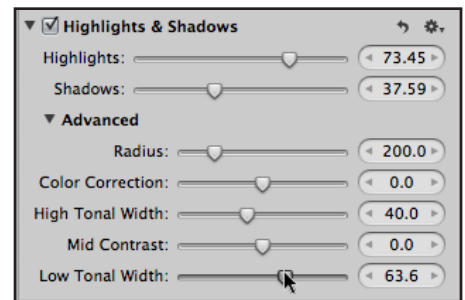
What the Shadows control is doing is moving the tones which are nearly black, up the scale to the right to make them lighter while keeping the darkest black nearly black.

In effect, when you open up the blacks, the highlights stay fixed and you're compressing the mid tones a little.

If the blacks get too grey, then there should be a control called something like Black Point which allows you to keep just the very darkest tones looking black.

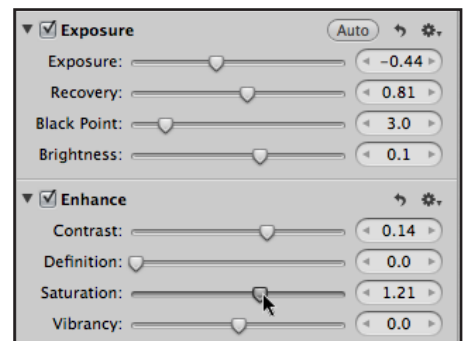
In many cases, this alone may fix the shadow areas, but for better control (in Aperture) there's another two adjustments you can play with. One called "Low Tonal Width" adjusts the range of tones which are affected or lightened when you open up the blacks with the Shadows control.

Normally, if there is no Shadows adjustment, Low Tonal Width adjustments will have no affect on the picture.



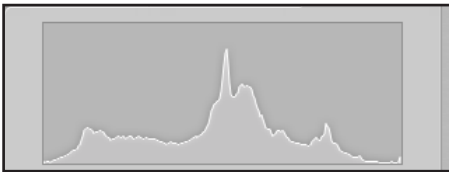
The other useful control for darker tones is called Mid Contrast and this works in conjunction with Low Tonal Width to allow you to get the effect you want on shadow detail.

Depending on how you have your camera set up and depending on how your eyes work, you will almost certainly want to boost the colour.





The final picture is a lot brighter and snappier than before, there's a bit more colour and it will print well. And the luminance histogram shows that the blacks and whites are pretty much where they should be for a full tone picture. Thank you Trevor!



Many digital cameras take pictures which have fairly flat colours compared with the images coming from a film camera and transparency film. It's a mistake to set the camera to shoot everything as vivid colours because if you achieve 100% or maximum saturation in any colour, then that's all you are getting!

This is where the demon noise gets in the way. If you have a noisy digital camera, noise is going to be present mostly in the shadows. Instead of being a nice smooth tone, there's a range of more or less random colours either side of the true tone.

When you tweak the colour value of a noisy picture, it has far less effect than it should because of the random nature of the noisy pixels and some pictures just cannot be properly graded at all.

A final tweak is probably to add some edge sharpening to the picture. Be very careful with this because excessive sharpening will look bad in a print. I have not used that here.

When this is done, you can export your picture and save it as a JPEG file,

of suitable size for the print. The big advantage of programs like Aperture and Lightroom is that the original picture remains unaffected whatever adjustments you make. It's easy to make another version of the picture to experiment with different effects and then go back to the original picture at any stage since you only ever save the adjustment values and you don't overwrite the originals.

On this page you'll see some other pictures which are before grading and

after grading. Note that the original exposures are close to OK to begin with... that is, there's still detail in the brightest whites on hats, shirts and wings.

The main changes to correct the pictures have been just to lighten up the shadows with the Shadows and Low Tonal Width controls and to add a little colour while making sure the polar doesn't stall or auger in at either end of the scale. Just like gliding...



NEW SOUTH WALES
GLIDING

AIRWORTHINESS ASSESSMENT 2010

New South Wales Gliding is conducting Assessments for GFA Airworthiness Authorities (both Replacement of Components and Annual Inspection) for sailplanes.

4:00pm Sunday 5th September to
Saturday 11th September

Piper's Field, Bathurst, NSW at the
facilities of Bathurst Soaring Club

Cost is \$450 with bunkhouse
accommodation and all meals provided.

Course Director is Len Diekman, with
RTO/As Aaron Strop and Arnie Hartley
conducting assessments.

There is a limit on course membership
of approximately 5 Annual Inspection and
10 Component replacement candidates.

A number of people have already given
notice of their interest. Others are welcome
to submit their name.

Clubs whose airworthiness skills are
seriously depleted will be given priority if
they wish to sponsor a candidate.

If interested, send your name and contact
details to NSWG Secretary:

Margaret Jones mareil@ozemail.com.au
or

44 Yanko Ave

Wentworth Falls

NSW 2782

Please reply by Friday, 14th May



Interesting Clouds #5.

This is a southerly buster working its way up the coast north of Sydney. The picture is taken from Narrabeen, close to where the Taylor-Hallstrom glider first flew just over 100 years ago.

The picture almost does justice to the fairly terrifying nature of the cloud on the day. Better to be on the ground taking the picture than anywhere in the air or sea near it with no way to run away.

One slightly remarkable thing about this picture is that it was taken on a film camera which was lying in the back of the car... and then remained in the back of the car for another two years before the film was developed.

KEEP SOARING

APRIL-MAY 2010

Coming Events at LKSC

For detailed and up-to-date information on club events such as 4 Day Cross Country Weekends, State and National Competitions, the AGM, Christmas in June (or July), the Annual LKSC Dinner and Dance, the Safari and the Morning Glory trip, please have a look at the club web site...

www.keepitsoaring.com

Down on the left hand side, you'll see a list of all the current club events.

Click on the calendar to see weekly, monthly or year views.

You'll also find the current tug pilot and instructor roster in this area.

Tug Pilot & Instructor Contact Details 2010

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
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 Hoyer	02 6767 1033		0427 505 233
Matthew Minter	02 6785 7399	02 6742 3998	0427 455 119
Geoff Neely	02 6785 2405		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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Chief Flying Instructor	Ken Flower	02 6761 3816	cfi@keepitsoaring.com
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	Vic Hatfield	02 6765 7050	vicandlynn@bigpond.com
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Airworthiness Officer	John Trezise	02 9858 5950	trezco@ozemail.com.au
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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

Chat Group & Car Pooling: There is a Yahoo chat and message group (not officially sanctioned by the Club) for Club members.

To join, either visit the chat group web page at

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

or email

pjanderton@optusnet.com.au

with your email details and he will fix it.

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