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BYRON GLIDING CLUB



MERRY CHRISTMAS AND A HAPPY NEW YEAR TO ALL

WINDSOCK

ISSUE # 8 / 9 DECEMBER 2006 / JAN 2007

WELCOME:

Hello to all members, Well it's that time of year again, comes around fast doesn't it? A fair bit has happened this month mainly in regards to importing the Grob and organizing shipping so busy busy.

(Ashley Osborne)

WHATS ON:

***CLUB BBQ IS THE FIRST SUNDAY OF EVERY MONTH
@ 4 Pm (The next BBQ will be on the 7th of January 2007 @ 4pm)***

We have decided that the trips away will start again next year. The planning and time involved in organizing these trips takes a considerable amount of effort and therefore with everything else going on at this time of year they will not happen until next year.

The next trip away is to Jondaryan on the week of the 6th of March 2007....in conjunction with Boonah club. Register your interest at the club and put your name on the board.

The maiden flight of the newly restored XJX.....T.B.A

The new engine install for Dimona ZDD will not be happening this month. The Dimona will be flying on condition until XJX is finished and flying.

The shipping of the new glider will be also be happening this month. And will be arriving mid January 2007

Update on the Grob: The Grob has been paid for in full and as you read this it is in the hands of the shipping company and should be arriving in about 4 weeks time all going well.

CLUB NEWS:

Some new things have started to happen around the club this month, The clubs phone will now be manned Monday to Friday by Jerry leach after being appointed a managers role. Jerry will be taking the clubs bookings during the busy Christmas period, more on that further on in the newsletter. Bill Host has now got his conversion for flying the Dimona

and is really enjoying flying it.(remember we must share it nicely Bill).

Paddy has now got his bionic eyes fitted to his glasses and they work so well he can see everyone..check them out there a work of art!!.

Russell has just returned from holidays with a big smile after chasing ze mademoiselle around the northern parts of France, and reports not all French people are..... well French.

Macca has been away to Melbourne the last couple of weeks and has bought and freighted the clubs new solar power system that will power all of the clubs needs including a NEW fridge,so we will look forward to that as it will be operating soon.

The club also has recruited some more instructors for days during the week. Norm Sanders ,Lewis Zuegen,Cliff Hitch and Erich Witstock have volunteered their services which will benefit the club enormously and hopefully allow Macca to get XJX finished, thanks to Those members.

Well thats about it for now, until next time

MEMBERS COLUMNS:

Articles are sort from members to add their thoughts here, do you have any stories, or anything to contribute? Maybe a memorable flight, funny story you would like to share,maybe your suggestions for the committee to discuss or topics to bring up in the club meetings, got something to sell, any thing is welcome been to any good web sites lately?

E-mail me ashoz31@bigpond.com

f: 02 6629 1171 or 0417 287 284

or drop it in at the club. I am there almost every weekend and almost every Wednesday. If you cant make it to the club post it to PO Box 815 Byron Bay NSW 2481 and I will pick it up...

Remember

**Club BBQ'S are at 4pm first Sunday of the month
(Next BBQ will be on January 7th 2007 @ 4pm.)**

TECH TALK:

Dimona ZDD, Has just about run out of motor hours (5 Hrs to go) and will be out of action while the new Sauer motor gets put in place. I have heard that this wont be happening in the first week of December and will be flown on condition, from all reports the Dimona will be a much improved glider to fly.

Falke YHB: Nothing to report, all is well and is flying daily.

Falke GLC: I believe the engine is back for GLC and is ready to be put back in. Alan Rundle is doing the job I hear and John Crumpton is tidying her up as they go. so shouldn't be too much longer before she is up and flying again.

Grob 109: Still not sure about Russell's Rob, it has been to the Gulf and back and I am not sure if it is good or bad. Russell has been away for nearly a month so it hasn't flown anyway. Apparently has carby trouble.

Falke XJX: Yeah Yeah it will be flying soon really it will, Promise....I said that last newsletter. And the one before, and I think the one before that !! I have been helping Ian a little bit lately with the cockpit floor, the cylinders have been painted black to help remove the heat (a bit of a gimmick i think but we will see) there's not too much left a bit here and truthfully though it's probably not going to happen this year.

Newsflash....XJX has come on leaps and bounds in the last couple of weeks and i have much pleasure to announce that the motor has been run.. thats right it has been started...This is a milestone in the XJX saga

so stay tuned and it won't be long before it takes to the sky.



COMMITTEE MEETING:

The committee has had a couple of meetings lately to discuss a few issues that have come up lately. The first is the new glider which we are getting.

Most of you would know the story about what we are getting so I won't go into that. But the issue raised was we had a shipping price and some members thought they could get a better price so the committee agreed to allow those members the benefit of trying to better it.

Summary of Committee Meeting 5/11/06

The committee confirmed and discussed the following

New Glider-

Will be shipped hopefully next week and is expected to be in Australia about the middle of January

The cost is expected to be about \$160,000, depending on exchange rate.

It is financed by \$80,000 from member loans and \$80,000 for the hanger trust account.

The club will pay 5% to members' loans and the trust on the full amount.

The insurance company only requires CFI approval for conversion. Flying costs are yet to be decided

New Solar Equipment

This was purchased in Oct. for \$6000 and will upgrade the clubs inverter, solar panels and batteries allowing many 240V appliances to be run

The new batteries are to be installed outside the hanger. Quote of about \$500 has been obtained for wiring insulation

Flarms

5 anti-collision instruments were purchased from the QSA for \$3950.

Repayment over 2 years at \$500 per quarter

The club hopes to on-sell these to aircraft owners in the future

Club assistant

Jerry Leach was to be paid \$300 per week compensation for 6 weeks from Nov. 11

Duties involved assisting with advertising, club and hanger house keeping, booking and selling flights and doing joy flights. This has not had quite the results as expected and will be reassessed at the end of this period

Photography

Al Sim from Caboolture Club took numerous aerial photographs for a new look brochure.

To date this resulted in approx. \$300 cost to the club for flying only.

Aircraft.

XJX-hopefully be running soon but may take a few months to iron out the bugs

ZDD- has only a few hours to run but may run on "condition" (no Joy Flights) for a short period . It then could be out of the air for a few months to fit its new motor.

GLC-has only about a weeks work to be re-engined but the magneto sent to the States for reconditioning has gone missing

FFN-not available till further notice ("carby problems")

YHB- operational but may need a rear engine oil seal soon

Reports

Treasurer

Approx. \$4000 in the bank and \$150.000 in the trust

Member's debt outstanding for over 3 months is in excess of \$3000. Please check your that your account is up to date

Committee spending limit is \$250 without a meeting, 3 committee members to be in agreement for any such purchase
Instructors

Remember to fill in aircraft hours as part of your DI

Parachuting operations are applying to develop a manual of procedures to drop through cloud and will submit it to us

Beware it does sometime happens even now!

Christmas Party

Thanks to Ashley for organizing a BEAUT event, a good time was had by all. Some amusing certificate were awarded to members

The cost of approx \$400 was offset by Paddy and his mum

Cecilia organizing raffles and games. Thanks to both for their efforts

Other member's contributions

Barry McKay (C.J. James Pty Lt) for the construction and insulation of solar panels on the hanger roof at considerable cost saving to the club.

Craig Bird for widen the western taxi way

Work Experience

Ian agreed to supervise Paddy for ½ day work experience for 2 weeks

Welcome to new members

Martin Anderson

Satnan Nagarwala

Jeff Sandon

Robert Andrews

Ashley Rouke

Next committee meeting

*At the Club house-JAN 2 – 7pm unless otherwise advised
Club members are welcome to attend but because of time constraints may only address the committee by invitation*

Web Site:

Russell has added a forum to the website you have to register for access and then you can have a bit of fun with that check it out and register yourself.

LAST LIGHT:

Well another year draws closer to a new one beginning and on behalf of the Byron Gliding Club best wishes for Christmas and a happy new year to all There are some exciting things to come for the club in 2007, The new Glider should be here early January and we can all fly the wheels of it.

The Re-birth of Falke XJX should happen in mid January

The Dimona will have its new motor and should climb like a homesick angel.

Falke GLC will have a new recon engine and overhaul, so the year 2007 is definitely shaping up to be one of the best in the clubs history and one to really be apart of.....Roll on 2007.



Ashley Osborne

P.S. I will be away for the first few months of the new year so I wont be able to write the news letter until I return, John Duffy will try to keep you all updated on the clubs current happenings while I am away so bear with him and you may have to look at the club news on the clubs website until April.

DAVID JOHNSON : Sent me this he calls it the “iron thermal maker,” David works offshore in Nigeria on the rigs , pretty cool photo.



Wont be long now

MACCAS NOTES: **MERRY CHRISTMAS TO ALL**



I would have to say I am surprise how little difference there is between the 2 gliders - ASK21 is 33:1 L/d compared to the Dimona which is 30:1? I do know at 2m/sec sink the ASK21 is not that special!! and the Dimona is reasonable - I am searching for Polar curved for Dimona or place a logger in same or use the Flarm which is a logger.

On dimona turbulator tape could be added and the top surface could be made Mylar instead of cloth tape. The ASK21 has neither and they are definitely worth 1 L/D point.

I was on the ridge with Paddy (yes I weakened and gave him a flight - I usually sent him to the other end!!!) Unfortunately Saturday was a bit busy and Barry McKay missed out totally and the bottom line is we need more instructors and the Grob3 will only make the situation worse. (Bill Host and Tom G were there also but were happy not to fly) I did talk to Erich Witstock today and said we really need him when the Grob arrives as he is the pilot we need for such an aircraft (in past he has done much instruction in ASH25).

Re Jerry being employed. Well my phone battery is now lasting twice as long which is wonderful and sorting out was getting me down when it gets busy. I am not sure how busy it was this week with bookings but in any case in future I really think we should spread the load by members that can taking the phone for a week a month on a roster Unfortunately it has done nothing re instructing and having instructors. I was away Wednesday as my sister was having an operation but most other days there was instruction to be done. Personally I really believe we need to address that topic. Jerry says do not instruct people but I do not agree.

It has been said that instruction makes little money but that is not true especially when there is good lift around. For example .25 on engine and 50min flying which is a soaring flight gives \$25 to owner and \$75 to the club and the pupil pays \$100 plus he pays membership. Looking after good students now & then they are your passenger pilots and instructors of the future. If you get Joyflights being your salesmen then they are worthwhile but if one off from out of area is of limited value I believe. The normal joy flight 40 min will be \$40 to owner \$83 to club and \$22 (15%) possible commission and \$5 phone/advertising/brochure service. A 40min of circuits instruction flights is \$40 to owner and \$40 to club and this is the worst case. So if the instructor uses his skill soaring and the glider has good instruments then the owners are the big losers.

Hope we can think about this.

A major problem with Flarm for John Duffy as he is totally red green colour blind!!!!. And

with the instructing I only got Friday to work on XJX. Also there is a bit of an oil leak with falke which I need to chase. The bad oil leak in Dimona was simple a blocked breather- that simple

<http://www.alexander-schleicher.de/service/prospekte/21E.pdf>

**Giorgio Galetto comes to Queensland
Giorgio Galetto is currently ranked 21st in the world.**

He has been Italian National Speed Champion 10 times and National Distance Champion 12 times.

He has also been a member of the Italian National team since 1984 and represented his country eight times in the World Championships.

In 1999 he took out the overall World Champion title.

Giorgio currently holds five Italian distance and speed records and in 2004 flew 1,350km over the Alps in his Ventus 2ax.

He placed 4th at the recent Worlds in Sweden.

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Giorgio is also a full time glider instructor and coach

Saturday 24 December

Coach the pilots

DDSC Jondaryan

This coaching is for any pilots who want to improve their cross-country performance. Pilots who are interested in how to improve their average cross-country speed for competition, long distance flying and touring. There could be a large group of pilots. These pilots will be invited to attend your pre-flight briefing, post-flight analysis and some lectures and discussions.

Pilots will be responsible for paying for their tows, and DDSC glider hire if required. Giorgio is giving his time for free and the GFA coaching program is paying his travel costs.

**Ralph Henderson
24 November**

XJX FALKE JABIRU

I have had a feeling for a while the paperwork etc for XJX will be the hold up and not the work and this is proving to be the case.

So jobs to do before it flies

- (i) weight and balance - need about 3 people for about an hour.**
- (ii) repairs to air brake box - Allan Rundle could do that - BEEN DONE**
- (iii) terminate LH wheel brake cable at wheel - Allan R has gear**
- (iv) fit clear inspection panel on each wing - anybody**
- (v) vacuum out cockpit under RH seat- anybody**
- (vi) PLACARDS and please not those crappy illegal things in ZDD- anybody**
- (vii) 4 bolts missing from each end plate of each wing-somebody going to Ballina**
- (viii) various photos needed and several CDs burnt and one posted to Dafydd Llwellyn (only dial up) -anybody**
- (ix) Polish Canopy - Paddy has had a go but too slow for him so it is not finished**
- (x) Vent holes cut in canopy - probably Allan**
- (xi) Wash glider - anybody.**
- (xii) Very minor mod to instrument panel with carbon fiber rovings-I McPhee**
- (xiii) fit fire extinguisher with a decent mount - anybody**
- (xiv) spacer in main wheel - needs I think 2 or 3 people and then a 5 min job**
- (xv) fit seat belts - Paddy or any DI pilot- BEEN DONE**
- (xv) Form 2 and weight and B paperwork to GFA**

There no reason the jobs can not be completed within a week - I hope the paper work can be done in that time but do not think so - for 3 days I have had no communication with Dafydd L but on Friday I found he was a a conference with CASA at Canberra.

After XJX flies

Seats can be improved

Canopy frame can be finished and painted - especially rear part.

Fit compass and Flarm (compass needs to be fitted before it flies and Flarm only needs a socket with carpet covering)

Blue line on top of cowl

touch up paint on LHS of cowl

I seem to be getting the blame for being so slow with XJX but I just can not instruct AND work on XJX. Also I got the impression most owners did not care about progress with XJX as I would rarely get asked "can I help". There were many occasions when I longed for somebody outside the glider to pass me things as I needed them.

Looking back on it now in the past 3 years I was pretty sick. Even March this year on many occasions I was still crawling to the toilet in the morning as I just could not walk. That prompted me to go and buy a walking frame but came away with a walking stick (frame bit expensive). Before that I fell asleep driving into Byron at 3pm and ran off road. That frightened me so much I never drove a car for 2 months choosing to use the bus to Byron or Mullumbimby. Also would fall asleep with students but I woke up at touch down!!.

People might say why did I not get others to fly joy flighters- well I tried but I seemed to often get knock backs so eventually it was easier to do it myself. There also seemed to be non stop phone calls at times and it all takes time to sort out especially posting out gift vouchers. John's idea with on line voucher - you just have to give out a activation code - totally change that and was a wonderful improved.

In future I believe we MUST do something about more instructors and if necessary give the

instructors that travel distance an allowance (like Cliff and Lewis but I have also had Vic Hatfield and Dieter Hildenbrand both here for a week of instruction).It shocked me (when I returned from Melbourne) that Jerry should get paid by the club to answer the phone rather than club use funds to help and support instructors but I have to say the only reason I got XJX finished was Jerry was answering the phone for the last 3 weeks so it was wonderful for me. Remember November I am really busy with non stop gliding problems but the pressure is now off until the new gliders that have just left Germany arrive about Christmas.

The second thing is I believe we should as a club share the phone for those that could take calls and sort out flying - I would consider about 5 members could take the mobile phone for say 2 weeks so a person would have 5 times a year a member would take falls.

I have reached the stage I might never fly a (my) single seater glider again as I have to come to just hate flying - just ask Paddy - and I almost look forward to the day I am told I can not fly medically!! Things may change if I do a little less flying like one full day a week or just one or two flights a week. In desperation I recently tried not renewing my GFA so as to not fly. I got out of joy flights and just flew with pilot members who were in GFA.Giles eventually shamed me into rejoining.

Anyhow lets get paperwork done for XJX and fly out the 25 hrs as soon as possible but be warned there is a serious inspection to be done very regularly on the Jabiru fly wheel bolts (service but 12 on Jabiru web site).

I would particularly like to thank Ashley for a huge amount of help especially that inside soundproofing and carpeting and the real effort at the end. Also Brian for mounting and making the cowl mounts to frame and I think (with Paul) the battery installation, Genzan for phoning up and asking for a job and doing them, Pip Stevens for doing a little job when ever he could, Paddy for handing me tools etc when I was curled up in the cockpit. Cliff for doing a busy day of instructing and finally Allan for the things I had no idea how to do it.

You are all welcome to read through the 2 manuals enclosed as you may well find errors I could miss (the XJX weights in flight manual are not correct as this is pre weighing - a guide only)

Ian McPhee

Thanks to Brian Marshall for sponsoring the last BBQ, much appreciated Brian.

SPONSORS NEEDED

**We need sponsors for our monthly BBQ
call John Witham on 02 6685 7509
TO BOOK YOUR MONTH**

Paddy has also been organising a raffle for the club to help raise money for the new glider . We are receiving some great prizes from local Byron buisnesses so this will be something to look out for in the near future. Some of the prizes consist of vouchers for dinners , beauty products and the main prize is a night at the Byron Beach Hotel so stay tuned.



Hear is a photo that was sent of the grob about to be loaded into the truck in wyoming bound for Tyagarah, the Grob is now on its way.....Ash.