

Byron gliding club

www.byron gliding .com



WINDSOCK

Issue 12, July 2007



“telling you what you need to know”

Welcome:

I thought I'd change the front page this month for a bit of fun so hope you all like it. The wind sock at Byron these days has been just about laying horizontal with the winds that have been blowing of late as I'm sure you are all aware. Good gliding conditions are forecast though once the winds die down and the massive low pressure systems move away. So jump in those cars and come on down for some flying...see you there

The Dimona is now back in the air again after a six month rest. The Sauer motor is performing well and some great climb rates are resulting from this install. The vibe from all who have flown her is very positive and I feel it has lifted the clubs atmosphere having her back online again, so if you haven't had a burn over beautiful Byron lately come down and take her for a ride and see what we are talking about.

THANKS TO BRIAN MARSHALL FOR SPONSORING THE NEXT CLUB BBQ.

*CLUB BBQ IS THE FIRST SUNDAY OF EVERY MONTH @ 4 Pm. The next BBQ will be on the 5th August 2007 @ 4pm
Then followed next month on September the 2nd 2007 @ 4pm*

As you may not be aware these BBQ's are funded buy the sponsorship of either local business or a club member feeling generous (which is more the case), the club funds are a last resort. If you have attended these BBQ'S and felt you have had a good deal and would like to have a turn at funding one contact john Witham and tell him you would like to sponsor one (they cost about \$50 ish bucks a go). it would be much appreciated, and they are a great way of socialising with other members ...so have a turn.

SPONSORS NEEDED

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

C.F.I'S REPORT:

A couple of weeks ago we convened our first Instructor Panel meeting in which we discuss a number of issues concerning the operational safety and future development of the Club. The meeting covered a lot of ground and was concluded on a positive note and from a personal perspective I felt encouraged to be part of an experience knowledgeable team.

One of the topics I would like to share with you is the ongoing requirement for instructor resources. As you know for many years the weekly burden of instructor duties has fallen on Brian, and Ian shoulders, and whilst I'm pleased to say they are both willing to continue with their current commitment. I Nevertheless believe it is in the best interest of the Club to consider future instructor resources in a way that will share the load more evenly. Initially my plan is to set up a duty roster that will reduce Brian and Ian's work load, ensuring they have at least one weekend a month free to perhaps enjoy some personal flying. Currently Erich, Lewis and myself could cover for them and I am hopeful over the coming weeks to put together a simple roster that will suit everyone. However in the long term they may not always be in a position to continue their current level of commitment and in operational terms will leave a huge gap to fill.. It's no surprise that within the GFA movement there is already a general shortage of instructors plus in our case instructors with motor glider experience are particularly thin on the ground. You will know under GFA rules, a L2 or higher must be on the field for general operations to proceed. Therefore it's imperative we look to the future and plan for the operational needs of the Club. One area I believe is to look within the Club for suitable instructor material, particularly within our group of AEI's. Secondly we should continue to encourage instructors from other Clubs, we inturn can offer another side to gliding not previously experienced.

While we are on the subject of AEI's I would also like to try a weekend roster for AEF flights, I know in the past such rosters have failed, however it's my intention to contact you over the next week or so to establish the level of commitment for a new roster.

That's all from me for this month, next month I will talk some more on other issues from the panel.

Remember you all need to have the new GFA motor glider indorsement stickers in your logbook before you can fly.

Fly safe and have fun

Cliff Hitch CFI

WHATS ON:

WHO WANTS TO TAKE GLL TO THIS??

Entries are coming in for the NSW State competition being held at Lake Keepit from Sat Nov 10th thru Sat Nov 17th. Entry forms and Local Rules are listed on our website www.keepitsoaring.com. (Note new website address).

If you're interested I suggest you make early arrangements as we expect a good crowd at this event.

Both multiclass competitions (std, 15m, 18m and open) and club class are being catered for. Club class comps at State level are a great way for less experienced Club pilots to try comp flying. Club class also gives those with older gliders a chance. Club class tasks will all be Assigned Area Tasks. We intend to set a mixture of fixed tasks and AAT for multiclassses.

In the interests of safety, carriage of a working Flarm or equivalent proximity warning device will be mandatory. Fitting Flarm units to your glider will be your responsibility - Lake Keepit Club will not be providing extra Flarms for competitors. Nigel Andrews at RF Developments supplies Flarm units in Australia.

Accommodation - Onsite cabins and beds will be reserved for workers in the comp and you should make your own accommodation arrangements. Camping at the airfield is available - bring long electrical leads. Otherwise the Lake Keepit Caravan Park is holding accommodation for the Gliding Club - be sure to mention you are part of the Comp when requesting bookings. (Its filling fast) There is also the NSW State Sport & Recreation Centre nearby . Nearest motels are at Manilla <http://www.dsr.nsw.gov.au/lakekeepit/index.asp> and Gunnedah approx half hour drive away.

Entries will be limited to 60 gliders. As Lake Keepit is a very popular site, with great variety, (and friendly people) we expect a full field. We were oversubscribed last time and unfortunately had to turn away some late entries. I suggest you enter early to avoid disappointment.

We'll look forward to seeing you in November.

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...

HELP NEEDED: I need about four volunteers for approximately 4 to 5 hours one weekend or even during the week to help cut and polish the Dimona, we have the materials and polishers, we just need the manpower, if you can spare some time please could you contact me on 02 6629 1171 or email me ashoz31@bigpond.com to volunteer. Thanks.

So far: 1, Brian Marshall

2, Ashley Osborne

3, ?

4, ?

5, ?

C'mon guys the club needs helpers....

On the subject of volunteers the club is looking into providing a display and a fly past for the opening of the Brunswick highway bypass. The council has asked Byron Air Charter for their assistance and Andy believes it should be a joint effort between him and us. The PIK 20 of Andy, s Brians and Maccas will be on display.

We now need help from the members to promote the club to the local public, If you can assist please contact me ashoz31@bigpond.com

this would be a good day for the whole family to attend...

the date of this event is Sunday 8th of July 2007 from 07:00am

see email below.

Janice Smith

Communications Manager

Pacific Highway Projects

Pacific Highway Office

21 Prince Street

GRAFTON NSW 2460

Email from RTA below:

The following information is provided regarding the RTA's community event for the opening of the Brunswick Heads to Yelgun highway project:

A community event will be held on Sunday, 8 July, 2007, to mark the project's opening. More than 5500 people are expected to attend. Most of the activities will take place on and to the south of the bridges over the Brunswick River, just to the north of the Tyagarah airfield. The community event will include a number of activities such as market stalls, face painters, roving entertainers such as stilt walkers, an animal farm, jumping castles, a sausage sizzle and various food stalls and appearances by Prime TV Possum and NBN TVs Big Dog.

Police, SES, fire brigade, the Westpac rescue helicopter etc are all taking part with various displays. There will be an official opening with a ribbon cutting ceremony and the unveiling of a plaque.

A community auction is being organised and T-shirts to mark the opening will be sold. Proceeds from these activities will be shared by the Brunswick Heads surf lifesaving club and the Brunswick Heads volunteer rescue organisation.

We are hoping to raise more than \$13,000 from these two activities.

Can you provide details of what packages might be available and the associated cost? I guess we would be looking at what it would cost to have a skydiver land on the southbound carriageway just to the north of the Brunswick River bridges. The northbound carriageway in that location will be where all the activities will be taking place. The southbound carriageway will only have an official marquee/taut liner for the official ceremony located to the south of the bridges. A bus will be doing a circuit of the northbound carriageway for community members. This could be stopped for the skydiver to land. Alternatively, if you could advise what 3/2 aircraft in formation doing 'roulette' style flying and even just one aircraft would cost, we can consider that as well.

Please email me as below. If we could have some feedback early next week, that would be great.

Regards,
Janice

Remember

***Club BBQ'S are at 4pm first Sunday of the month
Next BBQ will be on August 5th 2007 @ 4pm.***

COMMITTEE MEETING:

Committee Meeting - Byron Gliding Club

9/6/07

Meeting Open: 2.40 pm

Present: John Witham, Ashley Osborne, John Duffy, Ken Robinson,
Paddy Harrington, Cliff Hitch, Eric Wittstock, Bob Williams

Apologies: Nil

Previous Minutes: Accepted

Business Arising: - Joint club direction sign to be reviewed.
Club financial position not solely due to purchase of the Grob.
Grob's financial and operational performance to be reviewed in October.
The Grob will be towed to take off position and after landing. No taxiing under power on the runway.
:Ashley to source a tow vehicle
:Eric to provide a wing walker for copying
:Cliff to arrange a tow bar
Cliff has been appointed CFI. Cliff expressed his thanks and appreciation to Ian for his effort and contribution to the club in his role of CFI over a long period of time. This was endorsed by all present.
John to approach hangar users asking them to consider investing in the Trust to contribute to reimbursing Russell.
Loan available from GFA.

Correspondence: - Letter from Chris Leon requesting hangar space for Piper Super Cub. Secretary to respond asking for dates required.
Notice for NSW Gliding Federation Presidents meeting. No members will be attending.

Letter from GFA regarding affiliation.
GFA notice regarding flying by non GFA members.

Reports

. Treasurer

John summarised club financial position. Refer report available at the club.

Charge out rate for members should be reviewed.

John to present a proposal at next meeting for assistance with data entry etc.

Motion that the report be accepted.

Moved – Cliff Hitch
Seconded – Bob Williams
Carried

CFI report

Instructors meeting to be held Sunday 17th June.

Licence endorsement required by 30 June in order to continue flying motor gliders.

Membership list containing individual member's grades and other endorsements to be prepared.

Operations manual to be prepared.

Hangar

Hangar 2 is messy and needs to be kept tidy.

One set of rails to be tried in each hangar.

Parking arrangement between ZDD and Russell's plane between him and the syndicate.

Membership

The following new members welcomed to the club:

Nigel Walsh

Jimmy Harlindong

Nathan Bevan

General Business

1. A coordinator will be established for each group on the duty roster to ensure work is carried out.

2. All GLL use will be authorised by CFI and approved by the Committee.

3. John Witham will manage bookings in lieu of Paddy.

4. Flying fees to be reviewed to include gliding time or % on tacho time.

5. Flying cost to ferry aircraft including GLL to and from Casino to be established.

6. Flying costs to members between Casino club and BGC to be agreed.

7. Proposal to offer 2 free flights if 10 flights are paid in advance is to be considered.

8. Audit report on the club from RTO Ops is good with the exception of a lack of first aid kits in all aircraft.

Meeting closed at 4.00 pm

Next meeting____TBA

Minutes_____Secretary

CLUB NEWS:

The clubs A.G.M is due soon members are requested to attend to vote for the committee also you can nominate yourself for a position on the committee to have a say in the running of the club, various positions are needing to be filled and some new members may give the club some new ideas for the future so if you can help the club your attendance is requested..

Welcome to some new members that have recently started to fly they are

Nigel Walsh

Nathan Bevan

Jimmy Harlingdong

Welcome to these guys and hope we see lots of you all.

Summerland gliding club at Casino are seeking new members to fly out there so if you are looking for a change of pace or would like to try pure gliders give David Wright a call on 02 6621 6495 or see Erich or myself at the club and we will point you in the right direction. Casino is only 1 hour from Byron by road and thirty minutes by motorglider. The facilities out there are excellent and they are a great bunch also.give them a call. Its the best kept secret in gliding.



The Casino clubs Pilatus B4

Casino club from the air

Ashley Osborne

MACCAS NOTES:



From Macca

We are now closer to having a wonderful fleet of gliders which are just a little better than anybody else has!!!. Dual ignition, shock cooling alerts, fuel flow meters, OZFLARMS and comp prepared gliders with mylar seals, turbulators and inner control seals - All these add to safety, reliability and performance

Little extras are dual ignition in Dimona Sauer, Grob 103c III SL and Falke Jabiru All are a little different but all add to pilots safety. Dimona and Falke Jabiru have KSA shock cooling alerts which checks your procedure at cooling down engine and discourages you to keep power on too long in Sauer (max rev 4 minutes 3000rpm then 2700rpm continuous) - basically this is a one off engine insurance policy Thirdly Falke Jabiru has a fuel flow meter and Dimona Sauer will soon have it and that is fuel flow meters. They are a great device to really see how much fuel is being used and also can warn you if carby icing may occur. Finally all 4 stroke gliders have carby heat and Falke Jabiru will now have fuel pump.

All the above add to safety and engine reliability and long life

DUAL IGNITION

1. The DimonaSauer has one slick impulse magneto (per usual VW aero engines) which gets its be it a little weak spark from spinning magnets. It also has battery powered coil ignition as a back up and as many have found fires once if you fiddle with this switch on the ground. PLEASE DO NOT TOUCH electronic ign switch on the ground as it may fire or even back fire in inlet manifold as coil develops a redundant spark. Jerry suggests pinch the red switches to start and switch off from top to bottom.

2.The Grob SL has key dual ignition and I suggest to test 2 clicks left then 2 clicks right then 1 click left and then 1 click right at test time. At shut down turn key fully anticlockwise (3 clicks - some have only done 1 or 2 clicks and wonder why engine does not stop and at worst apply prop brake which may develop smoke and fire. So be careful on this one as instructor in rear does not know if you do it wrong!!!!. Also the poor instructor in rear does not know if you have fuel pump on or off and PLEASE if it fires but does not keep going you may have choke fully ON - BACK instead of OFF- FOWWARD
Also do not forget to air switch to TE static - if you want to soar.

3.. Falke Jabiru has one ign switch for both magneto systems (no impluse so no swing start or flat battery starts on the ground) and t kill each system you press L button and R button and that will earth out that system. Neither system needs the battery unlike the Sauer back up ignition.

KSA Shock cooling and overtemp alerts

They are digital CHT both L and R (suggest you normally use R) in deg C and in sauer temp should not go over 200deg C ideally. About 2 minutes after takeoff temp will go into 190deg temps so you should back off power as you will get a continuous yellow light and a BUZZER. I suggest consider cruise/climb as revs must not exceed 2700rpm for more than 2 minutes

At cool down time damage is done to air cooled engines rapid cooling from high temp (185+ deg C) to med (155degC) temp and NOT med temp to low temp does the damage. Thus if you pull throttle back too quick you will get a yellow flashing light and a buzzer sounding. The fix is advanced throttle and it will stop immediately and be a bit more patient!!!! You will find it interesting

MYLAR SEALS

While not a safety thing it does improve performance and nobody in gliding these days (except a certain 21Mi and DG500M) would think of having a glider without them. We have them and only if removed would you notice the difference trust me. GLL does need ripstop nylon boots made and fitted to control rods at wing root (falke YHB and our PIK 20E is done). Just helps them perform than others

OZFLARMS

Great safety device especially if we go inland to other clubs as most these days are 100% FLARMS. It is a shame the other club does not have same but please encourage them to fit same. Please go to this link to understand FLARM as how it works as I realise some do not understand

www.ddsc.org.au/documents/manuals/Using%20FLARM.pdf

PLEASE ask if you do not fully understand as it is all important in your endorsement in that glider

Bye for now
Ian McPhee

I Have repeated this as it is IMPORTANT and needs reading !!!

Things to remember with Sauer is

- 1: Turn on only the magneto to start (if you have electronic on then starter button will be DEAD)
- 2: Set throttle full back to start (Bing Carby) and remember choke only enriches fuel in Bing
- 3: Cut back power quickly after take off (read Sauer book)
- 4: THIS ENGINE WILL SUFFER FROM CARBY ICING so whenever near cloud base and low eng revs USE CARBY HEAT ALWAYS: Why do you askwell this engine has cool outside air going in and this more power and climb rate instead of the old system of protected warm air always going in to engine.
- 5: And engine has hydrolic valve lifters so it is no longer necessary to do tappets every month..... YEAH
- 6: Read notes about electronic ignition - it says "If magneto fails fly to nearest airport but if electronic ignition fails then keep flying to your own home airfield"
- 7: Avgas is recommended but Autofuel 98 can be used in emergency

Ian Mcphee(Macca)

SPONSORS NEEDED

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

